

Committee in balancing the operational needs of the boatyards with the needs of the City and other modes of transportation.

The District Commander has authorized the temporary deviation to commence on April 15, 1995, and remain in effect for a period of ninety (90) days. This deviation will require that the City open their bridges for the passage of recreational vessels on Saturdays and Sundays from 7 a.m. to 7 p.m., on Tuesdays and Thursdays from 10:30 a.m. to 1:30 p.m., and on Tuesday and Thursday evenings from 6:30 p.m. to 11:30 p.m. All openings require twenty-four hour advance notice of intended passage be given to the City.

The bridges subject to this deviation need not open for the passage of any vessels from 7:30 a.m. to 10 a.m. and 4 p.m. to 6:30 p.m., Mondays through Fridays. The Coast Guard anticipates that the boatyard owners and boaters will coordinate the movement of vessels from the boatyards to Lake Michigan and, to the extent practicable, arrange for the vessels to move in flotillas so as to minimize the number of bridge openings required. No requirement for minimum flotilla size will be imposed, however past experience indicates that an upper target of approximately 25 vessels is appropriate and will be enforced. This deviation will facilitate data gathering and scheduling and will support safety while addressing concerns of all parties during the Spring period when most recreational vessels traditionally return to Lake Michigan from winter storage at the Chicago River boat yards. The temporary deviation from the operating requirements at 33 CFR 117.391 governing bridges owned by the City of Chicago over the Chicago River will read as follows:

The bridges affected by this deviation are listed below:

Main branch	South branch	North branch
Lake Shore Drive.	Lake Street ..	Grand Avenue.
Columbus drive.	Randolph Street.	Ohio Street.
Michigan Avenue.	Washington Street.	Chicago Avenue.
Wabash Avenue.	Monroe Street.	N Halsted Street.
State Street ..	Madison Street.	
Dearborn Street.	Adams Street.	
Clark Street ..	Jackson Boulevard.	
LaSalle Street.	Van Buren Street.	
Wells Street .	Eisenhower Expressway.	

Main branch	South branch	North branch
Franklin-Orleans Street.	Harrison Street. Roosevelt Road. 18th Street. Canal Street. South Halsted Street. South Loomis Street. South Ashland Avenue.	

This deviation from normal operating regulations is authorized in accordance with the provisions of title 33 of the Code of Federal Regulations, § 117.43, and applies only to the passage of recreational vessels. Under this deviation the bridges listed above operated by the City of Chicago shall operate as follows:

(a) The bridges covered by this deviation need not open for the passage of vessels Mondays through Fridays from 7:30 a.m. to 10 a.m. and 4 p.m. to 6:30 p.m.

(b) On Saturdays and Sundays the draws shall open on signal between the hours of 7 a.m. and 7 p.m.

(c) On Tuesdays and Thursdays the draws shall open on signal between the hours of 10:30 a.m. and 1:30 p.m.

(d) On Tuesdays and Thursdays the draws shall open on signal between the hours of 6:30 p.m. and 11:30 p.m.

(e) Except for emergencies, all openings require that 24 hours advance notice of intended passage be given to the City.

(f) Not more than 25 vessels shall pass through the bridges during one opening.

(g) This period of deviation is effective from April 15, 1995 through July 13, 1995.

Dated: April 5, 1995.

Rudy K. Peschel,

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

[FR Doc. 95-8758 Filed 4-6-95; 8:45 am]

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33 CFR Part 165

[CGD01-95-035]

RIN 2115-AA97

Safety Zone: Transatlantic Reinsurance Co. Fireworks, Upper New York Bay, NY and NJ

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for

a fireworks program located in Federal Anchorage 20C in Upper New York Bay, New York. This safety zone will be in effect on May 9, 1995, from 8:45 p.m. until 10 p.m., unless extended or terminated sooner by the Captain of the Port, New York. The safety zone will temporarily close all waters of the Upper New York Bay, within a 300 yard radius of the fireworks platform anchored approximately 300 yards east of Liberty Island, New York.

EFFECTIVE DATE: This rule is effective on May 9, 1995, from 8:45 p.m. until 10 p.m., unless extended or terminated sooner by the Captain of the Port, New York.

FOR FURTHER INFORMATION CONTACT:

Lieutenant (Junior Grade) K. Messenger, Maritime Planning Staff Chief, Coast Guard Group New York (212) 668-7934.

SUPPLEMENTARY INFORMATION:

Drafting Information

The drafters of this notice are LTJG K. Messenger, Project Manager, Coast Guard Group New York and LCDR J. Stieb, Project Attorney, First Coast Guard District, Legal Office.

Regulatory History

Pursuant to 5 U.S.C. 553, a notice of proposed rulemaking (NPRM) was not published for this regulation and good cause exists for not publishing an NPRM. Due to the date this application was received, there was insufficient time to draft and publish a notice of proposed rulemaking that allows for a reasonable comment period prior to the event. The delay encountered if normal rulemaking procedures were followed would effectively cancel this event. Cancellation of this event is contrary to public interest.

