

1491, 1497 (1997), that a voting change that violates Section 2 of the Voting Rights Act, 42 U.S.C. 1973 (which proscribes practices that have discriminatory results), should not on that basis alone be denied Section 5 preclearance. Accordingly, we are deleting paragraph (2) of § 51.55(b) ("Section 2").

Good cause exists under 5 U.S.C. 553(b)(B) and 5 U.S.C. 553(d) for implementing this rule as a final rule effective immediately without provision for public comment. The amendment simply conforms the Procedures to the Supreme Court's interpretation of the Voting Rights Act. Public comment could have no effect on this amendment.

#### List of Subjects in 28 CFR Part 51

Administrative practice and procedure, Archives and records, Authority delegations (Government agencies), Civil rights, Elections, Voting rights.

For the reasons stated in the preamble, 28 CFR Part 51 is amended as follows:

#### PART 51—PROCEDURES FOR THE ADMINISTRATION OF SECTION 5 OF THE VOTING RIGHTS ACT OF 1965, AS AMENDED

1. The authority citation for part 51 continues to read as follows:

**Authority:** 5 U.S.C. 301; 28 U.S.C. 509, 510; and 42 U.S.C. 1973c.

#### § 51.55 [Amended]

2. In § 51.55, the designation of paragraph (b) (1) and the word "subsequently" are removed from paragraph (b), and paragraph (b)(2) is removed.

Dated: April 23, 1998.

**Janet Reno,**

*Attorney General.*

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 100

[CGD 05-98-031]

#### Special Local Regulations for Marine Events; Approaches to Annapolis Harbor, Spa Creek, and Severn River, Annapolis, MD

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of implementation.

**SUMMARY:** This notice implements the special local regulations during the transit of participating vessels from Annapolis Harbor, Maryland, to the race start area on the Chesapeake Bay for Leg 8 of the Whitbread Round-the-World sailing race on May 3, 1998. These special local regulations are necessary to control vessel traffic in the vicinity of Spa Creek and the Severn River due to the confined nature of the waterway and expected vessel congestion during the transit of the racers. The effect will be to restrict general navigation in the regulated area for the safety of race participants, spectator craft and other vessels transiting the event area.

**DATES:** The special local regulations are effective from 10 a.m. EDT (Eastern Daylight Time) to 11 a.m. EDT on May 3, 1998.

#### FOR FURTHER INFORMATION CONTACT:

Chief Warrant Officer R.L. Houck, Marine Events Coordinator, Commander, Coast Guard Activities Baltimore, 2401 Hawkins Point Road, Baltimore, MD 21226-1971, (410) 576-2674.

**SUPPLEMENTARY INFORMATION:** The start for Leg 8 of the Whitbread Round-the-World sailing race will be held in the vicinity of Annapolis, Maryland, on May 3, 1998. The vessels participating in the race will conduct an organized transit from Annapolis Harbor to the race start area. Therefore, to ensure the safety of the racers, spectators and transiting vessels, 33 CFR 100.511 will be in effect for the duration of the transit to the race start area. Under provisions of 33 CFR 100.511, a vessel may not enter the regulated area unless it receives permission from the Coast Guard Patrol Commander, and the operator of any vessel in the regulated area shall stop the vessel immediately upon being directed to do so by any commissioned, warrant, or petty officer on board a vessel displaying a Coast Guard ensign. Spectator vessels may anchor outside the regulated area but may not block a navigable channel. Because these restrictions will be in effect for a limited period, they should not result in a significant disruption of maritime traffic.

Dated: April 21, 1998.

**J.S. Carmichael,**

*Captain, U.S. Coast Guard, Acting Commander, Fifth Coast Guard District.*

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 165

[COTP San Diego; 98-009]

RIN 2115-AA97

#### Safety Zone; Colorado River, Laughlin, NV

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone in the navigable waters of the Colorado River, Laughlin, Nevada, for the Laughlin River Days marine event on May 30 and 31, 1998. The Laughlin River Days event consists of various watercraft races and other maritime festivities. The safety zone supporting this event consists of a circular area with a radius of approximately 1500 feet centered around a single buoy located approximately equidistant between the following two points: the Laughlin Bridge, and 500 feet north of the launch ramp at Davis Camp. This safety zone is established to protect the lives and property of the event participants and spectators by establishing an exclusionary zone around the race course. Entry into, transit through, or anchoring within this zone is prohibited unless authorized by the Captain of the Port.

**DATES:** This regulation is effective from 7 a.m. (PDT) until 6:30 p.m. (PDT) on May 30 and 31, 1998.

**ADDRESSES:** Marine Safety Office San Diego, 2716 N. Harbor Drive, San Diego, CA 92101-1064.

#### FOR FURTHER INFORMATION CONTACT:

LT Mike Arguelles, U.S. Coast Guard, Marine Safety Office, San Diego at (619) 683-6484.

