shall be subject to specific approval by FHWA.

(d) Cooperators which administer construction of forest highway projects and the SHA's shall maintain their forest highway records according to the provisions of Part 17 of this chapter.

(e) Funds provided to the FHWA by a cooperator in advance of construction will be deposited in the Treasury of the United States to the credit of "Cooperative Work, Forest Highways, Federal Highway Administration."

**§§ 660.201–660.213 (Subpart B) [Removed and Reserved]**

2. Part 660, Subpart B, consisting of §§ 660.201–660.213, is removed and reserved.

[FR Doc. 82-6380 Filed 3-10-82; 8:45 am]

BILLING CODE 4910-22-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

### 23 CFR Part 668

### Emergency Relief Program; Procedures for Federal Roads; Technical Amendments

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Technical amendments to final rule.

**SUMMARY:** This document makes a technical nomenclature change in the delegation of authority for the administration of emergency relief to Federal agencies for the repair or reconstruction of Federal roads.

**EFFECTIVE DATE:** March 11, 1982.

**FOR FURTHER INFORMATION CONTACT:** Robert C. Coles, Office of Highway Operations, HHO–12, 202–426–0460; or Lee J. Burstyn, Office of the Chief Counsel, HCC–10, 202–426–0754, Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m. ET, Monday through Friday.

**SUPPLEMENTARY INFORMATION:** Pursuant to 23 U.S.C. 125(c), the FHWA is authorized to make emergency relief funds available for the repair or reconstruction of Federal roads which have suffered serious damage as a result of natural disaster over a wide area or by catastrophic failure.

As a result of a recent internal reorganization of the FHWA's direct Federal program, all activities involving Federal roads, including emergency relief projects, are now administered by the Associate Administrator for Engineering and Traffic Operations through the FHWA's Direct Federal Program Administrator. Similarly, field operations are now conducted under the supervision of Direct Federal Division Engineers rather than Regional Federal Highway Administrators.

The new organizational structure for the direct Federal program and revised delegations of authority necessitate a nomenclature change to the applicable regulation, 23 CFR Part 668, Subpart B.

The FHWA has determined that this document contains neither a major rule under Executive Order 12291 nor a significant regulation under the regulatory policies and procedures of the Department of Transportation. Under the criteria of the Regulatory Flexibility Act, it is certified that this action will not have a significant economic impact on a substantial number of small entities.

Notice and opportunity for comment are not required because these amendments are administrative in nature, and it is not anticipated that a request for comments would result in the receipt of useful information. Due to the technical nature of these amendments, the FHWA finds good cause to make it effective in less than 30 days.

(23 U.S.C. 120(f), 125, and 315; 41 U.S.C. 252; 42 U.S.C. 5155; 49 CFR 1.48(b))

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning, and Construction. The provisions of OMB Circular No. A–95 regarding State and local clearinghouse review of Federal and federally assisted programs and projects apply to this program)

Issued on: March 2, 1982.

**Richard B. Robertson,**

*Associate Administrator for Planning and Policy Development, Federal Highway Administration.*

## PART 668—EMERGENCY RELIEF PROGRAM

In consideration of the foregoing, Chapter I of Title 23, Code of Federal Regulations, Part 668, Subpart B is amended as set forth below.

**§ 668.203 [Amended]**

1. In § 668.203(f), remove the words "Regional Federal Highway Administrator" and insert in lieu thereof the words "Direct Federal Division Engineer (DFDE)";

2. In § 668.203, revise paragrah (i) to read as follows:

* * * * *

(i) "Direct Federal Division Engineer." Director of one of the Direct Federal field offices located in Vancouver, Washington; Denver, Colorado; and Arlington, Virginia.

* * * * *

**§§ 668.205, 668.209, 668.211, 668.213, and 668.215 [Amended]**

3. In §§ 668.205, 668.209, 668.211, 668.213, and 668.215, wherever the acronym "RFHA" appears, it is amended to read "DFDE".

[FR Doc. 82-6322 Filed 3-10-82; 8:45 am]

BILLING CODE 4910-22-M

### 23 CFR Part 712

### Right-of-Way Revolving Fund

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Amendment to final rule.

**SUMMARY:** As part of a continuing effort to reduce costs and paperwork burdens imposed on the States, the Federal Highway Administration (FHWA) is amending procedures that apply to the Right-of-Way Revolving Fund to delete the requirement imposed on each State to submit, by April 1, an estimate of its total needs from the fund for the following fiscal year.

