

EMPOWERMENT ZONE, SUPPLEMENTAL EMPOWERMENT ZONE, ENHANCED ENTERPRISE COMMUNITY AND ENTERPRISE COMMUNITY DESIGNEES—Continued

State	City
Pennsylvania EZ	Philadelphia, Camden N.J.
Pennsylvania EC	Harrisburg.
Do	Pittsburgh & Allegheny Co.
Rhode Island EC	Providence.
So. Carolina EC	Charleston.
Tennessee EC	Memphis.
Do	Nashville.
Texas EEC	Houston.
Texas EC	Dallas.
Do	El Paso.
Do	San Antonio.
Do	Waco.
Utah EC	Ogden.
Vermont EC	Burlington.
Virginia EC	Norfolk.
Washington EC	Seattle.
Do	Tacoma.
West Virginia EC	Huntington.
Wisconsin EC	Milwaukee.

[FR Doc. 95-4365 Filed 2-22-95; 8:45 am] BILLING CODE 4210-29-P

DEPARTMENT OF THE TREASURY

Fiscal Service

31 CFR Part 351

Offering of United States Savings Bonds, Series EE

CFR Correction

In title 31 of the Code of Federal Regulations, part 200 to end, revised as of July 1, 1994, on page 265, § 351.2 (e)(1) is corrected to read as follows:

§ 351.2 Description of bonds.

* * * * *

(e) * * *

(1) *Guaranteed minimum investment yield.* The guaranteed minimum investment yield of a bond from its issue date to each semiannual interest accrual date occurring on or after 5 years from issue up to original maturity will be 7.5 percent per annum, compounded semiannually, for a bond bearing an issue date of November 1, 1982, through October 1, 1986, and 6 percent per annum, compounded semiannually, for a bond bearing an issue date of November 1, 1986, through February 1, 1993; and, 4 percent per annum, compounded semiannually, for a bond bearing an issue date of March 1, 1993, or thereafter. Interest that accrues on a Series EE bond becomes

part of its redemption value and is paid, as set out in § 351.2 (h).

BILLING CODE 1505-01-D

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 110

[CGD05-94-088]

RIN 2115-AA98

Anchorage Regulations Anchorage 7 off Marcus Hook; Delaware River, Southeast Side of the Channel Along Marcus Hook Range

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: This rule amends the boundaries of Anchorage 7 off Marcus Hook on the southeast side of the channel along the Marcus Hook Range of the Delaware River. It corrects the published coordinates to reflect those coordinates of the Army Corps of Engineers maintained anchorage, and clearly designates an area large enough to accommodate modern, large vessels requiring examination by public health, customs or immigration authorities.

EFFECTIVE DATE: March 27, 1995.

FOR FURTHER INFORMATION CONTACT: LCDR Tom Flynn, Assistant Chief, Planning and Waterways Management Section, Fifth Coast Guard District, 431 Crawford Street, Portsmouth, VA 23704-5004, (804) 398-6285.

SUPPLEMENTARY INFORMATION:

Drafting Information

The drafters of this notice are LCDR Tom Flynn, project officer, Aids to Navigation and Waterways Management Branch, Fifth Coast Guard District and LT Andy Norris, project attorney, Fifth Coast Guard District Legal Staff.

Regulatory History

On November 8, 1994, the Coast Guard published a notice of proposed rulemaking entitled Anchorage Regulations; Anchorage Grounds: Anchorage 7 off Marcus Hook; Delaware River, Southeast Side of the Channel Along Marcus Hook Range in the **Federal Register** (59 FR 55598). The comment period expired on January 9, 1995. The Coast Guard received no letters commenting on the proposal. A public hearing was not requested and one was not held.

Background and Purpose

Section 7 of the Act of March 4, 1915, as amended (33 U.S.C. 471), authorizes

the establishment of anchorage grounds for vessels in the navigable waters of the United States whenever it is apparent that such grounds are required by the maritime or commercial interests of the United States for safe navigation. A Coast Guard initiated Waterways Analysis and Management System Study (WAMS) of the Delaware River, conducted in 1989, determined that a discrepancy existed between the charted anchorage, the Army Corps of Engineers maintained anchorage, and the anchorage coordinates published in 33 CFR 110.157(a)(8). WAMS was developed to serve as the basis for a systematic analysis and management of the aids to navigation in our nation's waterways. WAMS is intended to identify the navigational needs of the users of a particular waterway, the present adequacy of the aids system in terms of those needs, and what is required in those cases where the users' needs are not being met. The WAMS process also looks into the resources—physical, financial, and personnel—needed to carry out the Aids to Navigation program responsibilities. The analyses of each waterway and the attendant resources are then integrated to provide documentation for both day to day management and future planning within the Aids to Navigation program. Anchorage 7, off Marcus Hook, as defined in 33 CFR 110.157(a)(8), does not correctly delineate the anchorage as currently maintained by the Army Corps of Engineers nor as charted by the National Ocean Service. The preferential area in this anchorage designated for the use of vessels awaiting quarantine inspection is vaguely defined and may not provide adequate room for modern, large vessels. This rule will correct those discrepancies.

