requirement itself, and will only be used for the stated purposes (reporting and planning). Any potentially sensitive data released within the Army or to its contractor will be clearly marked as Contractor Proprietary. Non-sensitive roll-up information may eventually be published for public inspection after such data has been validated as deemed appropriate.

(g) *Sub-Contractor(s).* The contractor shall ensure that all reportable sub-contractor data is timely reported to the data collection web site (citing this contract/order number). At the discretion of the prime contractor, this reporting may be done directly by subcontractors to the data collection site; or by the prime contractor after consolidating and rationalizing all significant data from their sub-contractors.

(h) *Report schedule.* The contractor is required to report the required information to the Office of the Assistant Secretary of the Army (Manpower and Reserve Affairs) data collection web site generally contemporaneous with submission of a request for payment (for example, voucher, invoice, or request for progress payment), but not less frequently than quarterly, retroactive to October 1, 1999, or the start of the contract/order, whichever is later. Deviation from this schedule requires approval of the contracting officer.

(i) *Reporting format.* The information required should be reported electronically to the M&RA data collection point, at *https://contractormanpower.us.army.mil.* This web site identifies and explains all the mandatory data elements and format required to assure reliable and consistent collection of the data required by law, and includes, but is not limited to, identification of the information collected pursuant to § 668.2(d)(1) and (2) as related to:

(1) *Reporting to Congress or Army Leadership.* Data elements required for reports to Congress and Army manpower planning, such as: the applicable federal supply class or service code, appropriation data (and estimated value for each appropriation where more than one appropriation funds a contract), major Army organizational element receiving or reviewing the work, and place of performance/theater of operation where contractor performs the work.

(2) *Data Credibility.* Data elements required for purposes of assuring credible and consistent reporting and general compliance with the reporting requirement, such as: beginning and ending dates for reporting period; contract number (including task or delivery order number); name and address of contracting office; name, address and point of contact for contractor; and total estimated value of contract.

(j) *Reporting Flexibility.* Contractors are encouraged to communicate with the help desk identified at the data collection web site to resolve reporting difficulties. The web site reporting pages include a ''Remarks'' field to accommodate non-standard data entries if needed to facilitate simplified reporting and to minimize reporting burdens arising out of unique circumstances. For example, contractors may use the remarks field to identify multiple delivery orders associated with a single data submission or record, so long as the contract number, federal supply or service code, major Army organizational element receiving or reviewing the work, and contracting office are the same for the reporting period for that set of delivery orders, rather than entering a separate data submission or record for each individual delivery order. Subcontract data may also be consolidated in a single report for a reporting period. Other changes to facilitate reporting may be authorized by the contracting officer or the Help Desk (under Army policy direction and oversight).

Robert Bartholomew III,

Deputy Assistant Secretary (Force Management, Manpower and Resources).

Edward G. Elgart,

Acting Deputy Assistant Secretary of the Army (Procurement).

[FR Doc. 00–32628 Filed 12–22–00; 8:45 am]

BILLING CODE 3710–08–U

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR 165

[COTP Southeast Alaska 00–017]

RIN 2115–AA97

Safety Zone; Tongass Narrows, Ketchikan, AK; correction

AGENCY: Coast Guard, DOT.

ACTION: Correcting amendments.

SUMMARY: This document contains corrections to the final regulations which were published in the **Federal Register**, June 21, 1994, (59 FR 31933). The regulations related to the movement of vessels in Tongass Narrows, Ketchikan, AK during the annual fireworks display. That document contained a latitude/longitude position and a required safety fallout radius from the barge conducting fireworks display that has changed; thus, a correction is necessary.

DATES: Effective on December 26, 2000.

FOR FURTHER INFORMATION CONTACT: Lieutenant Cecil McNutt, United States Coast Guard Marine Safety Office Juneau, (907) 463–2470.

SUPPLEMENTARY INFORMATION:

Background

In final rule 59 FR 31933, the latitude/longitude position and safety fallout radius around the barge conducting fireworks display are no longer correct because the marine event sponsor has increased the fireworks display shell size (12 inches) and amount of fireworks display (600 lbs Division 1.3G UN 0335), causing an increase in the required safety fallout radius of 300 yards around the barge conducting fireworks display activities and changing the latitude/longitude position.

Need for Correction

As published, the final regulations contain errors which may prove to be dangerous to the public and need to be amended. Accordingly, 33 CFR Part 165 is corrected by making the following correcting amendments:

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

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, 160.5; 49 CFR 1.46.

§ 165.1708 [Amended]

2. In § 165.1708 paragraph (a), delete the word ''100'' and add the word ''300'' in its place, respectively.

3. In § 165.1708 paragraph (a) location, delete the words ''55°20′20″ N, 131°39′36″ W'' and add the words ''55°20′32″ N, 131°′39′40″ W'' in its place, respectively.

Dated: December 5, 2000.

Robert Lorigan,

Captain, U.S. Coast Guard, Captain of the Port, Southeast Alaska.

[FR Doc. 00–32825 Filed 12–22–00; 8:45 am]

BILLING CODE 4910–15–U

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR 165

[COTP Southeast Alaska 00–018]

RIN 2115–AA97

Safety Zone; Gastineau Channel, Juneau, AK; Correction

AGENCY: Coast Guard, DOT.