#### SUPPLEMENTARY INFORMATION:

#### Regulatory Information

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and good cause exists for making it effective in less than 30 days after **Federal Register** publication. Publication of a notice of proposed rulemaking and delay of its effective date would be contrary to the public interest since the details of the safety zone boundaries necessary to support the Laughlin River Days marine event, and other logistical details surrounding the event, were not finalized until a date fewer than 30 days prior to the event date.

### Discussion of Regulation

This regulation is necessary to protect the lives and property of the event participants and spectators by establishing an exclusionary zone around the Laughlin River Days. During race times, vessels will be traveling at high rates of speed which will hinder their reaction time to obstacles. This safety zone will be marked by the sponsor, and enforced by U.S. Coast Guard personnel working in close coordination with the sponsor. Vessels are prohibited from entering into, transiting through, or anchoring within the safety zone unless authorized by the Captain of the Port.

### Regulatory Evaluation

This proposal 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 (44 FR 11040; February 26, 1979). Due to the short duration and limited scope of the safety zone, the Coast Guard expects the economic impact of this proposal to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of the Department of Transportation is unnecessary.

### 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 economic impact on a substantial number of small entities. Small entities may include small businesses and not-for-profit organizations that are not dominant in their respective fields, and governmental jurisdictions with populations less than 50,000. For the same reasons set forth in the above Regulatory Evaluation, the Coast Guard certifies under 5 U.S.C. 605(b) that this proposal, if adopted, is not expected to have a significant economic impact on any substantial number of entities, regardless of their size.

### Assistance for Small Entities

In accordance with 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), the Coast Guard wants to assist small entities in understanding this proposed rule so that they can better evaluate its effects on them and participate in the rulemaking process. If your small

business or organization is affected by this rule and you have questions concerning its provisions or options for compliance, please contact LT Mike Arguelles, Coast Guard Marine Safety Office San Diego, at the Address Listed in ADDRESSES.

### Collection of Information

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

### Environmental Assessment

The Coast Guard has considered the environmental impact of this regulation and concluded that under section 2.B.2 of Commandant Instruction M16475.1B it will have no significant environmental impact and it is categorically excluded from further environmental documentation. A Categorical Exclusion Determination and Environmental Analysis Checklist will be available for inspection and copying in the docket to be maintained at the address listed in ADDRESSES.

### Unfunded Mandates

Under the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4), the Coast Guard must consider whether this rule will result in an annual expenditure by state, local, and tribal governments, in the aggregate of \$100 million (adjusted annually for inflation). If so, the Act requires that a reasonable number of regulatory alternatives be considered, and that from those alternatives, the least costly, most cost-effective, or least burdensome alternative that achieves the objective of the rule be selected.

No state, local, or tribal government entities will be affected by this rule, so this rule will not result in annual or aggregate costs of \$100 million or more. Therefore, the Coast Guard is exempt from any further regulatory requirements under the Unfunded Mandates Act.

### List of Subjects in 33 CFR Part 165

Harbors, Marine Safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

### Regulation

In consideration of the foregoing, Subpart F of Part 165 of Title 33, Code of Federal Regulations, is amended as follows:

1. The authority citation for 33 CFR 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 and 160.5; 49 CFR 1.46.

2. A new § 165.T11-038 is added to read as follows:

#### § 165.T11-038 Safety Zone: Colorado River, Laughlin, Nevada.

(a) *Location.* The following area constitutes a safety zone in the navigable waters of the Colorado River, Laughlin, Nevada. The safety zone consists of a circular area with a radius of 1500 feet centered around a single buoy located approximately equidistant between the Laughlin Bridge and 500 feet north of the launch ramp at Davis Camp.

(b) *Effective Dates.* This section is effective from 7 a.m. (PDT) until 6:30 p.m. (PDT) on May 30 and 31, 1998.

(c) *Regulations.* In accordance with the general regulations in § 165.23 of this part, entry into, transit through, or anchoring within this zone is prohibited unless authorized by the Captain of the Port.

Dated: April 20, 1998.

**J.A. Watson,**

*Commander, U.S. Coast Guard, Captain of the Port, San Diego, California.*

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## DEPARTMENT OF AGRICULTURE

### Forest Service

#### 36 CFR Part 223

RIN 0596-AB41

#### Sale and Disposal of National Forest Timber; Indices To Determine Market-Related Contract Term Additions

**AGENCY:** Forest Service, USDA.

**ACTION:** Final rule.

**SUMMARY:** This final rule amends current regulations providing for Market-Related Contract Term Additions, by requiring the use of Industry Series Producer Price Indices from the Bureau of Labor Statistics, rather than the previously required indices in the Commodity Series. Use of a different Producer Price Index series requires a concomitant change in procedures for determining when market-related contract term additions