

closure period be changed to April 4th through April 30, 1988, to assure timely opening of the channel for vessels. Jones Inlet is regularly used by both commercial and recreational vessels under all weather conditions. Additionally, Jones Inlet is considered only slightly more hazardous than East Rockaway Inlet and timely replacement of the Wreck Lead bridge before the peak of the boating season will have a substantially greater benefit on marine safety. The LIRR has stated that they will have expended more than two million dollars in reducing the length of the closure period and providing increased draw opening width and improved draw location. The 11 day shift in the closure start will allow the five day reduction in the closure period by permitting more preparatory work to be completed prior to the closure period and will permit the Coast Guard to complete adjustments to the markers in both Inlets. The LIRR will provide bus service for their passengers during the railroad shutdown period beginning April 29, 1988.

Since the 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.

Temporary Regulations

In consideration of the foregoing, Part 117 of Title 33, Code of Federal Regulations (CFR) 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; 33 CFR 1.05-1(g).

2. Section 117.799(j) is added for the period of April 4, 1988 to April 30, 1988. Because this is a temporary rule, the following amendments will not be codified in the CFR:

§ 117.799 Long Island, New York Inland Waterway from East Rockaway Inlet to Shinnecock Canal

(j) The draw of the existing and proposed LIRR (Wreck Lead) bridges, mile 4.4, at Island Park, New York need not be opened for the passage of vessels from 6 a.m., April 4, 1988, through 6 a.m., April 30, 1988, inclusive, during replacement of the new and removal of the old bridge.

Dated: March 25, 1988.

J.N. Faigle,
Captain, U.S. Coast Guard, Acting
Commander, First Coast Guard District.
[FR Doc. 88-7194 Filed 3-31-88; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 117

[CGD13 88-03]

Drawbridge Operation Regulations; Lake Washington Ship Canal, WA

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: At the request of the City of Seattle Engineering Department (SED), the Coast Guard is changing regulations governing the Ballard Bridge, mile 1.1; Fremont Bridge, mile 2.6; University Bridge, mile 4.3; and the Montlake Bridge, mile 5.2; across the Lake Washington Ship Canal, at Seattle, Washington. This change is editorial and will clarify the intent of the existing regulation.

DATE: This regulation becomes effective on May 1, 1988. Comments on this regulation must be received on or before May 25, 1988.

ADDRESSES: Comments should be mailed to Commander (oan), Thirteenth Coast Guard District, 915 Second Avenue, Seattle, Washington 98174-1067. The comments referenced in this notice will be available for inspection and copying at 915 Second Avenue, Room 3410. Normal office hours are between 7:45 a.m. and 4:15 p.m., Monday through Friday, except holidays.

FOR FURTHER INFORMATION CONTACT: John E. Mikesell, Chief, Bridge Section, ATON and Waterways Management Branch, (Telephone: (206) 442-5864).

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553(b), a Notice of Proposed Rulemaking was not published for this regulation because the change is editorial and merely clarifies the intent of the existing regulation.

Although this regulation is published as a final rule without prior notice, an opportunity for public comment is nevertheless desirable to ensure that the regulation is both reasonable and workable. Accordingly, persons wishing to comment may do so by submitting written comments to the office listed under "ADDRESS" in this preamble. Commenters should include their names and addresses, identify the docket number for the regulations, and give reasons for their comments. Based upon comments received, the regulation may be changed.

Drafting Information

The drafters of this notice are: John E. Mikesell, project officer, and Lieutenant Commander Lawrence I. Kiern, project attorney.

Discussion of Regulation

SED expressed concern that the term "1,000 tons", as used in the existing regulation, does not accurately reflect the intent of the regulation. They believe the proper term should be "1,000 gross tons". They are concerned that this inaccuracy may cause confusion between vessel operators and drawtenders. Upon our review of the wording of the existing regulation, and that of other similar local regulations, we concurred with SED that the wording should be changed to avoid possible confusion.

