

Maritime Buoyage System (MBS) of the International Association of Lighthouse Authorities (IALA). These changes would help mariners avoid misinterpreting signals they might see when transiting different bodies of water now subject to different marking systems.

**DATES:** Please submit comments on or before February 12, 1996.

**ADDRESSES:** Comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA, Room 3406) [CGD 94-091], U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, or may be delivered to room 3406 at the same address between 8 a.m. to 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

The Executive Secretary maintains the public docket for this notice and request for comments. Comments will become part of this docket and will be available for inspection or copying at room 3406, U.S. Coast Guard Headquarters, between 8 a.m. to 3 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** LTJG Chad Asplund, Division of Short Range Aids to Navigation, Telephone: (202) 267-1386.

**SUPPLEMENTARY INFORMATION:**

Request for Comments

The Coast Guard encourages interested persons to participate in this notice and request for comments by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identify this rulemaking [CG 94-091] and the specific section of this notice to which each comment applies, and give the reason for each comment. Please submit two copies of all comments and attachments in an unbound format, no larger than 8+ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgement of receipt of comments should enclose stamped, self-addressed postcards or envelopes.

Background and Purpose

In 1966 the USWMS was created to provide a system that would adequately mark State waters. At its inception it was meant in part to supplement the USATONS. It offered two types of aids to navigation, a system of regulatory markers as well as a system to supplement the USATONS. It features red and black buoys to mark lateral hazards.

The WRMS was introduced to establish a system that would adequately mark the dynamic

waterways of the Mississippi River and its Western counterparts. Some deviations from the USATONS were necessary to adequately mark these waterways. The WRMS allowed for only a few light characteristics to mark the waterways. As the number of users increased, and as the number of aids increased, a need arose to differentiate among the aids in the WRMS.

In 1982, the United States, along with most of the world's other maritime Nations, became a party to the agreement that established the MBS of the IALA. In 1985 the United States began converting the USATONS to harmonize with the MBS; if finished in 1991. Yet the systems that mark the Uniform State Waterways and the Western Rivers are not fully in conformance with the single system comprising MBS and USATONS.

The purpose of this proposed change is to develop an approach to adequately mark the Uniform State Waterways and Western Rivers while minimizing the number of systems of aids to navigation.

The Coast Guard is considering the following changes:

1. Allowing the five existing flash characteristics authorized in the USATONS to be used in the WRMS.
2. Using non-lateral daymarks as crossing daymarks in the WRMS.
3. Replacing the black buoys in the USWMS with green buoys.
4. Removing cardinal marks from the USWMS.
5. Marking hazards in the USWMS with the appropriate lateral marks as in the USATONS.

Early Participation

The Coast Guard is consulting with the National Association of State Boating-Law Administrators and with users in the Second Coast Guard District, as well as with State maritime authorities, to gather information required for this proposed change.

Solicitation of Views

The Coast Guard solicits comments from all segments of the marine community and other interested persons on economic and other impacts and [suggested alternatives related to aids to navigation system] to adequately mark the Uniform State Waterways and the Western Rivers. Persons submitting comments should include their names and addresses, identify this docket [CG 94-091], identify their concern or concerns, state what impacts may result from one or more of the alternatives identified, suggest other alternatives, and provide reasons to support the suggested alternatives. The Coast Guard is particularly interested in receiving

information, views, data, and reasons on the following questions and areas of concern:

1. WHAT WOULD BE THE ECONOMIC IMPACTS OF A PROPOSED CHANGE IN LIGHTING CHARACTERISTICS ON THE WESTERN RIVERS?

Would users be adversely affected by having additional lighting characteristics within the WRMS?

What financial impact would this have?

Who are the persons most affected?

2. WHAT OTHER FACTORS AFFECT A PROPOSED CHANGE IN LIGHTING?

Is there any other information that you feel may be helpful in implementing this change with less impact on the affected persons?

3. SHOULD CROSSING DAYBOARDS USED IN THE WRMS BE REPLACED BY THE NON-LATERAL DAYBOARDS USED IN THE USATONS?

Should the currently used single-color crossing dayboards be replaced by the red-and-white or green-and-white non-lateral marks for better visibility?

4. WHAT IS THE BEST WAY TO MARK OBSTRUCTIONS IN THE USWMS?

Should cardinal marks be retained, or should the States adopt a system similar to that of the USATONS?

