

12612, and it has been determined that the rulemaking does not have 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.a (CE #34(h)) of Commandant Instruction M17475.1C that this action is categorically excluded from further environmental documentation.

List of Subjects in 33 CFR Part 100

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

Temporary Regulations

In consideration of the foregoing, the Coast Guard amends Part 100 of Title 33, Code of Federal Regulations, as follows

PART 100—[AMENDED]

1. The authority citation for Part 100 continues to read as follows:

Authority: 33 U.S.C. 1233; 49 CFR 1.46 and 33 CFR 100.35

2. A new temporary section 100.35–T07–014 is added to read as follows:

§ 100.35–T07–014 Special Local Regulations; Intracoastal Waterway; St. Augustine, FL.

(a) *Regulated area.* The regulated area is located in the waters of the Matanzas River, Intracoastal Waterway, St. Augustine, Florida. Its northern boundary is formed by the Bridge of Lions. The western boundary begins where the Bridge of Lions meets the west bank of the Matanzas River and runs along the west bank of the river to approximate position 29–52.1N, 081–18.2W. The southern boundary is formed by a line, perpendicular to the centerline of the Matanzas River, drawn from Fish Island Mariana Daybeacon #2, (LLNR 39080), in approximate position 29–52.1N, 081–18.2W (near the entrance of the San Sebastian River), to the west bank of the Matanzas River. The eastern boundary is formed by the eastern bank of the Matanzas River. All coordinates referenced use Datum: NAD 83.

(b) *Special local Regulations.* (1) Entry into this regulated area, by other than parade participants or spectator craft, is prohibited, unless authorized by the Patrol Commander. After termination of the “Blessing of the Fleet” ceremony, all vessels may resume normal operations.

(2) Spectator craft will be allowed to enter the regulated area; however, vessel mooring, anchoring, and movement restrictions will be directed by Coast

Guard and local law enforcement officials.

(3) The Bridge of Lions will remain in the closed position during the event.

(c) *Date.* This section becomes effective at 9 a.m. and terminates at 3 p.m. EST on April 5, 1998.

Dated: March 18, 1998.

[FR Doc. 98–8255 Filed 4–1–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CGD7–98–017]

RIN 2115–AE46

Special Local Regulations; Fort Lauderdale, FL

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: Special local regulations are being adopted for the start of the Fort Lauderdale-Baltimore leg of the 1997–98 Whitbread Round the World Sailboat Race. The event will be held offshore of Fort Lauderdale on April 19, 1998. The regulations are needed to provide for the safety of life on navigable waters during the event.

DATES: These regulations become effective at 12 p.m. and terminate at 1 p.m. EDT on April 19, 1998.

FOR FURTHER INFORMATION CONTACT: QMCS Thomas E. Kjerulff, Coast Guard Group Miami, Florida at (305)535–4492.

SUPPLEMENTARY INFORMATION:

Background and Purpose

Whitbread Race Americas Inc., is sponsoring the start of the Fort Lauderdale to Baltimore leg of the 1997–98 Whitbread Round the World Sailboat Race. The event will be held on April 19, 1998: from 12:10 p.m. to 1 p.m. These regulations will create two regulated areas one mile offshore of Fort Lauderdale, Florida, for the start and turning point of the race involving the ten 60 foot offshore racing sailboats participating. Entry into the regulated areas will be prohibited to non-participating vessels. These regulations are necessary for the protection of life on the navigable waters of the United States, as there will be approximately two thousand spectator craft in the vicinity.

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking has not been published for these regulations and good cause exists for making it effective in less than 30 days after **Federal**

Register publication. Following normal rulemaking procedures would have been impracticable, as there was not sufficient time remaining after notice of the event to publish proposed rules or to provide for a delayed effective date.

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 proposal 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 regulated area is prohibited for only 3 hours on the day of the event.

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 small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their field and governmental jurisdictions with populations of less than 50,000.

Therefore, the Coast Guard certifies under section 5 U.S.C. 605(b) that this rule would not have a significant economic impact on a substantial number of small entities as the regulations will only be in effect for approximately 3 hours in a limited area off Fort Lauderdale.

Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the rulemaking does not have 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.a (CE#34(h)) of Commandant Instruction M16475.1C that this action is categorically excluded from further environmental documentation.

List of Subjects in 33 CFR Part 100

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

Temporary Regulations

In consideration of the foregoing, the Coast Guard amends Part 100 of Title 33, Code of Federal Regulations, as follows.

PART 100—[AMENDED]

1. The authority citation for Part 100 continues to read as follows:

Authority: 33 U.S.C. 1233, 49 CFR 1.46 and 33 CFR 100.35.

2. A temporary section 100.35–T07–017 is added to read as follows:

§ 100.35–T07–017 Whitbread Race; Fort Lauderdale, FL

(a) *Regulated Areas* (all coordinates reference Datum: NAD 1983). (1) A regulated area is established for the starting line by a line joining the following corner points: Corner point 1: 26–07.9N–080–04.4W, Corner point 2: 26–07.1N–080–04.4W, Corner point 3: 26–07.9N–080–05.6W, Corner point 4: 26–07.1N–080–05.6W.