Therefore, we are changing the phrase "vessels of less than 1,000 tons, unless the vessel has in tow a vessel of over 1,000 tons," to read: "any vessel or watercraft of less than 1,000 gross tons, unless the vessel has in tow a vessel of 1,000 gross tons or over,".

Economic Assessment and Certification

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

The economic impact of this proposal is expected to be so minimal that a full regulatory evaluation is unnecessary. The change is editorial and would have no substantive effect on the operation of the bridge. Since the economic impact of this proposal is expected to be minimal, the Coast Guard certifies that, if adopted, it will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 33 CFR Part 117

Bridges.

Final 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.

2. Revise § 117.1051(d)(2) to read as follows:

§ 117.1051 Lake Washington Ship Canal.

(d) ***

(2) The draws need not open from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. Monday through Friday, except Federal Holidays for any vessel or watercraft of less than 1,000 gross tons, unless the vessel has in tow a vessel of 1,000 gross tons or over, except under emergency conditions when the Seattle City Engineer is notified.

Dated: March 22, 1988.

T.J. Wojnar,

Rear Admiral, U.S. Coast Guard Commander,
13th Coast Guard District.

[FR Doc. 88-7195 Filed 3-31-88; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

43 CFR Public Land Order 6670

[ID-943-07-4220-10; I-7322]

Withdrawal of Public Lands and Minerals for Protection of Lower Salmon River, Idaho

AGENCY: Bureau of Land Management, Interior.

ACTION: Public Land Order.

SUMMARY: This order withdraws 6,102.01 acres of public land from surface entry and mining and 3,626.52 acres of reserved mineral interests in private land from mining for 20 years to protect the recreational and scenic values of the Lower Salmon River. The withdrawal will not create any impacts or conflicts, since it would result in a continuation of the present situation. The subject area has been temporary segregated from mineral entry since 1968. The lands have been and will remain open to mineral leasing. Most potential uses and management actions on these lands, such as rights-of-way, grazing, recreation, private exchanges, and so forth, will not be affected.

EFFECTIVE DATE: April 1, 1988.

FOR FURTHER INFORMATION CONTACT: William E. Ireland, BLM, Idaho State Office, 3380 Americana Terrace, Boise, Idaho 83706, 208-334-1597.

By virtue of the authority vested in the Secretary of the Interior by section 204 of the Federal Land Policy and Management Act of 1976, 90 Stat. 2751; 43 U.S.C. 1714, it is ordered as follows:

1. Subject to valid existing rights, the following-described public lands are hereby withdrawn from settlement, sale, location, and entry under the general

land laws, including the United States mining laws (30 U.S.C. Ch. 2), but not from leasing under mineral leasing laws:

Boise Meridian

T. 24 N., R. 1 E.,

Sec. 2, lots 5 to 8, inclusive;

Sec. 13, lots 6, 7, and 9;

Sec. 14, lots 1, 4, 8, 11 and 12.

T. 24 N., R. 2 E.,

Sec. 13, lots 1, 4, 5, and 7;

Sec. 20, lots 6 and 7;

Sec. 21, lots 3, 4, 6, and 10;

Sec. 22, lots 3, 4, 5, 9, 10, 11, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 23, lots 1 and SW $\frac{1}{4}$ NW $\frac{1}{4}$;Sec. 27, NW $\frac{1}{4}$ NE $\frac{1}{4}$ and N $\frac{1}{2}$ NW $\frac{1}{4}$;Sec. 28, NW $\frac{1}{4}$ NW $\frac{1}{4}$.

T. 24 N., R. 3 E.,

Sec. 13, lots 5 and 6, and N $\frac{1}{2}$ SW $\frac{1}{4}$;Sec. 14, lots 5, 6, and 8, S $\frac{1}{2}$ SW $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;

Sec. 15, lots 4 and 5;

Sec. 18, lots 4 to 7, inclusive, and lot 10;

Sec. 19, lot 7, NW $\frac{1}{4}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 20, lots 6 to 9, inclusive;

Sec. 21, lot 5 and SE $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 22, lots 1, 3, and 4, N $\frac{1}{2}$ NE $\frac{1}{4}$, and N $\frac{1}{2}$ SW $\frac{1}{4}$;Sec. 28, NW $\frac{1}{4}$ NW $\frac{1}{4}$;Sec. 29, N $\frac{1}{2}$ N $\frac{1}{2}$.

