

QUARTERLY REPORT—Continued

District docket	Location	Type	Effective date
05-98-007 .....	OUTER BANKS, DUCK, NC, AND VICINITY .....	SECURITY ZONE .....	2/1/98
05-98-019 .....	HAMPTON ROADS, WILLOUGHBY BAY, VA .....	SAFETY ZONE .....	3/11/98
05-98-022 .....	PORT NORFOLK REACH, NORFOLK, VA .....	SAFETY ZONE .....	3/20/98
05-98-023 .....	ELIZABETH RIVER, NORFOLK, VA .....	SAFETY ZONE .....	3/22/98
07-98-012 .....	BAHIA DE MAYAGUEZ, PUERTO RICO .....	SPECIAL LOCAL .....	3/22/98
09-98-001 .....	CALUMET RIVER .....	SAFETY ZONE .....	3/9/98
09-98-02 .....	TOUSSAINT RIVER CHANNEL, OHIO .....	SAFETY ZONE .....	3/20/98
13-98-003 .....	COLUMBIA RIVER, RICHLAND, WA .....	SECURITY/SAFETY ZONE .....	2/4/98
COTP Docket	Location	Type	Effective date
CORPUS CHRISTI 98-001	MATAGORDA BAY, INTRACOASTAL WATERWAY .....	SAFETY ZONE .....	2/2/98
HOUSTON-GALVESTON 98-001.	HOUSTON SHIP CHANNEL, HOUSTON, TX .....	SAFETY ZONE .....	1/10/98
HOUSTON-GALVESTON 98-002.	UPPER TRINITY BAY, HOUSTON, TX .....	SAFETY ZONE .....	1/18/98
HOUSTON-GALVESTON 98-003.	HOUSTON SHIP CHANNEL, HOUSTON, TX .....	SAFETY ZONE .....	1/22/98
HOUSTON-GALVESTON 98-004.	HOUSTON SHIP CHANNEL, HOUSTON, TX .....	SAFETY ZONE .....	2/19/98
HOUSTON-GALVESTON MSU 98-102.	BUOY, TX .....	SAFETY ZONE .....	2/8/98
HOUSTON-GALVESTON MSU 98-103.	GALVESTON SHIP CHANNEL, GALVESTON, TX .....	SAFETY ZONE .....	2/20/98
LOUISVILLE 98-001 .....	OHIO RIVER, MAYSVILLE, KY .....	SAFETY ZONE .....	1/4/98
NEW ORLEANS 98-001 .....	LWR MISSISSIPPI RIVER, M. 94 TO M. 96 .....	SAFETY ZONE .....	2/23/98
NEW ORLEANS 98-002 .....	LWR MISSISSIPPI RIVER, M. 94 TO M. 95 .....	SAFETY ZONE .....	3/11/98
PORT ARTHUR 98-007 .....	USNS BELLATRIX .....	SAFETY ZONE .....	3/21/98
PORT ARTHUR 98-005 .....	NECHES RIVER CLOSURE .....	SAFETY ZONE .....	1/16/98
SAN DIEGO 98-002 .....	SAN DIEGO, CA .....	SAFETY ZONE .....	1/17/98
SAN DIEGO 98-004 .....	OCEANSIDE HARBOR, OCEANSIDE, CA .....	SAFETY ZONE .....	2/4/98
SAN DIEGO 98-008 .....	SAN DIEGO, CA .....	SAFETY ZONE .....	3/30/98
SAN FRANCISCO BAY 98-001.	SACRAMENTO-SAN JOAQUIN DELTA, CA .....	SAFETY ZONE .....	2/14/98
SAN FRANCISCO BAY 98-002.	SAN FRANCISCO BAY, SAN FRANCISCO, CA .....	SAFETY ZONE .....	3/14/98
SAN FRANCISCO BAY 98-003.	SACRAMENTO-SAN JOAQUIN DELTA, CA .....	SAFETY ZONE .....	2/19/98
SAN FRANCISCO BAY 98-004.	SACRAMENTO-SAN JOAQUIN DELTA, CA .....	SAFETY ZONE .....	2/20/98
SAN FRANCISCO BAY 98-006.	SACRAMENTO-SAN JOAQUIN DELTA, CA .....	SAFETY ZONE .....	2/24/98
SAN FRANCISCO BAY 98-007.	HUMBOLDT BAY, CA .....	SAFETY ZONE .....	3/15/98
SAN JUAN 98-008 .....	SAN JUAN, PUERTO RICO .....	SAFETY ZONE .....	2/14/98
SAN JUAN 98-011 .....	SAN JUAN, PUERTO RICO .....	SAFETY ZONE .....	2/19/98
TAMPA 98-022 .....	TAMPA, FL .....	SAFETY ZONE .....	3/24/98
TAMPA 98-023 .....	TAMPA, FL .....	SAFETY ZONE .....	3/25/98

[FR Doc. 98-11773 Filed 5-1-98; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Coast Guard**

**33 CFR Part 117**

[CGD05-98-030]

RIN 2115-AE47

**Drawbridge Operation Regulations; Atlantic Intracoastal Waterway, Hobucken, NC**

AGENCY: Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is removing the regulations that govern the operation of the S.R. 304 bridge across the Atlantic Intracoastal Waterway, mile 157.2, Hobucken, North Carolina, because the swing bridge has been removed.

**DATES:** This rule becomes effective on June 3, 1998.

**FOR FURTHER INFORMATION CONTACT:** Ann B. Deaton, Bridge Administration, Fifth Coast Guard District, at (757) 398-6222.