(2) A regulated area is established for the turning point by a line joining the following corner points: Corner point 1: 26–10.1N–080–04.6W, Corner point 2: 26–10.1N–080–05.2W, Corner point 3: 26–10.9N–080–04.6W, Corner point 4: 26–10.9N–080–05.2W.

(b) *Special local regulations.* (1) Entry into the regulated area by other than event participants is prohibited unless otherwise authorized by the Patrol Commander. After departure of participants from the regulated area, traffic may resume normal operations.

(2) A succession of not fewer than 5 short whistle or horn blasts from a patrol vessel will be the signal for any and all vessels to take immediate steps to avoid collision. The display of an orange distress smoke signal from a patrol vessel will be the signal for any and all vessels to stop immediately.

(c) *Dates.* This section is effective at 12 p.m. and terminates at 1 p.m. EDT on April 19, 1998.

Dated: March 18, 1998.

Norman T. Saunders,

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

[FR Doc. 98–8254 Filed 4–1–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Coast Guard****33 CFR Part 165**

[CGD01–97–004]

RIN 2115–AA97

Security Zone: Dignitary Arrival/Departure Logan International Airport, Boston, MA

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing a permanent, four-sector security zone on the waters around Logan International Airport, above the Callahan Tunnel, Sumner Tunnel, Ted Williams Tunnel, and around any designated vessel, to protect the President, Vice President and visiting heads of foreign states or foreign governments during their arrival, departure and transits to and from Logan International Airport.

DATES: This rule is effective on June 1, 1998.

ADDRESSES: The comments and other material referred to in this preamble are available for inspection or copying at the Marine Safety Office, Boston, MA, during normal working hours between the hours of 7:30 a.m. and 3:30 p.m., Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: LT Michael H. Day or MSTC Daniel J. Dugery, Coast Guard Marine Safety Office, Boston, MA; telephone (617) 223–3000.

SUPPLEMENTARY INFORMATION:**Regulatory History**

On January 8, 1998, the Coast Guard published a Notice of Proposed Rulemaking titled “Security Zone: Dignitary Arrival/Departure Logan International Airport, Boston, MA” in the *Federal Register* (63 FR 1089). The comment period ended March 9, 1998. The Coast Guard received two letters commenting on this proposal. These comments have been incorporated into this final rule. No public hearing was requested and none was held.

Background and Purpose

Boston Massachusetts is visited by the President or Vice President of the United States, or visiting heads of foreign states or foreign governments an average of 24 times per year. Often these visits are on short notice. The President, Vice President, and visiting heads of foreign states or foreign governments require Secret Service protection. The

President, Vice President, and visiting heads of foreign states or foreign governments arrive at Logan International Airport and then transit to locations throughout Boston by car or boat. Due to the sensitive nature of these visits, a security zone is needed. Standard security procedures are enacted to ensure the proper level of protection to prevent sabotage or other subversive acts, accidents, or other activities of a similar nature. In the past, temporary security zones were requested by the U.S. Secret Service with limited notice for preparation by the U.S. Coast Guard. This regulation establishes a permanent four-sector security zone that can be activated upon the request of the U.S. Secret Service pursuant to their authority under 18 U.S.C. 3056. The security zone sections will be as follows:

Sector one will go into effect 15 minutes prior to the scheduled landing or takeoff of the aircraft carrying the President, Vice President, or visiting heads of foreign states or foreign governments at Logan International Airport. Sector one will preclude all vessels from approaching within three hundred yards of the Logan International Airport shoreline, bound on the west by a line drawn between positions 42°22′45″N, 071°01′05″W and 42°21′48″N, 071°01′45″W (NAD 1983).

Sector two will go into effect 15 minutes before the vehicle carrying the President, Vice President, or visiting heads of foreign states or foreign governments enters the Callahan Tunnel or Sumner Tunnel. Sector two may preclude vessels, as necessary, from entering an area of the main ship channel, Boston Inner Harbor, fifty yards in all directions from a point directly above the Callahan Tunnel or the Sumner Tunnel.

Sector three will go into effect 15 minutes before the vehicle carrying the President, Vice President, or visiting heads of foreign states or foreign governments enters the Ted Williams Tunnel. Sector three may preclude vessels, as necessary, from entering an area of the main ship channel, Boston Inner Harbor, fifty yards in all directions from a point directly above the Ted Williams Tunnel.

Sector four will go into effect 15 minutes before the President, Vice President, or visiting heads of foreign states or foreign governments board the designated transport vessel. Sector four will preclude all vessels from approaching within three hundred yards in all directions from the designated vessel transporting the dignitaries between Logan International Airport and any location in Boston Harbor.