T. 25 N., R. 1 E.,

Sec. 2, lots 1, 8, and 9, S $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 11, lots 1, 3, 4, 5, 6, and 8, NW $\frac{1}{4}$ NE $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 14, lots 1, 7, and 8, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 22, lots 3 and 4, and NE $\frac{1}{4}$ SW $\frac{1}{4}$;

Sec. 23, lots 1, 2, and 6;

Sec. 26, lots 1 and 2;

Sec. 27, lots 1, 2, and 3, and E $\frac{1}{2}$ SE $\frac{1}{4}$;Sec. 34, E $\frac{1}{2}$ E $\frac{1}{2}$;Sec. 35, lots 1 to 5, inclusive, lots 7 and 8, and E $\frac{1}{2}$ SW $\frac{1}{4}$.

T. 26 N., R. 1 E.,

Sec. 1, lots 6 to 9, inclusive;

Sec. 2, lots 1 to 5, inclusive, lots 7 to 10, inclusive;

Sec. 12, lots 2 and 9, and SW $\frac{1}{4}$ SW $\frac{1}{4}$;

Sec. 13, lots 2 to 5, inclusive;

Sec. 14, lots 1 and 3;

Sec. 22, E $\frac{1}{2}$ SE $\frac{1}{4}$;Sec. 23, lots 2, 3, 6, 7, and 8, and SE $\frac{1}{4}$ SW $\frac{1}{4}$;

Sec. 26, lots 1 to 4, inclusive, lots 6 and 7;

Sec. 27, E $\frac{1}{2}$ NE $\frac{1}{4}$;Sec. 34, lots 1 and 2, and E $\frac{1}{2}$ NE $\frac{1}{4}$;

Sec. 35, lots 3 and 4.

T. 27 N., R. 1 E.,

Sec. 3, lots 2, 6, 7, and 10;

Sec. 14, lot 1, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 15, lot 4;

Sec. 22, lot 4, and SW $\frac{1}{4}$ NW $\frac{1}{4}$;Sec. 23, lots 2 and 3, and SE $\frac{1}{4}$ SW $\frac{1}{4}$;

Sec. 24, lot 3;

Sec. 26, lots 2, 3, and 7, and NE $\frac{1}{4}$ NW $\frac{1}{4}$;Sec. 34, SE $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 35, lots 2 to 7, inclusive, W $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, and N $\frac{1}{2}$ SW $\frac{1}{4}$.

T. 28 N., R. 1 E.,

Sec. 26, lots 1 and 3, and NE $\frac{1}{4}$ SW $\frac{1}{4}$;

Sec. 27, lots 1, 2, and 3;

Sec. 34, lots 2, 4, 5, and 7, and NE $\frac{1}{4}$ SW $\frac{1}{4}$.

The areas described aggregate 6,102.01 acres in Idaho County

2. Subject to valid existing rights, the federally reserved mineral interests in

the following-described private lands are hereby withdrawn from the United States mining laws, but not from the mineral leasing laws:

Boise Meridian

T. 24 N., R. 1 E.,

Sec. 2, lots 1 and 4, SE $\frac{1}{4}$ NW $\frac{1}{4}$, and NE $\frac{1}{4}$ SW $\frac{1}{4}$;

Sec. 3, lots 1, 5, 6, and 7;

Sec. 10, lots 1, 4, and 6, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 11, lots 2 to 5, inclusive;

Sec. 13, lots 8 and 10, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 14, lots 2, 5, and 14, NW $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$, and NW $\frac{1}{4}$ SW $\frac{1}{4}$;

Sec. 15, lots 5, 6, and 7;

Sec. 22, lots 1 and 2, and NW $\frac{1}{4}$ NE $\frac{1}{4}$;Sec. 23, lots 2, 3, and 4, and S $\frac{1}{2}$ NW $\frac{1}{4}$.