5. SHOULD THE MEANING OF THE RED-AND-WHITE STRIPED BUOYS IN THE USWMS BE CHANGED SO SUCH BUOYS MARK SAFE WATER AS IN THE USATONS?

Dated: December 20, 1995.

Rudy K. Peschel,

*Rear Admiral, U.S. Coast Guard, Chief, Office of Navigation Safety and Waterway Services.*

[FR Doc. 95-31376 Filed 12-28-95; 8:45 am]

BILLING CODE 4910-14-M

**33 CFR Part 117**

[CGD13-95-050]

**Drawbridge Operation Regulations; South Slough, OR**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** At the request of the Oregon Department of Transportation (ODOT), the Coast Guard is considering an amendment to the regulations governing the operation of the South Slough Bridge at Charleston, Oregon. The proposed change would require one hour notice at all times when requesting openings of the drawspan of the bridge for the passage of vessels.

**DATES:** Comments must be received on or before February 27, 1996.

**ADDRESSES:** Comments should be mailed to Commander (oan), Thirteenth Coast Guard District, 915 Second Avenue, Seattle, Washington 98174-1067. The comments and other materials referenced in this notice will be available for inspection and copying at 915 Second Avenue, Room 3410, Seattle, Washington. Normal office hours are between 7:45 a.m. and 4:15 p.m., Monday through Friday, except federal holidays. Comments may also be hand-delivered to this address.

**FOR FURTHER INFORMATION CONTACT:** John E. Mikesell, Chief, Plans and Programs Section, Aids to Navigation and Waterways Management Branch, (Telephone: (206) 220-7270).

**SUPPLEMENTARY INFORMATION:**

Request for Comments

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written data, views, or arguments. Persons submitting comments should include their names and addresses, identify this rulemaking (CGD13-95-050) and the specific section of this proposal to which each comment applies, and give the reason for each comment. Please submit two copies of all comments and attachments in unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose stamped, self-addressed postcards or envelopes.

The Coast Guard will consider all comments received during the comment period. It may change this proposal in view of the comments.

The Coast Guard plans no public hearing. Persons may request a public hearing by writing to the Commander, Thirteenth Coast Guard District at the address under **ADDRESSES**. The request should include the reasons why a hearing would be beneficial. If it determines that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a public hearing at a time and place announced by a later notice in the Federal Register.

Drafting Information

The drafters of this notice are Austin Pratt, Project Officer, Thirteenth Coast Guard District Aids to Navigation and Waterways Management Branch, and Lieutenant Commander John C. Odell, Project Attorney, Thirteenth Coast Guard District Legal Office.

Background and Purpose

At the request of the Oregon Department of Transportation (ODOT), the Coast Guard is considering an

amendment to the regulations governing the operation of the South Slough Bridge at Charleston, Oregon. The proposed change would require one hour notice at all times when requesting openings of the drawspan of the bridge for the passage of vessels. Current regulations require the drawspan to open on signal, except that the drawspan need only open on the hour and half hour from 7 a.m. to 7 p.m. from June 1 through September 30. The current regulations provide an exception to the summertime on-the-hour-and-half-hour provisions for vessels in distress, commercial tugs and/or tows, and public vessels of the United States.

In recent years the total number of annual openings has decreased continuously from 2014 in 1988 to 765 in 1995. This year the greatest number of openings occurred in April. During April, 1995, there were a total of 89 openings, averaging somewhat less than 3 per day.

Because of the decreased number of openings during the summer months, ODOT no longer feels that the on-the-hour-and-half-hour provision is necessary for the efficient operation of the bridge. In recent years, ODOT has voluntarily waived the on-the-hour-and-half-hour restriction and has opened the bridge on signal whenever requested. Under the proposed change, the provision that allows the bridge to open only on the hour or half hour during the summer months would be removed. The exception for vessels in distress, commercial tugs and/or tows, and public vessels of the United States would also be removed. Under the proposed change, vessels needing emergency openings would still be able to request such openings under the general provisions of § 117.31 of this part. No new exception to the one-hour notice requirement will be created for commercial tugs and tows or public vessels because transit of the bridge by these types of vessels have become rare.

The decreased number of requested openings throughout the year has also made it unnecessary and cost-inefficient to require that a draw operator be present at the bridge at all hours. Under the proposed change, the one-hour notice requirement would allow time for the draw operator to travel to the bridge for requested openings.