**EFFECTIVE DATE:** March 11, 1982.

**FOR FURTHER INFORMATION CONTACT:** Mr. Richard Moeller, Office of Right-of-Way (Attention: HRW-12), 202/426–0142, or Mr. Thomas P. Holian, Office of the Chief Counsel (Attention: HCC–10) 202/426–0761, Federal Highway Administration, 400 7th Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m. ET, Monday through Friday.

**SUPPLEMENTARY INFORMATION:** To encourage States to acquire right-of-way in advance of normal situations, recognizing the length of time often necessary to acquire real property and relocate people and personal property, Congress established the Right-of-Way Revolving Fund as part of the Federal-Aid Highway Act of 1968 (Pub. L. 90–495). Congress thereby authorized the Secretary of Transportation to administer funds for the purpose of acquiring rights-of-way for future construction of highway on any Federal-aid system. Subsequently, $300 million was authorized for the program to be set aside from the Trust Fund and kept in the Treasury. The Secretary of Transportation, upon request from a State Highway Agency, is authorized to advance funds without interest from amounts remaining available to pay for entire projects for acquisition of rights-of-way, including the net cost to the State of property management, if any, and related moving and relocation costs.

The implementing regulation, 23 CFR Part 712, Subpart G, requires each State Highway Agency that anticipates using

the revolving fund during the next fiscal year to submit, by April 1, an estimate of its total needs from the fund for the next fiscal year. This estimate is to be sent to Regional Federal Highway Administrators who, in turn, submit requests to FHWA Washington Headquarters for allocation of funds to meet the needs of the various regions.

Currently, the full $300 million authorized by Congress has been allocated to the regional offices for obligation by States within their regions on "as-needed" and "as-funds-are-available" bases. As States identify specific projects which they wish to finance from the revolving fund or projects previously authorized need additional funds, they are required to make specific requests for allocation of funds to FHWA Regional and Division Offices subsequent to April 1 for obligational authority.

Elimination of the requirement for an April 1 submission will result in less paperwork for States seeking allocation and obligational authority on any project which will qualify as a revolving fund project. It is estimated that the elimination of this submission will reduce redtape and time in the approval of eligible projects at the regional level where the obligational authority has been delegated. No additional economic impacts are anticipated as a result of this action.

The FHWA has determined that this document contains neither a major rule under Executive Order 12291 nor a significant regulation under DOT regulatory procedures. Under the criteria of the Regulatory Flexibility Act, it is certified that this action will not have a significant economic impact on a substantial number of small entities. Accordingly, a full regulatory evaluation is not required.

Notice and opportunity for comment are not required under the regulatory policies and procedures of the Department of Transportation (DOT) because it is not anticipated that such action would result in the receipt of useful information. Further, because this amendment relieves a regulatory burden and pertains to a once yearly reporting requirement due on April 1, the FHWA finds good cause to make this amendment effective in less than 30 days under DOT regulatory procedures. Accordingly, this amendment is effective upon publication. Neither a general notice of proposed rulemaking nor a 30-day delay in effective date is required under the Administrative Procedure Act because the matters affected relate to grants, benefits, or contracts pursuant to 5 U.S.C. 553(a)(2).

## PART 712—THE ACQUISITION FUNCTION

**§ 712.703 [Amended]**

Accordingly, Chapter I of 23 CFR Part 712, Subpart G is amended by removing paragraph (a) of § 712.703 and redesignating paragraphs (b) through (f) as paragraphs (a) through (e).

(23 U.S.C. 108, 315; 49 CFR 1.48(b))

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning, and Construction; 23.003, Appalachian Development Highway System; and 23.008 Appalachian Local Access Roads. The provisions of OMB Circular No. A-95 regarding State and Local clearinghouse review of Federal and federally-assisted programs and projects apply to this program.)

Issued: March 2, 1982.

