

solicited from the public. The Coast Guard received no comments.

The Coast Guard determined that the proposed schedule satisfies the needs of all entities operating on Grand River and the rule is unchanged from the NPRM.

The Coast Guard finds that in accordance with 5 U.S.C. 553, good cause exists to make this final rule effective in less than 30 days. The Coast Guard has received no comments concerning this revision and it is in the best public interest to have this rule in force at the end of the authorized temporary deviation period, which expires on August 15, 1997.

Regulatory Evaluation

This rule 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 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

Under the Regulatory Flexibility Act (5 U.S.C. 601 et seq.), the Coast Guard must consider whether this rule will have a significant economic impact on a substantial number of small entities. *Small entities* include independently owned and operated small businesses that are not dominant in their field and otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632). Since the revised schedule was requested by the primary municipalities served on Grand River after extensive research and consultation with maritime users and businesses, the economic impact of this rule is expected to be minimal. Therefore, the Coast Guard certifies under 5 U.S.C. 605(b) that this rulemaking will not have a significant 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 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.2.e.(32)(e) of Commandant Instruction M16475.1B, promulgation of operating requirements or procedures for drawbridges is categorically excluded from further environmental documentation.

List of Subjects in 33 CFR Part 117

Bridges.

For reasons set out in the preamble, part 117 of title 33, Code of Federal Regulations, is amended 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. Section 117.633 is amended by revising paragraphs (b) and (c) to read as follows:

§ 117.633 Grand River.

* * * * *

(b) The draw of the CSX Transportation Corp. railroad bridge, mile 2.8 at Grand Haven, shall open on signal; except that, from December 15 through March 15, the draw shall open on signal if at least 12 hours notice is given.

(c) The draw of the U.S. Route 31 bridge, mile 2.9 at Grand Haven, shall open on signal for pleasure craft—

(1) From March 16 through December 14, from 6:30 a.m. to 8:30 p.m., seven days a week, once an hour, on the half-hour; except the draw need not open for pleasure craft at 7:30 a.m., 12:30 p.m., and 5:30 p.m. on Monday, Tuesday, Thursday, and Friday, and at 7:30 a.m., 12:30 p.m., and 4:30 p.m. on Wednesday.

(2) From December 15 through March 15, if at least 12 hours notice is given.

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Dated: July 25, 1997.

J.F. McGowan,

Rear Admiral, U.S. Coast Guard, Commander, North Coast Guard District.

[FR Doc. 97–21259 Filed 8–11–97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[COTP Los Angeles-Long Beach, CA; 97–005]

RIN 2115-AA97

Safety Zone; San Pedro Bay, CA

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone in the navigable waters of the United States within the entire Port of Los Angeles inside the federal breakwater. This safety zone is established due to the potential increased navigational risk during a period when pilot service is limited or unavailable.

Movements of vessels, 300 Gross Tons or greater, into or within this safety zone are prohibited unless specifically authorized by the Captain of the Port.

DATES: This regulation will be in effect from Saturday, July 14, 1997 until Wednesday, October 15, 1997.

ADDRESSES: Marine Safety Office Los Angeles-Long Beach, 165 N. Pico Ave., Long Beach, CA 90802.

FOR FURTHER INFORMATION CONTACT: Commander Chet Hartley, Assistant Chief, Port Operations, Marine Safety Office-Group Los Angeles-Long Beach at (562) 980–4448.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and good cause exists for making it effective in less than 30 days after **Federal Register** publication. Publication of a notice of proposed rulemaking and delay of its effective date would be contrary to the public interest since the details of the Los Angeles Pilot work stoppage were not provided to the Coast Guard until a date fewer than 30 days prior to the work stoppage date.