**SUPPLEMENTARY INFORMATION:** In accordance with 5 U.S.C. 553, a notice of proposed rulemaking (NPRM) was

not published for this regulation. Good cause exists for not publishing a NPRM because prior removal of the bridge renders a notice and comment period unnecessary.

**Background and Purpose**

The swing bridge across the Atlantic Intracoastal Waterway, mile 157.2, at Hobucken, North Carolina, was replaced by a high level fixed bridge. The existing swing bridge has been removed, thereby eliminating the need for 33 CFR 117.821(a)(2). This action has no economic consequences. It merely removes regulations for a swing bridge that no longer exists.

This action necessitates redesignating the regulations listed in 33 CFR 117.821(a) (3), (4), (5), and (6) for the drawbridges at Surf City, Figure Eight, Wrightsville Beach, and Sunset Beach along the Atlantic Intracoastal Waterway within North Carolina.

### Regulatory Evaluation

This final 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 of this final rule to be non-existent, therefore, 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), the Coast Guard must consider whether this final 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 field and that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632).

This final rule does not affect vessel navigation on this waterway since it merely removes regulations for a bridge which no longer exists. Therefore, the Coast Guard certifies under 5 U.S.C. 605(b), that this final rule will not have a significant economic impact on a substantial number of small entities.

### Collection of Information

This final rule contains no collection of information requirement under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

### Federalism

The Coast Guard has analyzed this final rule under the principles and criteria contained in Executive Order 12612 and has determined that this final rule does not have sufficient federalism implications to warrant preparation of a Federalism Assessment.

### Environment

The Coast Guard considered the environmental impact of this final rule and concluded that under section 2.B.2.b. and item (32)(e) of Figure 2-1 of Commandant Instruction M16475.1C

dated November 14, 1997, this final rule is categorically excluded from further environmental documentation. A Categorical Exclusion Determination statement has been prepared and placed in the rulemaking docket.

### List of Subjects in 33 CFR Part 117

Bridges.

### Regulations

In consideration of the foregoing, the Coast Guard is amending 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. In § 117.821, paragraph (a)(2) is removed and paragraphs (a) (3), (4), (5), and (6) are redesignated as paragraphs (a) (2), (3), (4), and (5), respectively.

Dated: April 23, 1998.

#### J. Carmichael,

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

[FR Doc. 98-11774 Filed 5-1-98; 8:45 am]

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## DEPARTMENT OF DEFENSE

### Department of the Army, Corps of Engineers

#### 33 CFR Part 207

#### Navigation Regulations

**AGENCY:** U.S. Army Corps of Engineers, DoD.

**ACTION:** Final rule.

**SUMMARY:** The Corps is amending the navigation regulations for the Red River Waterway, Louisiana and the Yazoo Diversion Canal at Vicksburg, Mississippi. The Red River Waterway navigation regulation is amended to prescribe the maximum length, width, and draft of vessel tows that are allowed to enter the lock chamber for each lockage. The Yazoo Diversion Canal navigation regulation is amended to establish procedures and location for mooring of vessels along the west bank. The maximum length of allowable vessel tow that may enter the lock chamber for each lockage on the Red River Waterway, is increased from 685 feet to 705 feet. The maximum allowable width and draft of tow remains the same at 80 feet and 9 feet, respectively. Increasing the usable tow

length to 705 feet will increase the efficiency of lock operations by reducing the number of tow breakups during a locking operation. The navigation regulation for the Yazoo Diversion Canal will clarify vessel mooring locations along the canal west bank for various river stages and provide that fairways will be established by the Vicksburg District Engineer. Establishing fairways and specifying locations along the west bank where vessels may moor during various river stages will control indiscriminate vessel moorings and improve navigation safety.

**DATES:** The final rule is effective June 3, 1998.

**ADDRESSES:** HQUSACE, ATTN: CECW-OD, Washington, D.C. 20314-1000.

#### FOR FURTHER INFORMATION CONTACT:

Mr. Jim Hilton, Dredging and Navigation Branch (CECW-OD) at (202) 761-8830 or Mr. Jim Jeffords, Vicksburg District, Operations Division at (601) 631-5274.

**SUPPLEMENTARY INFORMATION:** The notice of proposed rulemaking was published on Wednesday, March 5, 1997, Vol. 62, No. 43, pages 9996-9997.

Pursuant to its authorities in Section 7 of the Rivers and Harbors Act of 1917 (40 Stat. 266; 33 U.S.C. 1), the Corps is amending the regulations in 33 CFR Part 207. The Commanding Officer, Lower Mississippi Valley Division, Vicksburg, Mississippi has requested an amendment to the regulations in 33 CFR 207.249(b)(5)(iv) and 33 CFR 207.260 (c) and (g). The 685 feet maximum tow length currently allowed in the Red River Waterway lock chamber is based on the design vessel tow length. Increasing the tow length that may safely enter the lock chamber for each lockage to 705 feet, will not affect the safety of either the lock structure or the tow in the chamber during a filling or emptying operation, if the tow is properly secured and positioned.

#### Discussion of Public Comments and Changes

*Section 207.249(b)(5)(iv).* Two comments were received to the March 5, 1997, **Federal Register** notice to increase the tow length. These individuals supported the proposed increase in vessel tow length from 685 feet to 705 feet for vessels attempting to pass through the lock during normal pool stages in a single passage.

*Section 207.260 (c) and (g).* Five comments were received to the proposed amendment to regulate mooring along the east and west banks of the Yazoo Diversion Canal based on water level stages at the Vicksburg gage.