

require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this final rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

Small Entities

This final rule does not restrict vessel navigation, but merely requires advance notice for a bridge opening during periods of limited vessel activity. Therefore, the Coast Guard certifies under Section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) that this rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This rule contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612, and has determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this rule and concluded that under section 2.B.2e (32)(e) of Commandant Instruction M16475.1B (as amended, 50 FR 38654, 29 July 1994), this final rule is categorically excluded from further environmental documentation. A Categorical Exclusion Determination statement has been prepared and placed in the rulemaking docket.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

For the reasons set out in the preamble, the Coast Guard amends part 117 of Title 33, Code of Federal Regulations as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05–1(g); section 117.255 also issued under the authority of Pub. L. 102–587, 106 Stat. 5039.

2. A new § 117.714 is added to read as follows:

§ 117.714 Corson Inlet.

The draw of the Corson Inlet bridge, mile 0.9, at Strathmere, shall open on signal; except that from October 1 through May 15, from 10 p.m. to 6 a.m., the draw need only open if at least two hours notice is given.

Dated: April 22, 1997.

Kent H. Williams,

Vice Admiral, U.S. Coast Guard Commander, Fifth Coast Guard District.

[FR Doc. 97–11563 Filed 5–2–97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[COTP TAMPA–97–022]

RIN 2115–AA97

Safety Zone Regulations; Tampa Bay, Florida

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone from 27–52.05N, 082–35.06W for the South Gandy Channel Marker R2 to include the entire width of subject channel to 27–52.06N, 082–35.00W for the South Gandy Channel Marker G4. Another boundary line extending from South Gandy Channel Marker G4 to 27–51.08N, 082–32.08W for the northern edge of Picnic Island and a boundary line extending from 27–50.08N, 082–33.03W for the southern edge of Picnic Island returning to 27–52.05N, 082–35.06W for the South Gandy Channel Marker R2. This temporary safety zone has been established to facilitate the Tampa Bay Open Water Challenge 5k Swim. The temporary safety zone is necessary to protect race participants from vessel traffic that could result in injury to race participants. All vessels are prohibited from transiting the prescribed safety zone unless specifically authorized by the Captain of the Port Tampa, Florida.

DATES: These regulations become effective at 9 a.m. and terminate at 1 p.m. Eastern Daylight Savings Time (EDT) on May 10, 1997.

FOR FURTHER INFORMATION CONTACT: Lieutenant David Murk, Coast Guard

Marine Safety Office Tampa at (813) 228–2189.

SUPPLEMENTARY INFORMATION:

Background and Purpose

Tampa Baywatch and Clearwater Aquatics Team are sponsoring the first of its kind 2.5 mile open water swimming race from Gandy Beach in Pinellas County to Picnic Island in Hillsborough County. The race participants will be transiting across the established safety zone between 27–52.05N, 082–35.06W for the South Gandy Channel Marker R2 to include the entire width of subject channel to 27–52.06N, 082–35.00W for the South Gandy Channel Marker G4. Another boundary line extending from South Gandy Channel Marker G4 to 27–51.08N, 082–32.08W for the northern edge of Picnic Island and a boundary line extending from 27–50.08N, 082–33.03W for the southern edge of Picnic Island returning to 27–52.05N, 082–35.06W for the South Gandy Channel Marker R2. The event is expected to last approximately 4 hours.

In accordance with 5 U.S.C. 553, a notice for proposed rulemaking has not been published for this regulation and good cause exists for making it effective in less than 30 days from the date of publication. Publishing a NPRM and delaying its effective date would be contrary to national safety interests since immediate action is needed to protect the race participants from injury associated with swimming events within Tampa Bay.

Regulatory Evaluation

This regulation is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this regulation to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. Entry into the area is prohibited for approximately 4 hours.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 602 *et seq.*), the Coast Guard must consider whether this regulation will have a significant economic impact on a substantial number of small entities. “Small Entities” include

independently owned and operated businesses that are not dominant in their field and that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632).

The Coast Guard certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), that this rule will not have a significant economic impact on a substantial number of small entities, because the regulations will only be in effect for a total of four hours in a limited area.

Collection of Information

This rule contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

The Coast Guard has analyzed this regulation under the principles and criteria of Executive Order 12612 and has determined that it does not raise sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environmental Assessment

The Coast Guard has considered the environmental impact of this action and has determined pursuant to section 2.B.2.e(34)(h) of Commandant Instruction M16475.1B, that this action is categorically excluded from further environmental documentation.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

Temporary Final Regulations

In consideration of the foregoing, the Coast Guard amends Part 165 of Title 33, Code of Federal Regulations, as follows:

PART 165—[AMENDED]

1. The authority citation for Part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; and 33 CFR 1.05–1(g), 6.04–1, 6.04–6, and 160.5; and 49 CFR 1.46.