**Richard B. Robertson,**

*Associate Administrator for Planning and Policy Development, Federal Highway Administration.*

[FR Doc. 82-6756 Filed 3-10-82; 8:45 am]

BILLING CODE 4910-22-M

## FEDERAL MEDIATION AND CONCILIATION SERVICE

### 29 CFR Parts 1401, 1402, 1410, 1420, and 1425

### Change in Designation of Regions, in Location for Filing Notices of Dispute, and Requests for Copies of Notices of Dispute

**AGENCY:** Federal Mediation and Conciliation Service.

**ACTION:** Final rule.

**SUMMARY:** Pursuant to a reorganization of the Federal Mediation and Conciliation Service, the number of regional offices has been reduced from 8 to 4. While the street addresses of the 4 remaining regional offices have not changed, each of these offices has been given a new designation and a new geographical jurisdiction. Accordingly, in order to insure that individuals, employers, and labor organizations seeking assistance from the agency's regional offices are directed to the proper location, notice is given of the correct designation and of the new area covered for each of the four regional offices now in operation.

The agency has also established, pursuant to the reorganization, a Division of Case Control located in the FMCS National Office. All notices of labor negotiation disputes (Form F-7 and Form F-53) previously filed in regional offices should now be sent instead to the Division of Case Control. See address below.

In addition, Freedom of Information Act requests for copies of notices of labor negotiation disputes (Form F-7 and F-53) should likewise be sent to the Division of Case Control. See address below.

**EFFECTIVE DATE:** March 29, 1982.

**ADDRESS:** Federal Mediation and Conciliation Service, Division of Case Control, 2100 K Street, NW., Washington, DC 20427.

**FOR FURTHER INFORMATION CONTACT:** Nancy B. Broff (202) 653-5305.

Dated: March 4, 1982.

**Kenneth E. Moffett,**

*Director.*

## PART 1401—PUBLIC INFORMATION

**§ 1401.31 [Amended]**

1. The address for the Washington, D.C., office of FMCS, stated in § 1401.31(b) introductory text, is corrected to read "2100 K Street, NW., Washington, D.C., 20427."

## PART 1410—PRIVACY

## PART 1420—FEDERAL MEDIATION AND CONCILIATION SERVICE—ASSISTANCE IN THE HEALTH CARE INDUSTRY

**§ 1410.3 [Amended]**

**§ 1420.5 [Amended]**

2. The lists of regional offices in §§ 1410.3(d) and 1420.5(f) are amended to show the four FMCS regional offices now in operation. The offices, and their areas of jurisdiction, are as follow:

1. *Eastern Region:*

Address: Jacob K. Javits Federal Building, 26 Federal Plaza, Room 2937, New York, NY 10278.

Consists of: Maine, New Hampshire, Vermont, Connecticut, Rhode Island, Massachusetts, New York, Puerto Rico, the Virgin Islands, Pennsylvania, Delaware, New Jersey, Garrett and Alleghany Counties of Maryland; and Brooke and Hancock Counties of West Virginia.

2. *Central Region:*

Address: Insurance Exchange Building, Room 1641, 175 W. Jackson Street, Chicago, IL 60604.

Consist of: Illinois (except counties listed under the the Southern Region); Indiana (except counties listed under Southern Region); Wisconsin, Minnesota, North Dakota, South Dakota, Michigan, and Ohio (except counties listed under the Southern Region).

3. *Southern Region:*

Address: Suite 400, 1422 W. Peachtree St., NW., Atlanta, GA 30309.

Consists of: Virginia, Maryland (except counties listed under the Eastern Region); Tennessee; North Carolina; South Carolina; Georgia; Alabama; Florida; Mississippi; Louisiana; Arkansas; Kentucky; Texas

(except for Hudspeth and El Paso counties); Oklahoma; Missouri (except for those counties listed for the Western Region); Illinois (in counties of Calhoun, Greene, Jersey, McCoupin, Montgomery, Fayette, Bond, Madison, St. Clair, Monroe, Clinton, Washington, Marion, White, Hamilton, Wayne, Edwards, Wabash, Lawrence, Richland, Clay, Effingham, Jasper, and Crawford); Indiana (the counties of Knox, Daviess, Martin, Orange, Washington, Clark, Floyd, Harrison, Crawford, Perry, Spencer, DuBois, Pike, Gibson, Posey, Vanderburgh, and Warrick); Ohio (the counties of Butler, Hamilton, Warren, Clermont, Brown, Highland, Clinton, Ross, Pike, Adams, Scioto, Lawrence, Ballia, Jackson, Vinton, Hocking, Athens, and Meigs); Kansas (the counties of Bourbon, Crawford, Cherokee, and Ottawa); West Virginia (except counties listed under the Central Region); and the Canal Zone.

4. *Western Region:*

Address: Francisco Bay Building, Suite 235, 50 Francisco Street, San Francisco, CA 94133.

