

safety, Occupational Safety and Health, Signs and symbols, Vessels, Welding.

The actions in this document are taken pursuant to sections 4, 6, and 8 of the Occupational Safety and Health Act of 1970 (29 U.S.C. 653, 655, 657), Secretary of Labor's Order No. 1-90 (55 FR 9033), and 29 CFR Part 1911.

Joseph A. Dear,

Assistant Secretary of Labor.

[FR Doc. 95-6526 Filed 3-15-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 110

[CGD07-93-035]

RIN 2115-AA98

Anchorage Ground; St. Johns River, Jacksonville, FL

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is changing the anchorage grounds for the St. Johns River, Jacksonville, FL to disestablish anchorage grounds with poor bottom holding capabilities and to disestablish the portions of anchorage grounds which currently extend into the federal channel. This change will also clearly define the anchorage grounds currently in use in the St. Johns River and will delete outdated information contained in the regulation.

EFFECTIVE DATE: April 17, 1995.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander William Daughdrill, Tel: (904) 232-2648.

SUPPLEMENTARY INFORMATION: On July 15, 1993 the Coast Guard published a notice of proposed rulemaking in the **Federal Register** for these regulations (58 FR 38102). Interested persons were requested to submit comments and no comments were received.

Drafting Information

The drafters of these regulations are Lieutenant A.J. Varamo, project officer for the Captain of the Port Jacksonville, Florida, and Lieutenant J. Losego, project attorney, Seventh Coast Guard District Legal Office.

Discussion of Comments

No comments were received for this regulation during the comment period. Captain of the Port Jacksonville is removing the word 'General' from 33 CFR Part 110.183(b) (2), (3), and (4). There is no regulatory definition for the word, and it is unnecessary.

This regulation is issued pursuant to 33 U.S.C. 471 as set out in the authority citation for all of Part 110.

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 proposed 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.e.(34)(f) that this action is categorically excluded from further environmental documentation. A Categorical Exclusion Determination and Environmental Analysis Checklist are available in the docket for inspection or copying.

Regulatory Evaluation

This proposal 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) (44FR 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. The proposed anchorage grounds described in these regulations have been used for the past three years by the local pilots, vessel operators and other maritime interests. This change will assure that current practices are in accordance with the regulation.

Since the impact of this proposal is expected to be minimal, the Coast Guard certifies that, if adopted, it will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 33 CFR Part 110

Anchorage grounds.

Final Regulations

In consideration of the foregoing, Part 110 of Title 33, Code of Federal Regulations, is amended as follows:

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. Section 110.183 is revised to read as follows:

§ 110.183 St. Johns River, Florida.

(a) *The anchorage grounds*—(1) *Anchorage A.* (Upper Anchorage) The Anchorage is established within the following coordinates, the area enclosed by a line starting at the south shore westerly of the entrance to Miller Creek at 30°18'43.8" N, 081°38'15.0" W; thence to 30°18'52.8" N, 081°38'15.0" W; thence to 30°18'47.6" N, 081°37'47.6" W; thence to 30°18'55.0" N, 081°37'29.0" W; thence to 30°19'06.0" N, 081°37'27.0" W; thence to 30°19'06.0" N, 081°37'02.0" W; thence to 30°19'01.2" N, 081°37'02.0" W; thence returning to the point of beginning.

(2) *Anchorage B.* (Lower Anchorage) The Anchorage is established within the following coordinates, the area enclosed by a line starting at a point on the eastern shore of the river at 'Floral Bluff' at 30°21'00.0" N, 081°36'41.0" W; thence to 30°20'00.0" N, 081°37'03.0" W; thence to 30°21'00.0" N, 081°37'06.0" W; thence to 30°21'50.0" N, 081°36'56.0" W; thence to 30°21'54.0" N, 081°36'48.0" W; thence returning to the point of beginning.

(b) *The regulations.* (1) Except in cases of emergency or for temporary anchorage as authorized in the following subsections, vessels must have authorization from the Captain of the Port to anchor in the St. Johns River, as depicted on NOAA chart 11491, between the entrance buoy (STJ) and the Main Street Bridge (latitude 30°19'20" N, longitude 81°39'32" W).

(2) Anchoring within Anchorage A is restricted to vessels less than 250 feet in length.

(3) Anchoring within Anchorage B is restricted to vessels with a draft of 24 feet or less regardless of length.

