

plan is drafted and promulgated by a specific State, not by OSM. Decisions on proposed State AMLR plans and revisions thereof submitted by a State are based on a determination of whether the submittal meets the requirements of Title IV of SMCRA (30 U.S.C. 1231–1243) and the applicable Federal regulations at 30 CFR Parts 884 and 888.

3. National Environmental Policy Act

No environmental impact statement is required for this rule since agency decisions on proposed State AMLR plans and revisions thereof are categorically excluded from compliance with the National Environmental Policy Act (42 U.S.C. 4332) by the Manual of the Department of the Interior (516 DM 6, appendix 8, paragraph 8.4B(29)).

4. Paperwork Reduction Act

This rule does not contain information collection requirements that require approval by OMB under the Paperwork Reduction Act (44 U.S.C. 3507 *et seq.*).

5. Regulatory Flexibility Act

The Department of the Interior has determined that this rule will not have a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). The State submittal which is the subject of this rule is based upon Federal regulations for which an economic analysis was prepared and certification made that such regulations would not have a significant economic effect upon a substantial number of small entities. Accordingly, this rule will ensure that existing requirements established by SMCRA or previously promulgated by OSM will be implemented by the State. In making the determination as to whether this rule would have a significant economic impact, the Department relied upon the data and assumptions in the analyses for the corresponding Federal regulations.

List of Subjects in 30 CFR Part 925

Intergovernmental relations, Surface mining, Underground mining.

Dated: August 14, 1995.

Brent Wahlquist,

Regional Director, Mid-Continent Regional Coordinating Center.

For the reasons set out in the preamble, Title 30, Chapter VII, Subchapter T of the Code of Federal Regulations is amended as set forth below:

PART 925—MISSOURI

1. The authority citation for Part 925 continues to read as follows:

Authority: 30 U.S.C. 1201 *et seq.*

2. Section 925.20 is revised to read as follows:

§ 925.20 Approval of the Missouri Abandoned Mine Land Reclamation Plan.

The Missouri Abandoned Mine Land Reclamation Plan, as submitted on September 11, 1981, is approved effective January 29, 1982. Copies of the approved plan are available at:

(a) Missouri Department of Natural Resources, Land Reclamation Program, 205 Jefferson Street, Jefferson City, MO 65102.

(b) Office of Surface Mining Reclamation and Enforcement, Kansas City Field Office, 934 Wyandotte Street, Room 500, Kansas City, MO 64105.

3. Section 925.25 is amended by adding paragraph (c) to read as follows:

§ 925.25 Approval of AML plan amendments.

* * * * *

(c) The Missouri plan amendment, as submitted to OSM on November 29, 1994, and as revised on May 16, 1995, is approved effective August 24, 1995.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CGD01–95–051]

RIN 2115–AE46

Special Local Regulation: Stonington Lobster Boat Races, Deer Island Thoroughfare, Stonington, ME

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing a permanent special local regulation for a racing event called the Stonington Lobster Boat Race. The event will be held on Saturday, July 22, 1995, from 10 a.m. to 4 p.m., and thereafter annually on the third or fourth Saturday in July in the waters of Deer Island Thoroughfare, Stonington, ME. This regulation is needed to protect the boating public from the hazards associated with high speed powerboat racing in confined waters.

EFFECTIVE DATE: This regulation is effective July 22, 1995.

FOR FURTHER INFORMATION CONTACT: Lieutenant (Junior Grade) B.M. Algeo, Chief, Boating Affairs Branch, First Coast Guard District, (617) 223–8311.

SUPPLEMENTARY INFORMATION:

Drafting Information: The drafters of this rule are Lieutenant (Junior Grade) B. M. Algeo, Project Manager, First Coast Guard District, and Lieutenant Commander S.R. Watkins, Project Counsel, First Coast Guard District Legal Office.

Background and Purpose

On March 29, 1995, the sponsor, Deer Island-Stonington Chamber of Commerce, submitted a request to hold a powerboat race in Deer Island Thoroughfare, Stonington, ME. The Coast Guard is establishing a permanent regulation in Deer Island Thoroughfare for this event known as the “Stonington Lobster Boat Races.” The final rule establishes a regulated area in Deer Island Thoroughfare and provides specific guidance to control vessel movement during the race.

This event will include up to 100 power-driven lobster boats competing on a rectangular course at speeds approaching 20 m.p.h. Due to the inherent dangers of racing in a confined area and the large wakes produced, vessel traffic will be temporarily restricted to provide for the safety of the spectators and participants.

The sponsor will provide five committee boats to augment the Coast Guard patrol assigned to the event. The race course will be well marked and patrolled, but due to the speed and proximity of the participating vessels, it is necessary to establish a special local regulation to control spectator and commercial vessel movement within this confirmed area.