Consists of: California; Nevada; Arizona; New Mexico; El Paso and Hudspeth Counties [only] in Texas; Hawaii; Guam; Alaska; Washington; Oregon; Colorado; Utah; Wyoming; Montana; Idaho; Nebraska; Kansas; Iowa; Missouri (the counties of Atchinson, Nodaway, Worth, Harrison, Mercer, Putnam, Schuyler, Scotland, Knox, Adair, Sullivan, Grundy, Daviess, Gentry, DeKalb, Andrew, Holt, Buchanan, Clinton, Caldwell, Livingston, Linn, Macon, Shelby, Randolph, Chariton, Carrol, Ray, Clay, Platte, Jackson, Lafayette, Saline, Howard, Boon, Cooper, Pettis, Johnson, Cass, Bates, Henry, St. Clair, Benton, and Morgan); American Somoa; and Wake Island.

## PART 1402—PROCEDURES OF THE SERVICE

**§ 1402.1 [Amended]**

3. FMCS Form F-7 in § 1402.1 is amended by revising the line immediately following the heading "Notice to Mediation Agencies" to read, "To: Federal Mediation and Conciliation Service, Washington, D.C. 20427."

## PART 1425—MEDIATION ASSISTANCE IN THE FEDERAL SERVICE

**§ 1425.2 [Amended]**

4. The first sentence of the introductory paragraph is revised to read, "In order that the service may provide assistance to the parties, the party initiating negotiations shall file a notice with the FMCS Division of Case Control, 2100 K Street, NW., Washington, D.C. 20427, at least 30 days prior to the expiration or modification date of an existing agreement."

5. FMCS Form F-53 in § 1425.2 is amended by

(i) Revising the line immediately following the "Date" line to read, "TO: FEDERAL MEDIATION AND CONCILIATION SERVICE, Washington, D.C., 20427."

(ii) Revising the second line from the bottom of the Form to read, "TO FMCS, Washington, D.C. 20427."

(iii) Removing the last line at the bottom of the form.

## PART 1401—PUBLIC INFORMATION

**§ 1401.24 [Amended]**

6. § 1401.24 is amended by revising the second sentence and adding a third sentence to read, "Parties at interest have the right to receive certified copies of any such notice of dispute upon written request. Requests for copies of notices should be submitted to FMCS, Division of Case Control, 2100 K Street, NW., Washington, D.C. 20427."

[FR Doc. 82-6684 Filed 3-10-82; 8:45 am]

BILLING CODE 6732-01-M

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

### 33 CFR Parts 84, 85 and 86

**[CGD 81-008, 81-006, and 81-009]**

### Annexes I, II, and III to Inland Navigation Rules; Great Lakes Effective Date

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule, notice of effective date.

**SUMMARY:** This document establishes the effective date on the Great Lakes for Annexes I, II, and III to the Inland Navigation Rules. These annexes are respectively entitled Positioning and Technical Details of Lights and Shapes, Additional Signals for Fishing Vessels Fishing in Close Proximity, and Technical Details of Sound Signal Appliances, and were published on December 21 and 24, 1981. These regulations were made effective on December 24, 1981, on all inland waters *except* for the Great Lakes, where the effective date was left open. When the annexes were published, the Great Lakes effective date for the Inland Navigation Rules was not known. This notice makes the Great Lakes effective date for Annexes I, II, and III July 1, 1982, which coincides with the recently established Great Lakes effective date for the new Inland Navigation Rules.

**EFFECTIVE DATE:** The effective date of 33 CFR Parts 84, 85, and 86 on the Great Lakes is July 1, 1982.

**FOR FURTHER INFORMATION CONTACT:** Mr. Chris Llana, Project Manager, Office of Navigation, Room 1606, U.S. Coast Guard Headquarters, 2100 Second Street S.W., Washington, DC 20593, (202) 245-0108.

**SUPPLEMENTARY INFORMATION:** New statutory Inland Navigation Rules were enacted on December 24, 1980 and were made effective one year later on all United States inland waters except for the Great Lakes. The new Rules were also to apply on the Great lakes, but the effective date was delayed for the Great Lakes to allow the Canadian government time to enact parallel navigation rules and to have the new United States and Canadian navigation rules to take effect on the Great Lakes simultaneously.