T. 25 N., R. 1 E.,

Sec. 2, lots 6 and 10;

Sec. 11, lot 2, SW $\frac{1}{4}$ NE $\frac{1}{4}$, and SW $\frac{1}{4}$ SW $\frac{1}{4}$;Sec. 14, NW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, and W $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$;Sec. 22, lots 1 and 2, and NE $\frac{1}{4}$ NE $\frac{1}{4}$;

Sec. 23, lots 3 and 4;

Sec. 26, lots 3, 4, and 5, NW $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, and W $\frac{1}{2}$ SE $\frac{1}{4}$;Sec. 27, SW $\frac{1}{4}$ NE $\frac{1}{4}$;Sec. 35, NW $\frac{1}{4}$ NE $\frac{1}{4}$.

T. 26 N., R. 1 E.,

Sec. 2, lots 6, 11, 12, and 13, N $\frac{1}{2}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 3, lots 1 and 2, SE $\frac{1}{4}$ NE $\frac{1}{4}$, and NE $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 11, NE $\frac{1}{4}$ NE $\frac{1}{4}$;

Sec. 13, lot 1;

Sec. 14, lots 5, 6, and 7, NE $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, and NE $\frac{1}{4}$ SW $\frac{1}{4}$;Sec. 22, E $\frac{1}{2}$ NE $\frac{1}{4}$;Sec. 23, NW $\frac{1}{4}$ NW $\frac{1}{4}$;Sec. 26, lots 5 and 8, and W $\frac{1}{2}$ SE $\frac{1}{4}$;Sec. 35, lots 1 and 2, and E $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$.

T. 24 N., R. 2 E.,

Sec. 13, SE $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$;Sec. 18, lots 5 to 8, inclusive, lot 10, and SE $\frac{1}{4}$ SW $\frac{1}{4}$;

Sec. 19, lot 1;

Sec. 20, lot 2;

Sec. 21, lot 9;

Sec. 23, NW $\frac{1}{4}$ NE $\frac{1}{4}$ and NW $\frac{1}{4}$ SW $\frac{1}{4}$.

T. 24 N., R. 3 E.,

Sec. 14, lot 7.

The areas described aggregate 3,626.52 acres in Idaho County.

3. The withdrawal made by this order does not alter the applicability of those public land laws governing the use of the lands under lease, license, or permit, or governing the disposal of their mineral or vegetative resource other than under the mining laws.

4. This withdrawal will expire 20 years from the effective date of this order unless, as a result of a review conducted before the expiration date pursuant to section 204(f) of the Federal Land Policy and Management Act of 1976, 43 U.S.C. 1714(f), the Secretary

determines that the withdrawal shall be extended.

J. Steven Griles,
Assistant Secretary of the Interior.
March 25, 1988.

[FR Doc. 88-7159 Filed 3-31-88, 8:45 am]
BILLING CODE 4310-GG-M

INTERSTATE COMMERCE COMMISSION

49 CFR Part 1160

[Ex Parte No. 55 (Sub-No. 65)]

Applications for Motor Common Carrier Authority To Transport Passengers; Recipients of Governmental Financial Assistance

AGENCY: Interstate Commerce
Commission.

ACTION: Final rule.

SUMMARY: The Commission adopts its interim rules published December 2, 1987 (52 FR 45827). This action implements section 339 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (the Act), Pub. L. 100-17, 101 Stat. 132, enacted April 2, 1987. Section 339 amended the Interstate Commerce Act to change the entry policy for motor common carriers of passengers that are recipients of governmental financial assistance. The Act established two types of assistance recipients, public and private, and adopted additional public interest factors to be considered under the current public interest test in evaluating their applications. The additional public interest factors require that the Commission consider: (1) The amount and extent of governmental financial assistance received by an applicant for a certificate; and (2) in applications by public recipients, whether those opposing an application are motor common carriers willing and able to provide the transportation proposed. The final rules provide procedures by which public and private recipients may apply for common carrier authority and by which such applications may be opposed. Final changes to Application Form OP-1 are adopted to correspond to the revised application rules. Pending reissuance of the OP-1, the changes are contained in an addendum to the OP-1 that an applicant for motor common carrier passenger authority is required to complete and include in any application filed after December 2, 1987.

