(7) Limited regional telephony coast stations.

(8) Limited local service (VHF) coast stations.

(9) Marine utility stations.

* * * * *

§ 81.36 [Amended]

3. In § 81.36 paragraph (c) the proviso and (c)(1) and (2) are removed.

§ 81.72 [Amended]

4. In § 81.72, in paragraph (b), replace the words "Class I coast stations" with the words "high seas coast stations"; and in paragraph (c), replace the words "Class II and Class III coast stations" with the words "regional and local service (VHF) coast stations".

§ 81.103 [Amended]

5. In § 81.103, in paragraph (a) replace the words "Class I public coast station" with the words "high seas public coast station"; in paragraph (b) replace the words "Class II public coast station" with the words "regional public coast station"; and, in paragraph (c), replace the words "class III public coast station" with the words "local services (VHF) public coast station".

§ 81.206 [Amended]

6. In § 81.206, paragraph (a) replace the words "Class I coast stations" with the words "high seas coast stations"; and replace the words "Class II coast station" with the words "regional coast station".

§ 81.303 [Amended]

7. In § 81.303, in paragraphs (a) and (b), replace the words "Class III–B Public coast stations" with the words "local service (VHF) public coast stations".

§ 81.304 [Amended]

8. In § 81.304, paragraph (b)(22), replace the words "class III–B public coast station" with the words "local service (VHF) public coast station".

§ 81.306 [Amended]

9. In § 81.306 the introductory text of paragraphs (a), (b), (c), and (e), replace the words "Class I public coast station" with the words "high seas public coast stations" and in paragraph (f) replace the words "Class II" with the words "public regional".

§ 81.313 [Amended]

10. In § 81.313, in paragraph (a) replace the words "Class I public coast stations", with the words "high seas public coast stations", and in paragraphs (a) and (b), replace the words "Class II public coast stations" with the words "public regional coast stations", and in paragraph (b) replace the words "Class III public coast stations" with "local service (VHF) public coast stations".

§ 81.330 [Amended]

11. In § 81.330, in paragraph (a), replace the words "public coast III–B stations (VHF)" with the words "local service (VHF) public coast stations"; in paragraph (b) introductory text, replace the words "limited coast III–B station" with the words "local service (VHF) limited coast station" and in paragraph (c), replace the words "Class III–B public or limited station" with the words "local service (VHF) public or limited coast station".

PART 83—STATIONS ON SHIPBOARD IN THE MARITIME SERVICES

1. In § 83.351, paragraph (c)(3) is revised and (c)(4) is removed and reserved as follows:

§ 83.351 Frequencies available.

* * * * *

(c) * * *

(3) All installations of transmitters employing SSB emissions (2.8A3A, 2.8A3H, and 2.8A3J) on frequencies in the band 2000–2850 kHz will be authorized only when the ship station is equipped for use of F3 emission on frequencies in the band 156–162 MHz.

(4) [Reserved]

* * * * *

2. In § 83.355, the heading and paragraph (b) are revised as follows:

§ 83.355 Frequencies from 4000 kHz to 27.5 MHz for public correspondence.

* * * * *

(b) The use of the working frequencies in paragraph (a) of this section is subject to the applicable conditions and limitations set forth in § 83.351.

3. In § 83.358, the introductory text of paragraph (a) is revised as follows:

§ 83.358 Frequencies below 3000 kHz for safety purposes.

(a) The following carrier frequencies are authorized for intership safety communications in the respective geographic areas. In addition, on a non-interference basis to safety communications, the frequencies, except for 2670 kHz, may be used for operational communications and, in the case of commercial transport vessel and vessels of municipal and state governments for business communications.

* * * * *

[FR Doc. 83-3048 Filed 2-9-83; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

49 CFR Part 218

[FRA Docket No. RSOR-3, Notice No. 19]

Blue Signal Protection of Workmen; Recordkeeping Requirements

AGENCY: Federal Railroad Administration (FRA), DOT.

ACTION: Final rule.

