

**PART 186—[AMENDED]**

3. In part 186:

a. The authority citation for part 186 continues to read as follows:

**Authority:** 21 U.S.C. 342, 348 and 701.

**§ 186.4450 [Removed]**

b. Section 186.4450 is removed.

[FR Doc. 97-9375 Filed 4-10-97; 8:45 am]

BILLING CODE 6560-50-F

**DEPARTMENT OF TRANSPORTATION****Coast Guard****46 CFR Part 2**

[CGD 97-001]

RIN 2115-AF41

**Delegation of Authority to Officer in Charge, Marine Inspection.**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is authorizing Officers in Charge, Marine Inspection (OCMI) to redelegate signature authority for certain vessel inspection documents. Currently, the OCMI signs all vessel inspection documents. This rule will authorize re delegation of that function to reduce the number of documents OCMI must sign.

**DATES:** This rule is effective on April 11, 1997.

**ADDRESSES:** Unless otherwise indicated, documents referred to in this preamble are available for inspection or copying at the office of the Executive Secretary, Marine Safety Council (G-LRA/3406), U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001 between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

**FOR FURTHER INFORMATION CONTACT:** LT Eric Christensen, Project Manager, Vessel and Facility Operating Standards Division (G-MSO-2), (202)267-1055.

**SUPPLEMENTARY INFORMATION:****Background and Purpose**

The delegation of authority from the Commandant of the Coast Guard to Officer in Charge, Marine Inspection gives signature authority to the OCMI for various inspection documents. During a recent reorganization, the Coast Guard established Activity

Commands which combine OCMI, Captain of the Port (COTP), and Group functions. Activities are large units that perform a large number of tasks including many requiring the OCMI's signature. This rule will authorize re delegation of that signatory function to reduce the number of vessel inspection documents OCMI must sign personally.

**Discussion and Change**

The rationale for this change is that many routine documents don't require the personal attention of the OCMI, and increasing responsibilities of the OCMI will mean that the official's attention is needed more urgently elsewhere. Regulations currently require the OCMI to personally sign hundreds of inspection documents issued by each Marine Safety Office each year. In many cases, a new computer-generated Certificate of Inspection is based on an administrative change such as ownership or address and not on any substantive change in the vessel particulars. Authority to redelegate signatory authority would relieve the OCMI of a substantial paperwork burden.

The Coast Guard is proceeding directly to a final rule under section 553(b)(3)(A) of the Administrative Procedures Act (5 U.S.C. 551 *et seq.*) which excludes rulemakings relating to agency organization, procedure, or practice from the requirements of public notice and comment. These changes are administrative and will not impact the type or quality of Coast Guard services performed.

**Regulatory Evaluation**

This 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 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). The Coast Guard expects the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. As this rule involves internal Agency practices and procedures, it will not impose any costs on the public.

**Collection of Information**

This rule contains no new collection-of-information requirements under the

Paperwork Reduction Act [44 U.S.C. 3501 *et seq.*].

**Federalism**

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

**Environment**

The Coast Guard considered the environmental impact of this interim rule and concluded that, under § 2.B.2 of Commandant Instruction M16475.1B, this rule is categorically excluded from further environmental documentation. This exclusion is in accordance with paragraphs 2.B.2.e.(34) (a) and (b), concerning regulations that are editorial or procedural and concerning internal agency functions or organization. A Categorical Exclusion Determination is available in the docket for inspection or copying where indicated under **ADDRESSES**.

**List of Subjects in 46 CFR Part 2**

Marine safety, Reporting and recordkeeping requirements, Vessels.

For the reasons set forth in the preamble, the Coast Guard amends 46 CFR part 2 as follows:

**PART 2—VESSEL INSPECTIONS**

1. The authority citation for part 2 continues to read as follows:

**Authority:** 33 U.S.C. 1903; 43 U.S.C. 1333; 46 U.S.C. 3306, 3703; E.O. 12334, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46; subpart 2.45 also issued under the authority of Act Dec. 27, 1950, Ch. 1155, secs. 1, 2, 64 Stat. 1120 (see 46 U.S.C. App. note prec. 1).

2. Section 2.01-30 is added to read as follows:

**§ 2.01-30 Delegation of OCMI signature authority.**

The OCMI may redelegate to one individual on his or her staff authority to sign documents issued under this subpart.

Dated: March 31, 1997.

**J. C. Card,**

*Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.*

[FR Doc. 97-9409 Filed 4-10-97; 8:45 am]

BILLING CODE 4910-14-P