

obtained by the Board in the administration of the Railroad Retirement and Railroad Unemployment Insurance Acts. This rulemaking amends section 200.8(g) to permit disclosure of information to a consular official acting on behalf of a compatriot who has claimed benefits under the Railroad Retirement Act, or Railroad Unemployment Insurance Act. Only information pertinent to his or her claim may be disclosed.

The rule was published as a proposed rule August 13, 1997 (62 FR 43295), requesting comments on or before October 14, 1997. No comments were received.

The Board, with the concurrence of the Office of Management and Budget, has determined that this is not a major rule for purposes of Executive Order 12866. Therefore, no regulatory analysis is required. There are no information collections associated with this rule.

List of Subjects in 20 CFR Part 200

Railroad employees, Railroad retirement.

For the reasons set out in the preamble, title 20, chapter II, Part 200 of the Code of Federal Regulations is amended as follows:

PART 200—GENERAL ADMINISTRATION

1. The authority citation for part 200 continues to read as follows:

Authority: 45 U.S.C. 231f(b)(5) and 45 U.S.C. 362; § 200.4 also issued under 5 U.S.C. 552; § 200.5 also issued under 5 U.S.C. 552a; § 200.6 also issued under 5 U.S.C. 552b; and § 200.7 also issued under 31 U.S.C. 3717.

2. Section 200.8 is amended by adding new paragraph (g)(12) to read as follows:

§ 200.8 Disclosure of information obtained in the administration of the Railroad Retirement Act and the Railroad Unemployment Insurance Act.

(g) Authorized release of information. * * *

(12) To any consular official, other than a consular officer of a country to which United States Treasury checks and warrants may not be sent, acting in behalf of a compatriot who has claimed benefits under the Railroad Retirement Act or Railroad Unemployment Insurance Act, information that is pertinent to the claim and that the applicant himself could have upon his or her own request.

* * * * *

Dated: January 6, 1998.
By Authority of the Board.

For the Board.

Beatrice Ezerski,

Secretary to the Board.

[FR Doc. 98-850 Filed 1-13-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD05-97-090]

Drawbridge Operation Regulations; Corson Inlet, Strathmere, New Jersey

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Fifth Coast Guard District has issued a temporary deviation from the regulation governing the operation of the drawbridge across Corson Inlet, mile 0.9, at Strathmere, New Jersey. Beginning at 6 a.m. on January 12, through 6 a.m. on February 2, 1998, the bridge will be maintained in the closed position to navigation. This closure is necessary to facilitate extensive repairs and maintain the bridge's operational integrity.

DATES: The deviation is effective from 6 a.m. on January 12, 1998 until 6 a.m. on February 2, 1998.

FOR FURTHER INFORMATION CONTACT: Ann B. Deaton, Bridge Administrator, Fifth Coast Guard District, at (757) 398-6222.

SUPPLEMENTARY INFORMATION: The drawbridge across Corson Inlet is owned and operated by the Cape May County Bridge Commission (CMCBC). On December 2, 1997, a letter was forwarded to the Coast Guard by the general contractor for CMCBC requesting a temporary deviation from the normal operation of the bridge to implement extensive repairs and improvements to the bridge. The current regulation at Title 33, Code of Federal Regulations, Section 117.714, requires the draw to open on signal at all times, 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.

The bridge repairs include the reconstruction of the rest pier for the single-leaf bascule span; installation of access ladders; strengthening deteriorated concrete pile legs; repairing the undermined areas below two piers; and various concrete spall repairs. Due to the two-girder configuration of the bascule span, the reconstruction of the rest pier requires the bascule span to be locked in position for a period of 22 days.

The Coast Guard reviewed CMCBC's bridge logs for 1992 through 1996. According to the bridge logs, this bridge has not experienced an opening for a marine vessel during the winter months from 1992 to 1996. Based upon these records, vessels are not expected to be negatively impacted by the temporary deviation.

From 6 a.m. on January 12, until 6 a.m. on February 2, 1998, this deviation allows the drawbridge across Corson Inlet to remain closed to navigation.

Dated: January 2, 1998.

Roger T. Rufe, Jr.,

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

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PANAMA CANAL COMMISSION

35 CFR Parts 115, 117 and 119

RIN 3207-AA42

Board of Local Inspectors; Composition and Functions; Marine Accidents: Investigations; Control; Responsibility; Licensing of Officers

AGENCY: Panama Canal Commission.

ACTION: Final rule.

SUMMARY: The Panama Canal Commission is amending its rules to delete reference to the administrative position of Supervising Inspector. This change eliminates a level of review of vessel accident investigations by the Board of Local Inspectors, reducing processing time for its investigative reports. The action also makes some nomenclature changes called for by an internal reorganization at the Commission. The position of Supervising Inspector is not mandated by statute.

DATES: Effective January 14, 1998.

FOR FURTHER INFORMATION CONTACT: John A. Mills, Secretary, Panama Canal Commission, 1825 I Street NW, Suite 1050, Washington, DC 20006-5402; Telephone: (202) 634-6441; Facsimile: (202) 634-6439; or John L. Haines, Jr., General Counsel, Panama Canal Commission, Facsimile: 011-507-272-3748.