SUMMARY: This document amends the FRA regulations concerning the blue signal protection of railroad employees while they are inspecting, repairing, and servicing rolling equipment. It eliminates unnecessary recordkeeping requirements and corrects several technical inaccuracies. This action is taken by FRA in an effort to improve its safety regulatory program.

EFFECTIVE DATE: This amendment will become effective March 14, 1983.

FOR FURTHER INFORMATION CONTACT: Bruce Fine, Office of Safety, Federal Railroad Administration, Washington, D.C. 20590 (Phone 202–426–4345).

SUPPLEMENTARY INFORMATION:

Background

On April 1, 1981, the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*,) became effective. One purpose of that statute was to minimize the paperwork burden imposed by the Federal Government.

The FRA, in conjunction with the Office of Management and Budget (OMB), began a review of FRA regulations to identify ways of reducing the regulatory paperwork burden associated with the FRA safety regulatory program. The FRA Railroad Operating Rules (49 CFR Part 218) were selected for detailed analysis. Based on that analysis, the FRA has concluded that the recordkeeping requirements prescribed in Section 218.30(c)(1) should be reduced by eliminating some of the data required to be recorded by operators of remotely controlled switches and by reducing the retention period for the remaining data from 30 days to 15 days.

The FRA issued a notice of proposed rulemaking on September 23, 1982 (47 FR 42001) proposing these changes. Two commenters responded to that proposal; both urged that FRA adopt the proposed changes. No comments objecting to the proposal were received. based on these comments and the FRA estimate that these changes will result in an annual savings to railroads of approximately 60,000 manhours of effort, FRA has

decided to adopt the proposal without change.

In reviewing this rule, FRA noted that the existing regulation has several technical inaccuracies caused by omitted words or incorrect phraseology. This amendment corrects those inaccuracies.

Regulatory Impact

This final rule has been evaluated in accordance with existing regulatory policies. The amendment will have a direct impact only on railroads. It will not have an adverse economic impact on any entity since it reduces regulatory requirements and burdens. It may have a positive economic impact through cost reductions for the approximately 400 railroads to which the regulation is applicable. Even though some of these railroads may constitute small entities, this amendment will not have a significant impact on a substantial number of small entities. The overall economic impact is so minimal that it does not warrant a regulatory evaluation under the terms of Executive Order 12291.

Based on the facts contained in this notice, it is certified that this proposed amendment will not have a significant economic impact on a substantial number of small entities under the provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). The amendment does not constitute a major Federal action significantly affecting the quality of the human environment; an environmental impact statement is therefore not required. The amendment does not constitute a significant rule under the Department of Transportation regulatory policies and procedures.

List of Subjects in 49 CFR Part 218

Railroad safety.

The Rule

PART 218—[AMENDED]

Based on the foregoing, Part 218 of Title 49, Code of Federal Regulations is amended as follows:

§ 218.5 [Amended]

1. Section 218.5(k) is amended by removing "Interlocking" and inserting in lieu thereof "Interlocking limits".

§ 218.25 [Amended]

2. Section 218.25(c) is amended by removing "railroad employees" and inserting in lieu thereof "workmen".

§ 218.29 [Amended]

3. Section 218.29(a)(2) is amended by removing "the": after "against", and by inserting "and" after "area" the second time it appears and before "locked".

4. Section 218.29(a)(3) is amended by inserting "be" after "must" and before "attached."

5. Section 218.29(a)(4) is amended by removing "within" the third time it appears.

6. Section 218.30 is amended by revising paragraph (c) to read:

§ 218.30 Remotely controlled switches.

* * * * *

(c) The operator must maintain for 15 days a written record of each notification which contains the following information:

(1) The name and craft of the employee in charge who provided the notification;

(2) The number or other designation of the track involved;

(3) The date and time the operator notified the employee in charge that protection had been provided in accordance with paragraph (a) of this section; and

(4) The date and time the operator was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

(Sec. 202 of the Federal Railroad Safety Act of 1970, as amended, 45 U.S.C. 431; and § 1.49(m) of the regulations of the Office of the Secretary of Transportation (49 CFR 1.49(m)))

Issued in Washington, D.C. on January 21, 1983.

