time an approach to the Port Orange bridge and avoid having to contend with these hazards while waiting for an opening.

Economic Assessment and Certification

These regulations are considered to be non-major under Executive Order 12291 on Federal Regulation and nonsignificant under the Department of Transportation regulatory policies and procedures (44 FR 11034; February 26, 1979).

The economic impact of these regulations is expected to be so minimal that a full regulatory evaluation is unnecessary. We conclude this because the regulations exempt tugs with tows. Since the economic impact of these regulations is expected to be minimal, the Coast Guard certifies that they will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

In consideration of the foregoing, Part 117 of Title 33, Code of Federal Regulations, is amended 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 and 33 CFR 1.05–1(g).

2. Section 117.261 is amended by revising paragraph (g) to read as follows:

§ 117.261 Atlantic Intracoastal Waterway from St. Marys River to Miami.

* * * * *

(g) *SR A1A bridge, mile 835.5 at Port Orange.* The draw shall open on signal; except that, from 7:30 a.m. to 8:30 a.m. and 4:30 p.m. to 5:30 p.m. Monday through Friday except federal holidays, the draw need open only at 8 a.m. and 5 p.m. From March 15 through October 15, from 10 a.m. to 6 p.m. Saturdays, Sundays, and federal holidays the draw need only open on the hour, 20 mimutes past the hour and 30 minutes past the hour.

* * * * *

Dated: December 23, 1985.

R.P. Cueroni,

Rear Admiral, U.S. Coast Guard, Commander, Seventh Coast Guard District.

[FR Doc. 86–72 Filed 1–3–86; 8:45 am]

BILLING CODE 4910–14–M

33 CFR Part 117

[CGD7 85–40]

Drawbridge Operation Regulations; Atlantic Intracoastal Waterway, FL

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: At the request of the Florida Department of Transportation the Coast Guard is changing the regulations governing the Coronado Beach bridge by permitting the number of openings to be limited during certain periods. This change is being made because vehicular traffic has increased. This action will accommodate the needs of vehicular traffic yet still provide for the reasonable needs of navigation.

EFFECTIVE DATE: These regulations become effective on February 5, 1986.

FOR FURTHER INFORMATION CONTACT: Mr. Walt Paskowsky (305) 536–4103.

SUPPLEMENTARY INFORMATION: On September 13, 1985 the Coast Guard published (50 FR 37384) a proposal to revise these regulations. The proposed regulations were also published in a public notice issued by Commander, Seventh Coast Guard District on October 1, 1985. In each notice interested persons were given until November 1, 1985 to submit comments.

Drafting Information

The drafters of these regulations are Mr. Walt Paskowsky, Bridge Administration Specialist, project officer, and Lieutenant Commander Ken Gray, project attorney.

Discussion of Comments

Numerous comments were received supporting the proposal to limit openings of the Coronado Beach bridge: Most of these comments endorsed City of New Smyrna Beach Resolution No. 38–85 (adopted September 10, 1985, after our proposal was signed but before it was published in the **Federal Register**) and appear inspired by an advertising campaign sponsored by the New Smyrna Beach-Edgewater Chamber of Commerce.

While the resolution addressed areas beyond the scope of the proposed rulemaking, it did request that scheduled openings be limited to one each half hour to coincide with scheduled half hour openings at the Harris Saxon bridge, about 1½ miles south of the Coronado Beach bridge. The City claimed that a recently authorized no wake zone between the two bridges causes vessel transits between these bridges to take about 30 minutes, suggesting that 15-minute openings are not needed at the Coronado Beach bridge.

We note that, in order to transit the distance between the two bridges in 15 minutes, a vessel need proceed at only 5.4 knots, a no wake speed for many vessels. A more significant reason for disputing the rationale of the City's resolution is evident from a comparison of the vertical clearances of the two bridges when closed. Because the Coronado Beach bridge is 10 feet lower, many vessels that require it to open can pass beneath the closed Harris Saxon bridge. Their arrival time at the Coronado Beach bridge is therefore independent of Harris Saxon bridge opening times.

Two comments opposed the 30-minute openings requested by the resolution and may be construed as opposing the 15-minute openings proposed by our notice of proposed rulemaking. One noted the difficulty experienced by large shrimpboats in attempting to hold for bridge openings in a narrow channel with strong currents. The other comment claimed the resolution was unduly restrictive to vessels and noted that, during periods that boat traffic and vehicle traffic are both light, occasional boats shouldn't be required to wait up to a half hour for a draw opening.

Some comments expressed concern that draw openings could delay emergency vehicles or that some draw openings are for easily lowered vessel appurtenances. These matters are addressed in 33 CFR 117.31 and 117.11, respectively.

Other comments asked the Coast Guard to make an on site inspection of traffic conditions. This was done on October 27, 1985.

Our review of the comments received was complicated because most of them were addressed to a municipal resolution rather than to the notice of proposed rulemaking. Nevertheless the Coast Guard has determined that no new information has been presented which justifies changing the proposed regulation.