Discussion of Comments and Changes

No comments were received concerning the notice of proposed rulemaking. There are no substantive differences between the proposed rule and this final rule.

Regulatory Evaluation

This final 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

final rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. The basis for this finding is that Anchorage 7 is already being utilized within the boundaries set forth in this final rule.

Small Entities

Under 5 U.S.C. 601 *et seq.*, known as the Regulatory Flexibility Act, the Coast Guard must consider whether this final 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 that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632). Since the impact of this final rule is expected to be minimal, the Coast Guard will certify under 5 U.S.C. 605(b), that this final rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

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

Federalism

This final rule has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it is anticipated that this final rulemaking will not raise sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

This final rulemaking has been thoroughly reviewed by the Coast Guard and determined to be categorically excluded from further environmental documentation in accordance with section 2.B.2.e of Commandant Instruction M16475.1B. It has been determined that a Categorical Exclusion Determination statement is not required (see 59 FR 38654, July 29, 1994).

List of Subjects in 33 CFR Part 110

Anchorage Grounds.

Final Regulations

For the reasons set out in the preamble, Part 110 of Title 33, Code of Federal Regulations is amended as follows:

PART 110—ANCHORAGE REGULATIONS

1. The authority citation for Part 110 continues to read as follows:

Authority: 33 U.S.C. 471, 2030, 2035 and 2071; 49 CFR 1.46 and 33 CFR 1.05-1(g).

Section 110.1a and each section listed in 110.1a are also issued under 33 U.S.C. 1223 and 1231.

2. In § 110.157 paragraph (a)(8) is revised to read as follows:

§ 110.157 Delaware Bay and River.

(a) * * *

(8) *Anchorage 7 off Marcus Hook.* (i) On the southeast side of the channel along Marcus Hook Range, bounded by a line connecting the following points:

Latitude	Longitude
39°49'17.254" N	75°22'50.0994" W
39°48'39.984" N	75°23'17.238" W
39°47'45.309" N	75°25'01.278" W
39°47'43.111" N	75°26'00.186" W

(DATUM: NAD 83)

(ii) A vessel that is arriving from or departing for sea and that requires an examination by public health, customs, or immigration authorities shall anchor in the preferential area of this anchorage designated for the use of vessels awaiting quarantine inspection, this area being the waters bounded by the arc of a circle with a radius of 366 yards and with the center located at:

Latitude	Longitude
39°48'46.334" N	75°23'26.881" W

(DATUM: NAD 83)

(iii) Should the remainder of the anchorage be in use, the preferential area, when available, may be used by vessels not subject to quarantine inspection.

* * * * *

Dated: January 23, 1995.

W.J. Ecker,

*Rear Admiral, U.S. Coast Guard Commander,
Fifth Coast Guard District.*

[FR Doc. 95-4410 Filed 2-22-95; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 162

[CGD09-95-006]

Temporary Speed Limits for the St. Marys River

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is making a temporary amendment to the speed limits for the St. Marys River during the 1994-95 icebreaking season. This amendment reduces the speed limit by 2 miles per hour through that part of the system, between Munuscong Lake Lighted Buoy 8 (LLNR 13065) and Lake Nicolet Light 80 (LLNR 13465) upbound and between Lake Nicolet Light 80 (LLNR 13465) and West Neebish

Channel Light 9 (LLNR 13715) downbound. These temporary changes to the speed regulations are a precautionary measure to minimize any possible damage to the environment due to movement of large commercial vessels through the ice.

EFFECTIVE DATE: This regulation is effective from February 9, 1995, through April 15, 1995.

FOR FURTHER INFORMATION CONTACT: Lieutenant Scott J. Smith, Ninth Coast Guard District, Aids to Navigation and Waterways Management Branch, 1240 East 9th Street, Cleveland, Ohio 44199-2060, (216) 522-3990 or Ensign William B. Morgan, Group Sault Ste. Marie, 337 Water St., Sault Ste. Marie, MI 49783, (906) 635-3303.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, a Notice of 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. Publication of a notice of proposed rulemaking and delay in the effective date would be contrary to the public interest because immediate action is necessary to prevent possible damage to the environment.

Additionally, the Coast Guard issued this temporary rule for the 1993-94 icebreaking season and no comments were received. Therefore, nothing would apparently be gained by pre-publication.

Discussion of Proposed Regulations

In a letter received on February 26, 1993, the Michigan Department of Natural Resources advised the Commander of the Ninth Coast Guard District of concerns over the environmental impact of ship transits through the St. Marys River during the period of March 21 to April 1. March 25 is the fixed date for the opening of the locks at Sault Ste. Marie, which allows large commercial shipping access to the St. Marys River from Lake Superior. In accordance with an agreement reached on June 29, 1993, with the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service and the Michigan Department of Natural Resources, the Coast Guard is making this temporary change to the speed regulations during periods when icebreaking is being conducted in the vicinity of Neebish Island, St. Mary's River, Michigan, as a precautionary measure to minimize any possible damage to the environment. The speed limit is being reduced by 2 statute miles per hour in the area between Munuscong Lake Lighted Buoy 8 (LLNR 13065) and Lake Nicolet Light 80 (LLNR 13465), upbound, and