Robert W. Blanchette,

Administrator.

[FR Doc. 83-2314 Filed 2-9-83; 8:45 am]

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49 CFR Part 228

[FRA Docket No. HS-4, Notice No. 10]

Hours of Service of Railroad Employees Recordkeeping Requirements

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: This document amends FRA regulations concerning the hours of service of railroad employees. It eliminates two unnecessary recordkeeping provisions of the existing regulations.

EFFECTIVE DATE: This amendment will become effective March 14, 1983.

FOR FURTHER INFORMATION CONTACT: Bruce Fine, Office of Safety, Federal Railroad Administration, Washington, D.C. 20590 (Phone 202-426-4345).

SUPPLEMENTARY INFORMATION:

Background

On April 1, 1981, the Paperwork Reduction Act of 1980 (44 U.S.C. 3501, *et seq.*) became effective. One purpose of that statute was to minimize the paperwork burden imposed by the Federal Government.

The FRA, in conjunction with the Office of Management and Budget, began a review of FRA regulations to identify ways of reducing the regulatory paperwork burden associated with the FRA safety regulatory program. The FRA regulations in Part 228, issued under the Hours of Service Act (45 U.S.C. 61-64b), were selected for detailed analysis.

The purpose of Part 228 is to assure that rail carriers maintain appropriate records to enable FRA to administer effectively the requirements of the Hours of Service Act. As a result of a detailed analysis, FRA has concluded that the recordkeeping requirements prescribed in sections 228.13 and 228.15 are not necessary to achieve that purpose. Section 228.13 requires rail carriers to keep a record of time delays of 10 minutes or more that are experienced at a single location by train and engine crews. Section 228.15 requires rail carriers to keep at specified locations a record of train movements. Examination of current enforcement practices revealed that these records are seldom utilized. In those rare instances where the information they contain would be useful, it can be obtained from other sources.

The FRA issued a notice of proposed rulemaking on September 23, 1982 (47 FR 42003) proposing these changes. Two commenters responded to the proposal; both urged that FRA adopt the proposed changes. No comments objecting to the proposal were received. Based on these comments and the FRA estimate that the changes will result in an annual savings to railroads of approximately 1,200,000 manhours of effort, FRA has decided to adopt the proposal without changes.

List of Subjects in 49 CFR Part 228

Railroad safety.

Regulatory Impact

This rule has been evaluated in accordance with existing regulatory policies and it is not a "major" rule as defined under Executive Order 12291. The amendment will have a direct impact only on railroads. The rule may have a positive economic impact through cost reductions realized by the approximately 400 rail carriers subject to the regulations. However, it will not have a significant cost economic impact on any entity since it only represents a

minor reduction in requirements and burdens. Moreover, the economic impact would be so minimal that it does not warrant a regulatory analysis under the terms of Executive Order 12291.

Based on the facts set forth in this notice, it is certified that the rule will not have a significant economic impact on a substantial number of small entities under the provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). The amendment does not constitute a significant rule under the DOT regulatory policies and procedures.

The Rule

PART 228—[AMENDED]

Based on the foregoing, Part 228 of Title 49, Code of Federal Regulations, is amended as follows:

§ 228.13 [Removed]

1. Section 228.13 is removed in its entirety.

§ 228.15 [Removed]

2. Section 228.15 is removed in its entirety.

3. The references to §§ 228.13 and 228.15 are to be removed from the list of sections at the beginning of Part 228.

(Sec. 2 Hours of Service Act, as amended, 45 U.S.C. 61–64b; and § 1.49(d) regs. Office of the Secretary of Transportation (49 CFR 1.49(d)))

Issued in Washington, D.C. on January 21, 1983.

Thomas A. Till,

Deputy Administrator.

[FR Doc. 83-3446 Filed 2-9-83; 8:45 am]

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