Discussion of Proposed Rule

The proposed rule would amend 33 CFR 117.892 to state that the draw shall open on signal if at least one hour notice is provided. This one-hour notice requirement would apply year-around. The provision that allows the bridge to

open only on the hour or half hour during the summer months would be removed along with the exception for vessels in distress, commercial tugs and/or tows, and public vessels of the United States.

Regulatory Evaluation

This proposed rule is not a significant regulatory action under 3(f) of Executive Order 12866 and does not require an assessment of potential cost 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 proposed rule to be so minimal that a full regulatory evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. This expectation is based on the fact that vessel operators would not be unreasonably impeded or incur additional expense by a requirement to provide one hour notice for draw openings.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this proposal will have a significant effect on a substantial number of small entities. "Small entities" include independently owned and operated small businesses that are not 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). The Coast Guard certifies under 5 U.S.C. 605(b) that this proposal, if adopted, will not have a significant impact on a significant number of small entities.

Collection of Information

This proposal 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 proposal under the principles and criteria contained in Executive Order 12612, and it has been determined that the proposed rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this proposal and concluded that, under section 2.B.2. of Commandant Instruction M16475.B,

this proposal is categorically excluded from further environmental documentation. A "Categorical Exclusion Determination" is available in the docket for inspection or copying.

List of Subjects in 33 CFR Part 117

Bridges.

Proposed Regulations

For the reasons set out in the preamble, the Coast Guard proposes to amend part 117 of title 33, Code of Federal Regulations, as follows:

#### **PART 117—DRAWBRIDGE OPERATION REGULATIONS**

1. The authority citation for Part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05-1(g); section 117.255 also issued under the authority of Pub. L. 102-587, 106 Stat. 5039.

2. Section 117.892 is revised to read as follows:

#### **§ 117.892 South Slough.**

The draw of the Oregon State highway bridge across South Slough at Charleston, Oregon, shall open on signal for the passage of vessels if at least one hour notice is given.

Dated: December 19, 1995.

J.W. Lockwood,

*Rear Admiral, U.S. Coast Guard Commander,  
13th Coast Guard District.*

[FR Doc. 95-31521 Filed 12-28-95; 8:45 am]

BILLING CODE 4910-14-M

#### **National Highway Traffic Safety Administration**

#### **49 CFR Part 571**

[Docket 95-79, Notice 2]

RIN 2127-AG01

#### **Federal Motor Vehicle Safety Standard; Steering Control Rearward Displacement**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Proposed Rule, extension of comment period.

**SUMMARY:** On November 16, 1995, (60 FR 57565) the agency published a proposal to exclude certain vehicles from the application of Federal Motor Vehicle Safety Standard No. 204, Steering Control Rearward Displacement. The excluded vehicles would be passenger cars and other light vehicles that are certified to comply with the frontal barrier crash test requirements of the agency's occupant crash protection standard by means of an airbag. A 60-day comment period was announced for that proposal. Advocates for Highway and Auto Safety requested an extension of the period to submit written comments. Advocates urged the agency to extend the time to comment, due to significant demands on their staff, responding to other NHTSA dockets and participation in NHTSA Negotiated Rulemaking meetings in January. The agency agrees

that the unusual coincidence of numerous agency activities of interest to Advocates may result in inadequate time to respond to this notice. Additionally the agency recognizes the limited resources available to commenters during this holiday season. Therefore, by this notice, the agency extends the comment period for another 30 days.

**DATES:** Written comments must be received by February 15, 1996.

**ADDRESSES:** All written comments should be mailed to the Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 7th Street, SW, Washington, DC 20590. Please refer to the docket number of the original docket, that is Docket 95-79; Notice 1, when submitting written comments.

**FOR FURTHER INFORMATION CONTACT:** Mr. Clarke B. Harper, Office of Vehicle Safety Standards, NPS-12, NHTSA, 400 7th Street, SW, Washington, DC 20590 (telephone 202-366-2264, fax 202-366-4329). By electronic mail: charper@nhtsa.dot.gov.

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50.

Barry Felrice,

*Associate Administrator for Safety Performance Standards.*

[FR Doc. 95-31511 Filed 12-28-95; 8:45 am]

BILLING CODE 4910-59-P