Regulatory History

A Notice of Proposed Rulemaking (NPRM) was published for this rule on May 11, 1995 (60 FR 25189), no comments were received and no changes were made to the original proposal. Good cause exists for making this rule effective in less than 30 days after Federal Register publication. The Coast Guard has recently adopted new procedures for making environmental assessments (EA) of various classes of marine events before granting final approval. Due to these new procedures, publication of this final rule for the Stonington Lobster Boat Races was delayed awaiting completion of the EA. Given current resources, the Coast Guard has been unable to complete the necessary EAs for various marine events thirty days prior to the event due to the volume and their extensive content. The Coast Guard does not believe publishing the final rule less than thirty days before the event creates a significant impact on

the affected public because a NPRM was published two months prior to the event and the event is a longstanding, popular tradition in the local area.

Discussion of Rule

The Coast Guard is establishing a special local regulation on specified waters of Deer Island Thoroughfare, Stonington, ME. The regulated area will be closed to all traffic from 10 a.m. to 4 p.m. on July 22, and thereafter annually on the third or fourth Saturday in July, at the same prescribed times. In emergency situations, provisions will be made to establish safe escort by a Coast Guard or designated Coast Guard vessel for mariners requiring transit through the regulated area. This regulation is needed to protect spectators and participants from the hazards that accompany a high speed powerboat race in a confined 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. 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 to be so minimal that a full Regulatory Evaluation, under paragraph 10e of the regulatory policies and procedures of DOT, is unnecessary. This conclusion is based on the limited duration of the race, the extensive advisories that have been and will be made to the affected maritime community, and the fact that the event is taking place in an area where there is little commercial interest except the race participants.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this rule will have a significant economic impact on a substantial number of small entities. "Small entities" include independently owned and operated small businesses that are not dominant in their fields and that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632).

For the reasons discussed in the Regulatory Evaluation, the Coast Guard certifies under 5 U.S.C. 605(b) 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

The Coast Guard has analyzed this rule in accordance with 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 has considered the environmental impacts of this special local regulation as well as the Stonington Lobster Boat Races. An Environmental Assessment (EA) was prepared for the Stonington Lobster Boat Races for which a Coast Guard Marine Event Permit will be issued. A Finding of No Significant Impact (FONSI) was made; a copy of the EA and FONSI statement are available in the docket. Under paragraph 2.B.2.e.34(h) of the Coast Guard's Implementing Procedures and Policy for Considering Environmental Impacts, COMDTINST 16475.1B, this special local regulation is categorically excluded from further environmental documentation.

List of Subjects in 33 CFR Part 100

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

For the reasons set out in the preamble, the Coast Guard amends 33 CFR part 100 as follows:

PART 100—[AMENDED]

1. The authority citation for Part 100 continues to read as follows:

Authority: 33 U.S.C. 1233; 49 CFR 1.46 and 33 CFR 100.35.

2. A permanent section, § 100.111, is added to read as follows:

§ 100.111 Stonington Lobster Boat Races, Stonington, ME.

(a) *Regulated area.* The regulated area includes all waters within the following points:

Latitude	Longitude
44° 08.57' N	068° 40.12' W
44° 09.05' N	068° 40.12' W
44° 09.15' N	068° 39.05' W
44° 09.05' N	068° 39.00' W

(b) *Special local regulations.*

(1) Commander, U.S. Coast Guard Group Southwest Harbor reserves the right to delay, modify, or cancel the race as conditions or circumstances require.

(2) No person or vessel may enter, transit, or remain in the regulated area during the effective period of regulation unless participating in the event or unless authorized by the Coast Guard patrol commander.

(3) Vessels desiring to transit Deer Island Thoroughfare may do so without Coast Guard approval as long as the vessel remains outside the regulated area at specified times. No vessel will be allowed to transit through any portions of the regulated area during the actual race. Provisions will be made to allow vessels to transit the regulated area between race heats. In the event of an emergency, the Coast Guard patrol commander may authorize a vessel to transit through the regulated area with a Coast Guard designated escort. Vessels encountering emergencies which require transit through the regulated area should contact the Coast Guard patrol commander on VHF Channel 16.

(4) Spectator craft are authorized to watch the race from any area as long as they remain outside the designated regulated area. Spectator craft are expected to remain outside the regulated area from 10 a.m. to 4 p.m. unless permission has been granted by the patrol commander.

(5) All persons and vessels shall comply with the instructions of the Commander, U.S. Coast Guard Group Southwest Harbor or the designated on-scene patrol commander. On-scene patrol personnel include commissioned, warrant, and petty officers of the U.S. Coast Guard. Upon hearing five or more short blasts from a U.S. Coast Guard vessel, the operator of a vessel shall stop immediately, then proceed as directed. Members of the Coast Guard Auxiliary will also be present to inform vessel operators of this regulation and other applicable laws.

(c) *Effective period.* This section is effective from 10 a.m. to 4 p.m. on Saturday, July 22, 1995, and thereafter annually on the third or fourth Saturday in July, at the same prescribed times, as published in an annual **Federal Register** notice, unless otherwise specified in the Coast Guard Local Notice to Mariners and a notice in the **Federal Register**.

Dated: July 19, 1995.

R.R. Clark

Captain, U.S. Coast Guard, Acting Commander, First Coast Guard District.

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