Background and Purpose

On March 17, 1995, Fireworks by Grucci submitted an application to hold a fireworks program in the waters of Upper New York Bay, off of Liberty Island, New York. This regulation establishes a temporary safety zone in all waters of the Upper New York Bay within a 300 yard radius of the fireworks platform anchored approximately 300 yards east of Liberty Island, New York, at or near 40°41'17"N latitude, 074°02'25"W longitude. The safety zone will be in effect on May 9, 1995 from 8:45 p.m. until 10 p.m., unless extended or terminated sooner by the Captain of the Port, New York.

This safety zone precludes all vessels from transiting this portion of the Upper New York Bay and is needed to protect

mariners from the hazards associated with fireworks exploding in the area.

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 regulation to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of DOT is unnecessary. This safety zone closes a portion of the Upper New York Bay to all vessel traffic on May 9, 1995, from 8:45 p.m. until 10 p.m., unless extended or terminated sooner by the Captain of the Port, New York. Although this regulation prevents traffic from transiting this area, the effect of this regulation will not be significant for several reasons. Due to the fact that this safety zone will not impact any navigable channel; that the duration of the event is limited; that the event is at a late hour; and that extensive, advance advisories will be made to the maritime community, the impact of this regulation is expected to be so minimal that a Regulatory Evaluation is unnecessary.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 et seq.), the Coast Guard must consider whether this regulation will have a significant economic impact on a substantial number of small entities. "Small entities" include independently owned and operated small businesses that are no 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).

For the reasons given in the Regulatory Evaluation, the Coast Guard expects the impact of this regulation to be minimal. The Coast Guard certifies under 5 U.S.C. 605(b) that this regulation will not have a significant economic impact on a substantial number of small entities.

Collection of Information

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

Federalism

The Coast Guard has analyzed this action in accordance with the principles and criteria contained in Executive Order 12612 and has determined that this regulation does not raise sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard has considered the environmental impact of this regulation and concluded that under section 2.B.2.e. of Commandant Instruction M16475.13, revised 59 FR 38654, July 29, 1994, the promulgation of this regulation is categorically excluded from further environmental documentation. A Categorical Exclusion Determination and Environmental Analysis Checklist are included in the docket. An appropriate environmental analysis of the fireworks program will be conducted in conjunction with the marine event permitting process.

List of Subjects in 33 CFR Part 165

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

Regulation

For reasons set out in the preamble, the Coast Guard amends 33 CFR Part 165 as follows:

PART 165—[AMENDED]

1. The authority citation for Part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05–1(g), 6.04–1, 6.04–6, and 160.5; 49 CFR 1.46.

2. A temporary section, § 165.T01–035, is added to read as follows:

§ 165.T01–035 Safety Zone; Transatlantic Reinsurance Co. Fireworks, Upper New York Bay, New York and New Jersey.

(a) *Location.* All waters of Federal Anchorage 20C, Upper New York Bay, within a 300 yard radius of the fireworks platform anchored approximately 300 yards east of Liberty Island, New York, at or near 40°41'17"N latitude, 074°02'25"W longitude.

(b) *Effective period.* This safety zone is in effect on May 9, 1995, from 8:45 p.m. until 10 p.m., unless extended or terminated sooner by the Captain of the Port, New York.

(c) *Regulations.*

(1) The general regulations contained in 33 CFR Section 165.23 apply.

(2) All persons and vessels shall comply with the instructions of the Coast Guard Captain of the Port or the designated on scene patrol personnel.

U.S. Coast Guard patrol personnel include commissioned, warrant, and petty officers of the Coast Guard. Upon being hailed by a U.S. Coast Guard vessel via siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

Dated March 31, 1995.

T. H. Gilmour,

Captain, U.S. Coast Guard, Captain of the Port, New York.

[FR Doc. 95–8641–Filed 4–7–95; 8:45 am]

BILLING CODE 4910–14–M

POSTAL SERVICE

39 CFR Part 20

Implementation of WORLDPOST Priority Letter; Correction

AGENCY: Postal Service.

ACTION: Interim rule; Correction.

SUMMARY: This document contains a correction to the interim rules published on March 17, 1995 (60 FR 14370–14371). Those rule relate to the implementation on March 16, 1995, of WORLDPOST Priority Letter, a new international postal service.

EFFECTIVE DATE: March 16, 1995.

FOR FURTHER INFORMATION CONTACT: Janet M. Mitchell, (202) 268–6095

In the rules beginning on page 14370 in the issue of Friday, March 17, 1995, make the following correction:

On page 14371 in the second column, under section 226.32, Service Areas, the last line of the ZIP Code service area shown in the chart was "20910–20912, 222, 223". This line should read "20910–20912, 220–223".

Dated: April 5, 1995.

Stanley F. Mires,

Chief Counsel, Legislative.

[FR Doc. 95–8778 Filed 4–7–95; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 9

[FRL–5187–7]

OMB Approval Numbers Under the Paperwork Reduction Act

AGENCY: Environmental Protection Agency (EPA).

ACTION: Technical amendment.

SUMMARY: In compliance with the Paperwork Reduction Act, this document adds the Office of Management and Budget (OMB) control