EFFECTIVE DATE: Final rules are effective April 1, 1988. Interim rules were effective December 2, 1987.

FOR FURTHER INFORMATION CONTACT:

Judy Ann Barnes (202) 275-7962

or

Rich Felder, (202) 275-7691
(TDD—(202) 275-1721)

SUPPLEMENTARY INFORMATION:

Comments on the interim rules were received from The United Bus Owners of America and the American Bus Association. Neither party suggests any changes, and both support adoption of the interim rules. A complete discussion of the new statutory changes, revised regulations and OP-1 is contained in the Commission's decision adopting the interim rules, *Passenger Comm. Car. Appl. Recipients Gov. Assist.*, 4 I.C.C.2d 114 (1987).

Environmental and Energy Considerations

The rules adopted here will not significantly affect either the quality of the human environment or the conservation of energy resources.

Regulatory Flexibility Analysis

We confirm our preliminary assessment and certify that the final rules will not have a significant economic impact on a substantial number of small entities because they are not required to file applications that are substantially different from those currently filed.

List of Subjects in 49 CFR Part 1160

Administrative practice and procedure, Buses, Motor carriers.

Authority: 49 U.S.C. 10101, 10305, 10321, 10921, 10922, 10923, 10924, and 11102; 5 U.S.C. 553 and 559, 16 U.S.C. 1456.

PART 1160—HOW TO APPLY FOR OPERATING AUTHORITY

Accordingly, the interim rules amending 49 CFR Part 1160, Subparts D and E which were published at 52 FR 45827-45829 on December 2, 1987, are adopted as final rules without change.

Decided: March 28, 1988.

By the Commission, Chairman Gradison,
Vice Chairman Andre, Commissioners
Sterrett, Simmons, and Lamboley.

Noreta R. McGee,
Secretary.

[FR Doc. 88-7137 Filed 3-31-88; 8:45 am]
BILLING CODE 7035-01-M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 301

[Docket No. 80351-8051]

Pacific Halibut Fisheries

AGENCY: National Marine Fisheries
Service (NMFS), NOAA, Commerce.

ACTION: Notice of final rule.

SUMMARY: The Assistant Administrator for Fisheries, NOAA, on behalf of the International Pacific Halibut Commission, publishes notice of regulations promulgated by that Commission and approved by the United States Government to govern the Pacific halibut fishery. These regulations are intended to enhance the conservation of Pacific halibut stocks in order to help rebuild and sustain them at an adequate level in the northern Pacific Ocean and Bering Sea.

EFFECTIVE DATE: March 29, 1988.

FOR FURTHER INFORMATION CONTACT:

J. Craig Hammond, Special Agent in Charge, Law Enforcement Division, Alaska Region, NMFS, P.O. Box 1668, Juneau, Alaska 99802, telephone 907-586-7225; or Executive Director, International Pacific Halibut Commission, P.O. Box 5009, University Station, Seattle, Washington 98105, telephone 206-624-1838.

SUPPLEMENTARY INFORMATION: The International Pacific Halibut Commission (IPHC), under the Convention between the United States of America and Canada for the Preservation of the Halibut Fishery of the Northern Pacific Ocean and Bering Sea (signed at Ottawa, Ontario, on March 2, 1953), as amended by a Protocol Amending the Convention (signed at Washington, DC, on March 29, 1979), has promulgated new regulations governing the Pacific halibut fishery. The regulations have been approved by the Secretary of State of the United States of America and by the Government of Canada. On behalf of the IPHC, these regulations are published in the *Federal Register* to provide notice of their effectiveness, and to inform persons subject to the regulations of the restrictions and requirements established therein.

The substantive changes from the previous regulations, published at 52 FR 16268 (May 4, 1987), are as follows: (1) New halibut fishing seasons and area catch limits are established; (2) "fishery officer" and "fishing period limit" are defined; (3) an in-season management