ACTION: Correcting amendment.

SUMMARY: This document contains corrections to the final regulations which were published in the **Federal Register**, June 21, 1994, (59 FR 31934). The regulations related to the movement of vessels in Gastineau Channel, Juneau, AK during the annual fireworks display. That document contained a required safety fallout radius from the barge conducting fireworks display that has changed; thus, a correction is necessary.

DATES: Effective on December 26, 2000.

FOR FURTHER INFORMATION CONTACT: Lieutenant Cecil McNutt, United States

Coast Guard Marine Safety Office Juneau, (907) 463–2470.

SUPPLEMENTARY INFORMATION:

Background

In final rule 59 FR 31934, the safety fallout radius around the barge conducting fireworks display is no longer correct because the marine event sponsor has increased the fireworks display shell size (12 inches) and amount of fireworks display (600 lbs Division 1.3G UN 0335), causing an increase in the required safety fallout radius of 300 yards around the barge conducting fireworks display activities.

Need for Correction

As published, the final regulations contain errors which may prove to be dangerous to the public and need to be amended. Accordingly, 33 CFR Part 165 is corrected by making the following correcting amendments:

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

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, 160.5; 49 CFR 1.46.

§ 165.1706 [Amended]

2. In § 165.1706 paragraph (a), remove the word ''100'' and add the word ''300'' in its place, respectively.

Dated: December 5, 2000.

Robert Lorigan,

Captain, U.S. Coast Guard, Captain of the Port, Southeast Alaska.

[FR Doc. 00–32824 Filed 12–22–00; 8:45 am]

BILLING CODE 4910–15–U

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[CGD05–00–051]

RIN 2115–AA97

Safety Zone; Big Island Contract Section of the Wilmington Harbor Deepening Project, Wilmington, NC

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a safety zone on the Cape Fear River in Wilmington, NC. This zone is necessary to ensure the safety of life and property during the detonation of explosives along the bottom of the Cape Fear River in conjunction with the harbor deepening and widening project. Vessels entering the safety zone must inform themselves when and where blasting activities will occur, and stay 500 yards away from any blasting activities.

DATES: The rule is effective from 9 a.m. on November 6, 2000, through 5 p.m. on January 31, 2001.

ADDRESSES: Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of docket CGD05–00–051 and are available for inspection or copying at USCG Marine Safety Office Wilmington, 1502 23rd Street, Wilmington, NC 28405 between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: LCDR Novotny, Chief of Port Operations, at (910) 772–2215, or after normal business hours, the Officer of the Day at (910) 313–5213.

SUPPLEMENTARY INFORMATION:

Regulatory History:

A Notice of Proposed Rule Making (NPRM) was not published for this regulation. In keeping with 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing an NPRM. In keeping with the requirements of 5 U.S.C. 533(d)(3), the Coast Guard also finds good cause exists for making this regulation effective less than 30 days after publication in the **Federal Register**. The Coast Guard received confirmation of this request from Great Lakes Dredge and Dock Company on 2 October, 2000. There was not sufficient time to publish a proposed rule in advance of the event. Publishing an NPRM and delaying the effective date of the regulation would be contrary to the public interest because immediate action is necessary to protect vessels, property, and the public, from hazards associated with the detonation of explosives.

Background and Purpose

The Captain of the Port Wilmington, North Carolina, received notification from Great Lakes Dredge and Dock Company on 2 October 2000, that the company intended to detonate explosives along the bottom of the Cape Fear River in order to break up rock to be dredged. In order to ensure the safety of life and property the Coast Guard is establishing a safety zone that encompasses the section of the Cape Fear River where the blasting is to occur. The safety zone is the width of the Cape Fear River, between Latitudes 34°06′00″ N and 34°09′00″ N. Vessels and persons entering the safety zone must check one of the following sources of information concerning the location and time of blasts occurring that day, and maintain a 500 yard distance from the blast sites. The blast sites within the safety zone will be identified daily and made available to the public through a Broadcast Notice to Mariners, direct contact with the control vessel on channel 16 VHF–FM, direct contact with the contractor, Great Lakes Dredge and Dock Company at (910) 350–3507, or through the Coast Guard Marine Safety Office at (910) 772–2200. In addition, Great Lakes Dredging will have control vessels present at the site of blast to warn any vessels in the area.

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. The Office of Management and Budget has not reviewed it 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). This rule only affects waters between Latitudes 34°06′00″ N and 34°09′00″ N on the Cape Fear River, Wilmington, North Carolina. Vessels will be allowed to pass through the Safety Zone if they inform themselves of the time and location of the blasts. The actual blast sites will be identified daily and made available to the public through a Broadcast Notice to Mariners, direct contact with the control vessel on channel 16 VHF–FM, direct contact with the contractor, Great Lakes Dredge and Dock Company at (910) 350–3507, or through the Coast Guard Marine Safety Office at (910) 772–2200. Therefore, 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.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601–612), we considered whether this rule would have a significant economic impact on a substantial number of small entities. The term ''small entities'' comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have