The Inland Navigation Rules Act of 1980 also called for the Implementation of special regulatory annexes to supplement the statutory rules. Final regulations for Annex I to the Inland Navigation Rules were published on December 24, 1981 (46 FR 62443) and for Annexes II and III on December 21, 1981 (46 FR 61845). These regulations were made effective on December 24, 1981 (the same date the statutory Rules took effect) on all inland waters except for the Great Lakes. The Great Lakes effective date for those Annexes was not announced at that time because the effective date for the statutory Rules on the Great Lakes had not then been determined.

On February 8, 1982, the Great Lakes effective date for the new Inland Navigation Rules was announced (47 FR 5834). That effective date, July 1, 1982, is being adopted as the effective date for Annexes I, II, and III on the Great Lakes, so that the statutory Rules and the regulatory annexes become effective at the same time.

### Drafting Information

The principal persons involved in drafting this notice are Mr. Chris Llana, Project Manager, Office of Navigation, and Lieutenant Michael Tagg, Project Attorney, Office of Chief Counsel.

Accordingly, the effective date of 33 CFR Parts 84, 85, and 86 on the Great Lakes is hereby established as July 1, 1982.

(Sec. 3, Pub. L. 96-591, 33 U.S.C. 2071; 49 CFR 1.46(n)(14))

Dated: March 2, 1982.

**R. A. Bauman,**

*Rear Admiral, U.S. Coast Guard, Chief, Office of Navigation.*

[FR Doc. 82-6728 Filed 3-10-82; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 117

[CGD5 81-09R]

## Drawbridge Operation Regulations: Anacostia River, District of Columbia

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** At the request of the District of Columbia Department of Transportation, the Coast Guard is amending the regulations governing operation of the Frederick Douglass drawbridge on South Capitol Street across the Anacostia River, mile 1.2, at Washington, D.C. to require an advance notice for all draw openings. This change is being made because the current volume of vessel traffic passing through the bridge is not sufficient to warrant constant attendance by a bridge tender. Also, a new provision is being added that will allow the bridge to remain closed to vessel traffic on every Presidential Inauguration Day in order to prevent vehicular traffic congestion at the bridge on that day. This action will accommodate the needs of vehicular traffic while providing for the reasonable needs of navigation.

**EFFECTIVE DATE:** This amendment becomes effective on April 12, 1982.

**FOR FURTHER INFORMATION CONTACT:** Ann B. Deaton, Bridge Specialist, Aids to Navigation Branch, Fifth Coast Guard District, Federal Building, 431 Crawford Street, Portsmouth, Virginia 23705, (804) 398-6222.

**SUPPLEMENTARY INFORMATION:** On December 7, 1981, the Coast Guard published a proposed rule (46 FR 59554) concerning this amendment. The Commander, Fifth Coast Guard District, also published this proposal in Public Notice (5-500) dated December 4, 1981, which was included in Local Notice to Mariners No. 50 dated December 15, 1981. Interested persons were requested to submit their comments and two comments were received.

### Discussion of Rule

The District of Columbia Department of Transportation, owner of this bridge, requested the Coast Guard to change the existing regulation which requires that the bridge be opened on signal except for restricted openings during morning and evening rush hours. The request was based on the fact that the draw has been required to be opened infrequently for vessel traffic in recent years, and it has not been cost effective for the owner to maintain an operator in constant attendance when the need for one does not exist. The Coast Guard evaluated the problem, and based on its findings, is now amending the regulation to require a 24-hour advance notice for all draw openings year round. The Coast Guard feels that this change may be made without unduly restricting current water traffic volumes while at the same time relieving the bridge owner of the responsibility of providing constant operator attendance at the bridge. The new provision to allow the bridge to remain closed to vessel traffic on every Presidential Inauguration Day merely affirms the Coast Guard's traditional approval of the District of Columbia's request to do so. The provision in the existing regulation that the draw will remain closed to navigation on certain other occasions to permit uninterrupted passage of dignitaries across the bridge has been retained, as this is considered a necessary provision and was not a subject for change.

One of the comments received in response to the proposed rule recommended an additional provision to require the draw to be opened once each quarter to insure that the draw mechanism remains in operational condition. This provision has not been adopted for this regulation, since there is a general requirement in the Code of Federal Regulations for owners of all drawbridges in the pertinent geographical area to maintain proper mechanical operation of their bridges for the safe, prompt and efficient opening of the draw for the passage of vessels. The other commenter suggested that requiring 24-hour's advance notice is unreasonably inconvenient to waterway users, and that it should be possible to reduce the interval to 4 hours and still obtain cost savings. The Coast Guard has not adopted this suggestion since all its findings during the investigation of this bridge revealed that 24-hour's advance notice would amply provide for all current waterway usage. If usage patterns should change as a result of future development of the waterway, the regulation may change accordingly. This commenter also recommended listing telephone contact numbers for restricted bridges in the *Coast Pilot* publication. The Coast Guard will take action on this suggestion, although such action does not change the text of this regulation. In view of the above comments and the lack of further public comment, there are no substantive differences between this rule and the proposed rule.

