

60°58.93'N, 146°48.86'W; and southwest of a line bearing 307° True from Tongue Point at 61°02.10'N, 146°40.00'W.  
\* \* \* \* \*

**PART 167—OFFSHORE TRAFFIC SEPARATION SCHEMES**

3. The authority citation for part 167 continues to read as follows:

**Authority:** 33 U.S.C. 1223; 49 CFR 1.46.

4. Add §§ 167.1700 through 167.1703 to read as follows:

**§ 167.1700 In Prince William Sound: General.**

The Prince William Sound Traffic Separation Scheme consists of four parts: Prince William Sound Traffic Separation Scheme, Valdez Arm Traffic Separation Scheme, and two precautionary areas. These parts are described in §§ 167.1701 through 167.1703. The geographic coordinates in §§ 167.1701 through 167.1703 are defined using North American Datum 1983 (NAD 83).

**§ 167.1701 In Prince William Sound: Precautionary areas.**

(a) *Cape Hinchinbrook*. A precautionary area is established and is bounded by a line connecting the following geographical positions:

Latitude	Longitude
60°20.59'N .....	146°48.18'W
60°12.67'N .....	146°40.43'W
60°11.01'N .....	146°28.65'W
60°05.47'N .....	146°00.01'W
60°00.81'N .....	146°03.53'W
60°05.44'N .....	146°27.58'W
59°51.80'N .....	146°37.51'W
59°53.52'N .....	146°46.84'W
60°07.76'N .....	146°36.24'W
60°11.51'N .....	146°46.64'W
60°20.60'N .....	146°54.31'W

(b) *Bligh Reef*. A precautionary area is established of radius 1.5 miles centered at geographical position 60°49.63'N, 147°01.33'W.

(c) *Pilot boarding area*. A pilot boarding area located near the center of the Bligh Reef precautionary area is established. Regulations for vessels operating in these areas are in § 165.1109(d) of this chapter.

**§ 167.1702 In Prince William Sound: Prince William Sound Traffic Separation Scheme.**

The Prince William Sound Traffic Separation Scheme consists of the following:

(a) A separation zone bounded by a line connecting the following geographical positions:

Latitude	Longitude
60°20.77'N .....	146°52.31'W
60°48.12'N .....	147°01.78'W
60°48.29'N .....	146°59.77'W
60°20.93'N .....	146°50.32'W

(b) A traffic lane for northbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°20.59'N .....	146°48.18'W
60°49.49'N .....	146°58.19'W

(c) A traffic lane for southbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°49.10'N .....	147°04.19'W
60°20.60'N .....	146°54.31'W

**§ 167.1703 In Prince William Sound: Valdez Arm Traffic Separation Scheme.**

The Valdez Arm Traffic Separation Scheme consists of the following:

(a) A separation zone bounded by a line connecting the following geographical positions:

Latitude	Longitude
60°51.08'N .....	147°00.33'W
60°58.60'N .....	146°48.10'W
60°58.30'N .....	146°47.10'W
60°50.45'N .....	146°58.75'W

(b) A traffic lane for northbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°49.39'N .....	146°58.19'W
60°58.04'N .....	146°46.52'W

(c) A traffic lane for southbound traffic between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
60°58.93'N .....	146°48.86'W
60°50.61'N .....	147°03.60'W

Dated: July 26, 2002.

**Paul J. Pluta,**

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

[FR Doc. 02-21031 Filed 8-16-02; 8:45 am]

**BILLING CODE 4910-15-P**

**ENVIRONMENTAL PROTECTION AGENCY**

**40 CFR Parts 19 and 27**

[FRL-7261-5]

**Civil Monetary Penalty Inflation Adjustment Rule**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Withdrawal of direct final rule.

**SUMMARY:** Because EPA received adverse comment, we are withdrawing the direct final rule amending the final Civil Monetary Penalty Inflation Adjustment Rule, which was mandated by the Debt Collection Improvement Act of 1996. That legislation required federal agencies to adjust civil monetary penalties for inflation on a periodic basis. EPA published the direct final rule on June 18, 2002 (67 FR 41343). We stated in the direct final rule that if we received adverse comment by July 18, 2002, we would publish a timely notice of withdrawal in the **Federal Register**. We subsequently received one adverse comment on the direct final rule. We will address that comment in a subsequent final action based on the parallel proposal also published on June 18, 2002 (67 FR 41363). As stated in the parallel proposal, we will not institute a second comment period on this action.

**DATES:** As of August 19, 2002, EPA withdraws the direct final rule published at 67 FR 41343, on June 18, 2002.

**FOR FURTHER INFORMATION CONTACT:** David Abdalla, Office of Regulatory Enforcement, Multimedia Enforcement Division, Mail Code 2248A, 1200 Pennsylvania Avenue, NW., Washington, DC 20460, (202) 564-2413.

Dated: August 13, 2002.

**John Peter Suarez,**

*Assistant Administrator, Office of Enforcement and Compliance Assurance, Environmental Protection Agency.*

[FR Doc. 02-20986 Filed 8-16-02; 8:45 am]

**BILLING CODE 6560-50-P**

**ENVIRONMENTAL PROTECTION AGENCY (EPA)**

**40 CFR Part 281**

[FRL-7261-9]

**Nebraska; Final Approval of State Underground Storage Tank Program**

**AGENCY:** Environmental Protection Agency.