Economic Assessment and Certification

These regulations are considered to be non-major under Executive Order 12291 on Federal Regulation and nonsignificant under the Department of Transportation regulatory policies and procedures (44 FR 11034; February 26, 1979).

The economic impact of these regulations is expected to be so minimal that a full regulatory evaluation is unnecessary. We conclude this because the regulations exempt tugs with tows. Since the economic impact of these

regulations is expected to be minimal, the Coast Guard certifies that they will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

In consideration of the foregoing, Part 117 of Title 33, Code of Federal Regulations, is amended 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 and 33 CFR 1.05–1(g).

2. Section 117.261 is amended by revising paragraph (h) to read as follows:

§ 117.261 Atlantic Intracoastal Waterway from St. Marys River to Miami.

* * * * *

(h) *Coronado Beach bridge, mile 845 at New Smyrna Beach.* The draw shall open on signal; except that, from March 15 through October 15 from 10 a.m. to 6 p.m. Saturdays, Sundays, and federal holidays the draw need only open on the hour, quarter-hour, half-hour, and three quarter hour.

* * * * *

Dated: December 16, 1985.

R.P. Cueroni,

Rear Admiral, U.S. Coast Guard, Commander, Seventh Coast Guard District.

[FR Doc. 86–65 Filed 1–3–86; 8:45 am]

BILLING CODE 4910–14–M

National Highway Traffic Safety Administration

49 CFR Part 573

[Docket No. 74–7; Notice 7]

Defect and Noncompliance Reports

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

ACTION: Final rule.

SUMMARY: The purpose of this final rule is to amend 49 CFR Part 573—*Defect and Noncompliance Reports*, to delete certain reporting requirements for motor vehicle or motor vehicle equipment manufacturers conducting a defect or noncompliance notification campaign. Under this rule, motor vehicle manufacturers no longer have to submit, in the third quarterly report to the agency, the vehicle identification number (VIN) for each vehicle for which corrective measures have not been completed. Other quarterly report information requirements are also deleted or clarified, based on the agency's experience since 1974 with this portion of the defect and noncompliance reports.

EFFECTIVE DATE: January 6, 1986.

FOR FURTHER INFORMATION CONTACT: Mr. James Murray, Office of Defects Investigation, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590 (202–426–2840).

SUPPLEMENTARY INFORMATION: Part 573—*Defect and Noncompliance Reports* includes requirements for manufacturers to report to NHTSA safety-related defects and nonconformities with Federal motor vehicle safety standards, to maintain list of purchasers and owners notified of defective and noncomplying motor vehicles and items of equipment, and to provide the agency with quarterly reports on the progress of defect and noncompliance notification campaigns. The quarterly reports must contain specified information and be submitted for six consecutive quarters after initiation of a campaign, unless corrective action is completed earlier.

This rule amends only § 573.6 of Part 573 which sets forth the information required to be submitted to the agency in these quarterly reports. The notice of proposed rulemaking, which was issued on March 27, 1985 (50 FR 12056), proposed to delete or clarify certain information requirements in the third quarterly report. This amendment was proposed in response to a petition by the Motor Vehicle Manufacturers Association (MVMA). The agency received comments on the proposal from nine motor vehicle manufacturers and the MVMA. All comments supported the proposal as lessening an administrative and cost burden. The agency is adopting the changes as proposed.

First, the rule deletes the requirement in § 573.6(b)(7) that manufacturers submit, in the third quarterly report to the agency, the VIN for the vehicle for which corrective measures have not been completed. All commenters supported this change, stating that the deletion of these VIN's from the third quarterly report would lessen the administrative and cost burdens of producing the information and would not adversely affect the progress of safety campaigns. In addition, all commenters agreed that these VIN's would be supplied to the agency, if requested, within a reasonable time.

As stated in the proposal, this rule will not change the agency's practice of assisting any individual vehicle owner who requests recall information about a particular vehicle or item of equipment. The agency will continue to provide information to enable the owner to contact the appropriated office of the manufacturer.

Second, this rule also deletes the requirement in § 573.6(b)(4) that each quarterly report include the number of vehicles or items of equipment estimated to contain the defect. This total number is initially supplied to NHTSA under the requirements of § 573.5 which states that the manufacturer's first report must include information specifically identifying the vehicles or items of equipment potentially containing the defect or noncompliance, and the percentage of those vehicles or equipment items estimated to acutally contain the defect or noncompliance.

The agency's purpose in having this number updated in the quarterly reports has been to determine the potential size of notification campaigns. Ford Motor Company stated that updated information could be sent, if needed, within 10 working days. Ford added that information requiring supplier analysis on returned components would take longer. The agency concludes that updated estimates in the quarterly reports are no longer necessary. NHTSA will continue to receive quarterly report information on the number of vehicles or items of equipment involved in the notification campaign under § 573.6(b)(3). The requirement in § 573.6(b)(4) is therefore deleted in the rule.