There are no known businesses that will be significantly impacted by this change. Since most water traffic on this waterway consists of military craft and visiting U.S. and foreign ships who plan their trips according to a prearranged schedule, it is felt that these may plan their trips around the advance notice opening requirement, thus avoiding any inconvenience or expense resulting from fuel consumption often encountered during unexpected delays. The District of Columbia Department of Transportation will be beneficially affected from an economic standpoint since they will be relieved of the responsibility of providing a salaried operator on a continuous basis.

### Evaluation

This regulation has been reviewed under the provisions of Executive Order 12291 and has been determined not to be a major rule. In addition, this regulation is considered to be nonsignificant in accordance with guidelines set out in the Policies and Procedures for Simplification, Analysis, and Review of Regulations (DOT Order 2100.5 of 5-22-80). An economic evaluation has not been conducted since, for the reasons discussed above, its impact will be mininal. In accordance with Section 605(b) of the Regulatory Flexibility Act (94 Stat. 1164), it is certified that this rule will not have a significant economic impact on a substantial number of small entities.

### Final Regulation

## PART 117—DRAWBRIDGE OPERATION REGULATIONS

In consideration of the foregoing, Part 117 of Title 33, Code of Federal Regulations is amended by revising 33 CFR 117.330, paragraph (c) to read as follows:

**§ 117.330 Anacostia River, Washington, D.C.; bridges.**

* * * * *

(c) District of Columbia; South Capitol Street (Frederick Douglass) Bridge.

(1) The draw shall be opened for the passage of vessel traffic if at least 24 hours' advance notice has been given to the District of Columbia Department of Transportation.

(2) Requests for draw openings that coincide with the prearranged passage of dignitaries across the bridge will be scheduled so as not to interfere with the dignitaries' crossing.

(3) The bridge shall remain closed to vessel traffic all day on every Presidential Inauguration Day.

(4) A brief summary of the regulations in this section with a telephone number where the bridge owner can be reached shall be posted on both sides of the bridge in such a manner that it may be read easily from an approaching vessel.

(33 U.S.C. 499, 49 U.S.C. 1655(g)(2), 49 CFR 1.46(c)(5), 33 CFR 1.05-1(g)(3))

Dated: February 23, 1982.

**John D. Costello,**

*Rear Admiral, U.S. Coast Guard, Commander, Fifth Coast Guard District.*

[FR Doc. 82-6727 Filed 3-10-82; 8:45 am]

BILLING CODE 4910-14-M

## 33 CFR Parts 144, 149, and 175

**[CGD 80-155b]**

## Lifesaving Equipment

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** In a separate document, published elsewhere in this issue, the Coast Guard is revoking obsolete specifications concerning cork and balsa wood ring life buoys (Type IV personal flotation devices). This action requires editorial amendments to the regulations that allow cork and balsa wood ring buoys on artifical islands, fixed offshore structures, and recreational boats. Since equipment that has been previously approved may be used if in good and serviceable condition, there are no substantive changes to the regulations.

**EFFECTIVE DATE:** This final rule becomes effective on April 12, 1982.

**FOR FURTHER INFORMATION CONTACT:** Mr. Frank K. Thompson, Merchant Marine Technical Division (G-MMT/12), Office of Merchant Marine Safety, Room 1216, U.S. Coast Guard Headquarters, 2100 Second Street, S.W., Washington, D.C. 20593, (202) 426-2174.

**SUPPLEMENTARY INFORMATION:** A Notice of Proposed Rulemaking was published in the **Federal Register** of July 20, 1981, (46 FR 37286). The public was invited to submit comments until September 3, 1981. No comments were received and the rules are therefore made effective as proposed.

### Drafting Information

The principal persons involved in drafting this final rule are Mr. Frank K. Thompson, Project Manager, Office of Merchant Marine Safety, and Lieutenant Walter J. Brudzinski, Project Counsel, Office of the Chief Counsel.