(4) Anchorages A and B are temporary anchorages. Vessels meeting the applicable restrictions of subsection (b)(2) or (b)(3) of this section may anchor for up to 24 hours without a permit from the Captain of the Port. Vessels not meeting the applicable restrictions of subsection (b)(2) or (b)(3) must obtain authorization from the

Captain of the Port before anchoring in Anchorages A or B.

Dated: January 10, 1995.

William P. Leahy,

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

[FR Doc. 95-6435 Filed 3-15-95; 8:45 am]

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33 CFR Part 117

[CGD8-94-027]

RIN 2115-AE47

Drawbridge Operation Regulations; Mermentau River, LA

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: At the request of the Louisiana Department of Transportation and Development (LDOTD), the Coast Guard is changing the regulation governing the operation of the swing span bridge on State Route 82, across the Mermentau River, mile 7.1, at Grand Chenier, Cameron Parish, Louisiana, by permitting the draw to open on signal from 6 a.m. to 6 p.m. and open on four hours notice from 6 p.m. to 6 a.m. Presently, the draw is required to open on signal from 5 a.m. to 9 p.m. and from 9 p.m. to 5 a.m. the bridge opens on 4 hours notice. This action will provide relief to the bridge owner, thereby creating a savings to the taxpayer, and still provide for the reasonable needs of navigation.

EFFECTIVE DATE: This regulation becomes effective on April 17, 1995.

ADDRESSES: Unless otherwise indicated, documents referred to in this preamble are available for inspection or copying at the office of the Commander (ob), Eighth Coast Guard District, 501 Magazine Street, Room 1313, New Orleans, Louisiana 70130-3396, between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (504) 589-2965.

FOR FURTHER INFORMATION CONTACT: Mr. John Wachter, Bridge Administration Branch, at the address given above, telephone (504) 589-2965.

SUPPLEMENTARY INFORMATION:

Drafting Information

The drafters of this regulation are Mr. John Wachter, project officer, and LT Elisa Holland, project attorney.

Regulatory History

On October 4, 1994, the Coast Guard published a notice of proposed rulemaking entitled Drawbridge

Operation Regulation; Mermentau River, LA, in the **Federal Register** (59 FR 50529). The Coast Guard received three letters commenting on the proposal. No public hearing was requested, and none was held.

Background and Purpose

LDOTD requested the 4 hour reduction in the number of hours the bridge owner is required to have an attendant on duty, due to the small number of vessels which use the Mermentau River bridge. Data provided by LDOTD show that from January 1, through December 31, 1993, the number of vessels broke down to 8.0 vessels per 24 hour period. The four hour reduction will allow the bridge owner relief from having a person available at the bridge site during that period, thereby, creating a savings to the taxpayer while still serving the reasonable needs of navigational interests.

Discussion of Comments and Changes

Three letters of comment were received in response to the proposal. The Federal Emergency Management Agency, the National Marine Fisheries Service and the Louisiana Department of Wildlife & Fisheries offered no objection to the rule change. Therefore, the Final Rule remains unchanged from the Proposed Rule.

Assessment

This regulation is not a significant regulatory action under Section 3(f) of Executive Order 12866 and does not require an assessment of potential cost and benefits under Section 6a(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).

Small Entities

The economic impact has been found to be so minimal that a full regulatory evaluation is unnecessary. The basis for this conclusion is the number of vessels which pass the bridge, (8.0 per 24 hour period). The three comments received offered no objection to the proposed rule. 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

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the final rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

This rulemaking has been thoroughly reviewed by the Coast Guard and it has been determined to be categorically excluded from further environmental documentation in accordance with section 2.B.2.g.5 of Commandant Instruction M16475.1B. A Categorical Exclusion Determination statement has been prepared and placed in the rulemaking docket.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

In consideration of the foregoing, 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).

2. Section 117.480 is revised to read as follows:

§ 117.480 Mermentau River.

The draw of the S82 bridge, mile 7.1 at Grand Chenier, shall open on signal; except that, from 6 p.m. to 6 a.m. the draw shall open on signal if at least 4 hours notice is given. During the advance notice period, the draw will open on less than 4 hours notice for an emergency and will open on demand should a temporary surge in waterway traffic occur.

Dated: February 1, 1995.

C.B. Newlin,

Acting Captain, U.S. Coast Guard, Chief of Staff.

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