2. A new temporary section 165.T07–022 is added to read as follows:

§ 165.T07–022 Safety Zone; Tampa Bay, Florida.

(a) *Location.* Tampa Bay within the boundaries of a line beginning at 27–52.05N, 082–35.06W for the South Gandy Channel Marker R2 to include the entire width of subject channel to 27–52.06N, 082–35.00W for the South Gandy Channel Marker G4. Another

boundry line extending from South Gandy Channel Marker G4 to 27–51.08N, 082–32.08W for the northern edge of Picnic Island and a boundry line extending from 27–50.08N, 082–33.03W for the southern edge of Picnic Island returning to 27–52.05N, 082–35.06W for the South Gandy Channel Marker R2. All coordinates referenced use Datum: NAD 83.

(b) *Regulations.* (1) In accordance with the general regulations in § 165.23, entry into this zone is prohibited except as authorized by the Captain of the Port.

(2) This section does not apply to authorized law enforcement or search and rescue vessels operating within the safety zone.

(3) The Captain of the Port Tampa, Florida will issue a Marine Safety Information Broadcast Notice to Mariners to notify the maritime community of the safety zone and the restrictions imposed.

(c) *Effective date.* This section becomes effective at 9 a.m. and terminates at 1 p.m. EDT on May 10, 1997.

Dated: April 24, 1997.

B. G. Basel,

Captain, U.S. Coast Guard, Captain of the Port.

[FR Doc. 97–11564 Filed 5–2–97; 8:45 am]

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POSTAL SERVICE

39 CFR Part 111

Address Correction Information; Standard Mail (A)

AGENCY: Postal Service.

ACTION: Final rule.

SUMMARY: This final rule sets forth the Domestic Mail Manual (DMM) standards adopted by the Postal Service to change the ancillary service endorsements for Standard Mail (A) that mailers use to request an addressee's new address and to provide the Postal Service with instructions on how to handle undeliverable-as-addressed (UAA) mail.

Unendorsed single-piece rate Standard Mail (A) that is undeliverable as addressed will be discarded by the Postal Service. An endorsement will be required on the piece if forwarding or return service is desired by the mailer. This change will benefit mailers who deposit large mailings of bulk rate Standard Mail (A) and do not want to be charged for the return of undeliverable pieces.

EFFECTIVE DATE: July 1, 1997.

FOR FURTHER INFORMATION CONTACT: Rocky Matthews, (202) 268–5790, or Neil Berger, (202) 268–2859.

SUPPLEMENTARY INFORMATION: On October 10, 1996, the Postal Service published for public comment in the **Federal Register** (61 FR 53280–53285) a proposed rule to change the ancillary service endorsements that mailers use to request an addressee's new address and to provide the Postal Service with instructions on how to handle undeliverable-as-addressed (UAA) mail.

After evaluating the comments received, the Postal Service published a final rule on March 28, 1997, in the **Federal Register** (62 FR 15056–15066) that contained three additional standards not previously set forth in the proposed rule:

1. A fourth ancillary service endorsement, "Forwarding Service Requested," is added. For First-Class Mail and Standard Mail (B), the optional use of this endorsement ensures that UAA pieces receive the same treatment accorded these classes of mail not bearing this or any other endorsement. For Standard Mail (A), this endorsement provides for the forwarding and return of mail without requiring a separate address correction notification.

2. The "Change Service Requested" endorsement is restricted within First-Class Mail to electronic Address Change Service (ACS) participants only. This restriction is sensible, because it limits this service to mailers who are most likely to be familiar with the consequences of electing this option—that is, disposal of UAA pieces bearing this endorsement. The mailer receives a separate notice of an address change or reason for nondelivery.

3. Unendorsed single-piece rate Standard Mail (A) that is undeliverable as addressed will be discarded by the Postal Service. An endorsement is required on the piece if forwarding or return is desired.

Owing to the differences between what the Postal Service had proposed and what the Postal Service had published as a final rule and the substance of the change in the treatment of UAA single-piece rate Standard Mail (A), the Postal Service accepted further public comments for an additional 15 days (through April 14, 1997) after the final rule was published only on the change in treatment of UAA single-piece rate Standard Mail (A).

Currently, a mailer has the option of endorsing a single-piece rate Standard Mail (A) piece "Do Not Forward" to request that the Postal Service discard the piece if it is undeliverable, with no forwarding, no return, and no address correction provided.