Third, commenters also agreed with the proposed amendment to the language in § 573.6(b)(5) which clarifies the agency's intent that the number of vehicles and equipment items inspected and repaired and the number inspected and determined not to need repair should be separately reported. The rule adopts this clarification.

Fourth, the rule deletes the requirement in § 573.6(c) concerning the correction of errors in quarterly reports. Under this section, manufacturers must submit revised information in quarterly reports when they determine that an original report contained incorrect data concerning the number of vehicles or items of equipment (1) involved in a notification campaign, (2) estimated to contain the defect, or (3) determined to be unreachable for inspection for any reason. The agency does not believe submittal of this information on a regular basis is necessary and commenters agreed, adding the data could be supplied if necessary, upon request from NHTSA.

In their comments, Ford requested that the final sentence of § 573.6(b)(6) be deleted. This section requires that the number of vehicles or items of equipment, which are determined to be unreachable for inspection due to export, theft, scrapping, failure to receive notification, or other reasons, be reported to NHTSA. The last sentence of the section requires that the number of vehicles or items of equipment in each of these categories be specified. The agency did not propose in the March notice that this sentence be deleted, because this information is utilized by the agency. For example, NHTSA keeps track of the number of owners who were unreachable to assist the agency in determining whether renotification to new owners is necessary or whether additional types of notification should be adopted. Moreover, the manufacturers currently receive notice of whether a vehicle or equipment item has been exported, stolen, or scrapped by return postcard, from the person notified of the campaign. Therefore, this requirement is not changed.

Paperwork Reduction

The information collection requirements in this rule have been submitted to and approved by the Office of Management and Budget (OMB), pursuant to the requirements of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*). These requirements have been approved through December 1987 (OMB Approval No. 2127–0004).

Costs and Other Impacts

The agency has evaluated the economic and other impacts of this proposed rule and determined that they are neither major as defined by Executive Order 12291 nor significant as defined by the Department's Regulatory Policies and Procedures. The agency concludes that the economic and other consequences of the amendment are so minimal as not to require the preparation of a full regulatory evaluation. Manufacturers of motor vehicles and items of equipment involved in a notification campaign will be spared the administrative and cost burdens of preparing the information which this proposal deletes from the quarterly reports. The agency estimates that this action will save the government approximately $10,000 per year, which is the cost of processing and storing this information on notification campaigns.

The agency has considered the effects of this final rule in relation to the Regulatory Flexibility Act. I certify that this final rule will not have a significant economic impact on a substantial number of small entities. Few, if any, motor vehicle manufacturers are small businesses within the meaning of the Act. Small businesses which are motor vehicle equipment manufacturers will benefit from reduced costs in preparing and submitting quarterly report information to the agency. Therefore, some administrative and cost savings will accrue to these small businesses. Small organizations and small government jurisdictions will not be affected.

The agency has analyzed these amendments for purposes of the National Environmental Policy Act and determined that this final rule will not have a significant effect on the human environment.

Since the amendments made by this notice do not impose new requirements, but instead delete certain requirements and clarify others, the agency has determined that an immediate effective date is in the public interest.

List of Subjects in 49 CFR Part 573

Imports, Motor vehicle safety, Motor vehicles.

PART 573—[AMENDED]

In consideration of the foregoing, 49 CFR Part 573 is amended as follows:

1. The authority citation for Part 573 is revised to read as follows:

Authority: 15 U.S.C. 1397, 1401, 1408, 1411–20; delegation of authority at 49 CFR 1.50.

2. Section 573.6 is revised to read as follows:

§ 573.6 Quarterly reports.

(a) Each manufacturer who is conducting a defect or noncompliance notification campaign to manufacturers, distributors, dealers, or purchasers, shall submit to NHTSA a report in accordance with paragraphs (b) and (c) of this section, not more than 25 working days after the close of each calendar

quarter. Unless otherwise directed by the NHTSA, the information specified in paragraphs (b)(1) through (5) of this section shall be included in the quarterly report, with respect to each notification campaign, for each of six consecutive quarters beginning with the quarter in which the campaign was initiated (i.e., the date of initial mailing of the defect or noncompliance notification to owners) or corrective action has been completed on all defective or noncomplying vehicles or items of replacement equipment involved in the campaign, whichever occurs first.

(b) Each report shall include the following information identified by and in the order of the subparagraph headings of this paragraph.

(1) The notification campaign number assigned by NHTSA.

(2) The date notification began and the date completed.

(3) The number of vehicles or items of equipment involved in the notification campaign.

(4) The number of vehicles and equipment items which have been inspected and repaired and the number of vehicles and equipment items inspected and determined not to need repair.

(5) The number of vehicles or items of equipment determined to be unreachable for inspection due to export, theft, scrapping, failure to receive notification, or other reasons (specify). The number of vehicles or items or equipment in each category shall be specified.

(c) Information supplied in response to the paragraphs (b)(4) and (5) of this section shall be cumulative totals.

Issued on: December 31, 1985.

Diane K. Steed,

Administrator.

[FR Doc. 86-180 Filed 1-3-86; 8:45 am]

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