SUPPLEMENTARY INFORMATION: The Board of Local Inspectors (BLI) has existed at the Panama Canal pursuant to statute or executive order since 1912, two years before the waterway opened its doors to world shipping. The BLI's primary functions are the investigation of marine accidents and the examination and licensing of pilots, masters, mates and engineers on vessels operating in Canal

waters. The Chairman and other members of the BLI are selected from among the Canal's senior pilots and, hence, are experienced and knowledgeable in all aspects of navigating vessels through the waterway. Since 1966, the agency's Marine Director has served, ex officio, as Supervising Inspector and, in that latter capacity, has overseen the operations of the BLI.

Under an agency-wide reorganization plan motivated by the upcoming transfer of the Canal to Panama at the end of 1999, the Marine Director (previously an active-duty or retired U.S. Naval officer) is to be known as the Maritime Operations Director and is no longer required to have ship-handling experience. That change eliminates the need for, and utility of, that official's oversight of the investigative functions of the BLI and, in keeping with the goal of streamlining the agency, the administrative position of Supervising Inspector is being eliminated. Henceforth, the BLI will forward its investigative reports directly to the Administrator for approval. Duties previously performed by the Supervising Inspector are either being eliminated or, primarily in the area of licensing, assumed by the Maritime Operations Director or by the Administrator or his designee. In other portions of parts 115, 117 and 119 the title Marine Director is replaced by Maritime Operations Director as envisioned by the said reorganization.

The Commission is exempt from Executive Order 12866 and its provisions do not apply to this rule. Even if the Order were applicable, the rule would not have a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act. The implementation of the rule will have no adverse effect on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic or export markets. Finally, the Administrator of the Panama Canal Commission certifies these changes meet the applicable standards set out in sections 2(a) and 2(b)(2) of Executive Order 12778.

List of Subjects

35 CFR Part 115

Organization and functions (Government agencies), Panama Canal.

35 CFR Part 117

Investigations, Marine safety, Reporting and recordkeeping requirements.

35 CFR Part 119

Administrative practice and procedure, Panama Canal, Seamen, Vessels.

For the reasons stated in the Preamble, the Panama Canal Commission amends 35 CFR Parts 115, 117 and 119 as follows:

PART 115—BOARD OF LOCAL INSPECTORS; COMPOSITION AND FUNCTIONS

1. The authority citation for part 115 is revised to read as follows:

Authority: 22 U.S.C. 3778; E.O. 12215, 45 FR 36043, 3 CFR, 1980 Comp., p. 257.

2. Revise § 115.1 to read as follows:

§ 115.1 Board of Local Inspectors.

There is hereby continued the Board of Local Inspectors of the Panama Canal Commission, constituted as provided in § 115.2, which shall perform, conduct and execute—

(a) The investigations called for by 22 U.S.C. 3778;

(b) The functions and responsibilities with which it is vested by this part and by parts 117 and 119 of this chapter; and

(c) Such other duties in matters of a marine character as it may be assigned from time to time by the Administrator.

3. Amend § 115.2 as follows:

a. In paragraph (a), introductory text, remove the words “in paragraphs (b) and (c)” and add, in their place, the words “in paragraph (b)”;

b. Revise paragraph (b) to read as set forth below.

c. Remove paragraph (c); and

d. Redesignate paragraph (d) as paragraph (c), and remove the words “Supervising Inspector” and add, in their place, the word “Chairman”.

§ 115.2 Composition of the Board.

* * * * *

(b) In the absence of the Chairman, or where the subject matter or circumstances of a particular accident warrant such action, the Administrator may designate an alternate to replace any official regularly serving on the Board.

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PART 117—MARINE ACCIDENTS; INVESTIGATIONS; CONTROL; RESPONSIBILITY

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

Authority: 22 U.S.C. 3778; E.O. 12215, 45 FR 36043, 3 CFR, 1980 Comp., p. 257.

§ 117.1 [Amended]

2. Amend § 117.1 as follows:

a. In paragraphs (b) and (d)(2), remove the words “Supervising Inspector” and add, in their place, the words “Maritime Operations Director”; and

b. In paragraph (c) introductory text, remove the words “Supervising Inspector or”.

3. Revise § 117.3 to read as follows:

§ 117.3 Reports by Board to the Administrator.

The Board shall submit reports of all marine accident investigations conducted by it to the Administrator for approval. Such reports shall set forth in detail the facts and circumstances surrounding the accident and bearing upon its proximate causation, the nature and extent of the injury, and the amount of damages, if any, occasioned by such injury. The reports shall include a transcript of the record of the Board's investigation, together with its findings and opinions respecting the accident. All findings and opinions of the Board shall be rendered by a full Board after a review of the entire transcript, even though the hearing may have been conducted by a single member of the Board or by a two-man Board. Reports of the Board do not become final until they are approved by the Administrator.

PART 119—LICENSING OF OFFICERS

1. The authority citation for part 119 continues to read as follows:

Authority: Issued under authority of the President by 22 U.S.C. 3811, E.O. 12215, 45 FR 36043.

2. In part 119, remove the words “Supervising Inspector” and add, in their place, the words “Maritime Operations Director”, wherever they appear.

Dated: January 7, 1998.

Alberto Alemán Zubieta,
Administrator.

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37 CFR Part 253

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