### Discussion

Because they are no longer being manufactured, the approval specifications for cork or balsa ring life buoys and the material specifications for balsa wood and sheet cork have been revoked. These revocations are contained in Coast Guard Final Rule CGD 80-155a, which appears elsewhere in this issue of the **Federal Register.**

This final rule involves only editorial amendments to reflect the revocations. There are no substantive changes to the lifesaving equipment regulations. The amendments allow previously approved cork and balsa wood ring life bouys to continue to be sold and used as long as they are in good and serviceable condition. This final rule also updates the authority citations of the affected CFR Parts.

### Evaluation

The Coast Guard has evaluated this final rule under Executive Order 12291 and has determined that it is not a major regulation. The Coast Guard has also determined that it is nonsignificant in accordance with the guidelines set out in the Policies and Procedures for Simplification, Analysis, and Review of Regulations (DOT Order 2100.5 dated 5-22-80). An economic evaluation has not been conducted since this final rule involves no substantive changes to the lifesaving equipment regulations, and its impact is expected to be minimal.

### Final Regulations

In consideration of the foregoing, Parts 144, 149, and 175 of Title 33, Code of Federal Regulations are amended as follows:

## PART 144—LIFESAVING APPLIANCES

1. The authority citation for Part 144 is revised to read as follows:

**Authority:** Sec. 4(e), 67 Stat. 462, as amended, (43 U.S.C. 1333(d)); 49 CFR 1.46(b).

2. In § 144.01-25, paragraph (a) is revised to read as follows:

**§ 144.01-25 Ring life buoys.**

(a) Each manned platform must have at least four approved ring life buoys constructed in accordance with 46 CFR Subpart 160.050; except ring life buoys approved under former 46 CFR Subpart 160.009 may be used as long as they are in good and serviceable condition. One ring life buoy must be placed on a suitable rack on each side of a manned platform in an accessible place. The ring life buoy must always be capable of being cast loose and may not be permanently secured in any way.

* * * * *

3. In § 144.10-1, Table 2 is removed, paragraph (a)(2) is revised, and a new paragraph, (a)(3), is added to read as follows:

**§ 144.10-1 Lifesaving equipment.**

(a) * * *

(2) An approved ring life buoy (Type IV PFD) for every two persons, but no more than four devices are required. Each ring life buoy must be of a type constructed in accordance with 46 CFR Subpart 160.050; except a ring life buoy that was approved under former 46 CFR Subpart 160.009 may be used as long as it is in good and serviceable condition.

(3) Each ring life buoy under paragraph (a)(2) of this section must have an approved automatic electric water light that is attached as described in § 144.01-25(b).

* * * * *

## PART 149—DESIGN, CONSTRUCTION, AND EQUIPMENT

1. The authority citation for Part 149 reads as follows:

**Authority:** Secs. 5(a), 5(b), Pub. L. 93-627, 88 Stat. 2131 (33 U.S.C. 1504(a), (b)); 49 CFR 1.46(s).

2. Section 149.526 is revised to read as follows:

**§ 149.526 Approved ring life buoys (Type IV personal flotation devices).**

(a) Each PPC must have at least 8 approved ring life buoys (Type IV PFDs) and mounting racks distributed about the perimeter of the platform.

(b) Each ring life buoy must be constructed in accordance with 46 CFR Subpart 160.050 except a ring life buoy that was approved under former 46 CFR Subpart 160.009 may be used as long as it is in good and serviceable condition. Each ring life buoy must be of the 30-inch size, international orange, and easily accessible to persons on board.

(c) At least fifty percent of the ring life buoys required by this section must have an electric water light approved under 46 CFR 161.010.

(d) At least one ring life buoy on each side of the platform must have a buoyant line attached to it that is 1½ times the distance from the buoy to the mean low water line of the platform, or 15 fathoms in length, whichever is greater.

3. Section 149.526 in the table of sections is revised to read as follows:

149.526 Approved ring life buoys (Type IV personal flotation devices).

## PART 175—EQUIPMENT REQUIREMENTS

1. The authority citation for Part 175 is revised to read as follows:

**Authority:** Secs. 5, 39, 85 Stat. 215, 228, as amended (46 U.S.C. 1454, 1488); 49 CFR 1.46(n)(1), unless otherwise noted.

2. Footnote 1 is added to Table 175.23 to read as follows:

**§ 175.23 Personal flotation device equivalents.**

* * * * *