Discussion of Regulation

The Coast Guard Captain of the Port is aware that members of the Los Angeles Pilot Service have commenced a work stoppage as of approximately 10:45 p.m. July 11, 1997. As a result, the LA Pilot Service can only make available two management pilots to service vessel movements. Consequently, it is expected that the demand for pilots will exceed availability and that vessels may experience delays in obtaining pilotage services. In addition, traffic management services normally provided

by the LA Pilot Service are not available. Due to the increased risk of moving vessels under these conditions, the Captain of the Port, under the authority of the Ports and Waterways Safety Act, is implementing a safety zone to ensure the safe movement of vessels during the period of the work stoppage. Vessels 300 Gross Tons and greater are prohibited from entering into or transiting within the safety zone unless authorized by the Captain of the Port.

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). Since the safety zone will only affect vessels of 300 gross tons or greater, and movement of these vessels will only be delayed, not completely prohibited, the Coast Guard expects the economic impact of this regulation to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of the Department of Transportation is unnecessary.

Collection of Information

This regulation contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501–3520).

Federalism

The Coast Guard has analyzed this regulation under the principles and criteria contained in Executive Order 12612 and has determined that this 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 regulation and concluded that under paragraph 2.B.2e(34)(g) of Commandant Instruction M16475.1B as revised in 59 CFR 38654, July 29, 1994, it will have no significant environmental impact and it 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. *Regulation:* In consideration

of the foregoing, part 165 of title 33, Code of Federal Regulations, is amended as follows:

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; 49 CFR 1.46.

2. A new section 165.T11–060 is added to read as follows:

§ 165.T11–060 Safety Zone: San Pedro Bay, CA.

(a) *Location.* The following area is a safety zone: in the navigable waters of the United States within the entire Port of Los Angeles inside the federal breakwaters. [Datum: NAD 1983]

(b) *Effective Dates.* This safety zone will be in effect from Saturday, July 14, 1997 until Wednesday, October 15, 1997.

(c) *Regulations.* In accordance with the general regulations in § 165.23 of this part, entry into or movements within this zone, of vessels 300 Gross Tons or greater, are prohibited unless authorized by the Captain of the Port.

Dated: July 14, 1997.

G.F. Wright,

Captain, U.S. Coast Guard, Captain of the Port, Los Angeles-Long Beach, California.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[COTP Memphis 97–001]

RIN 2115–AA97

Safety Zone; Lower Mississippi River, Mile 661.0 to Mile 662.0

AGENCY: Coast Guard, DOT.

ACTION: Temporary rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone on the Lower Mississippi River between mile 661.0 and mile 662.0. The zone is needed to protect vessel traffic during bridge repairs and the potential for falling debris. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port.

DATES: This regulation becomes effective at 12:01 a.m. on July 17, 1997, and terminates at 11:59 p.m. on August 31, 1997.

FOR FURTHER INFORMATION CONTACT: CW04 Frank E. Janes, Assistant Chief Port Operations Officer, Captain of the Port, 200 Jefferson Avenue, Suite 1301,

Memphis, TN 38103, Phone: (901) 544–3941.

SUPPLEMENTARY INFORMATION:

Background and Purpose

At approximately 12:01 a.m. on July 17, 1997, the Arkansas Highway Transportation Department will commence repairs to the Helena Highway Bridge at Lower Mississippi River mile 661.8 on the left descending bank. The operation is expected to be completed within four to six weeks from the commencement date. The navigable channel will be open during the operations. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port.

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and good cause exists for making it effective in less than 30 days after **Federal Register** publication. Publication of a notice of proposed rulemaking and delay of effective date would be contrary to the public interest because immediate action is necessary. Specifically, immediate action is necessary to facilitate repairs to the Helena Highway Bridge. Harm to the public or environment may result if vessel traffic is not controlled during the operations. As a result, the Coast Guard deems it to be in the public's best interest to issue a regulation immediately.

Regulatory Evaluation

This rule 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 not been reviewed 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 proposal to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

Collection of Information

This rule contains no information collection requirements under the Paperwork Reduction Act (44 U.S.C. 3501–3520).

Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient federalism implications