(a) Section 240.15c3–1d (c)(6)(i) and (c)(6)(ii);

(b) Section 240.17Ad–2(h)(1).

PART 249—FORMS, SECURITIES EXCHANGE ACT OF 1934

41. The authority citation for part 249 continues to read in part as follows:

Authority: 15 U.S.C. 78a, *et seq.*, unless otherwise noted;

* * * * *

§ 249.0–1 [Amended]

42. In § 249.0–1(b), add the words "and district" between the words "regional" and "offices" each time they appear.

PART 249b—FURTHER FORMS, SECURITIES EXCHANGE ACT OF 1934

43. The authority citation for part 249b continues to read in part as follows:

Authority: 15 U.S.C. 78a *et seq.*, unless otherwise noted;

* * * * *

§ 249b.100, 249b.102, and 249b.200 [Amended]

44. In § 249b.100, 249b.102, and 249b.200, add the words "and district" between the words "regional" and "offices" in the appended footnote each time they appear.

PART 259—GENERAL RULES AND REGULATIONS, PUBLIC UTILITY HOLDING COMPANY ACT OF 1935

45. The authority citation for part 259 continues to read as follows:

Authority: 15 U.S.C. 79e, 79f, 79g, 79j, 79*l*, 79m, 79n, 79q, 79t.

§ 259.0–1(b) [Amended]

46. In § 259.0–1(b), add the words "and district" between the words "regional" and "offices" each time they appear.

PART 269—FORMS PRESCRIBED UNDER THE TRUST INDENTURE ACT OF 1939

47. The authority citation for part 269 continues to read as follows:

Authority: 15 U.S.C. 77ddd(c), 77eee, 77ggg, 77hhh, 77iii, 77jjj, 77sss, 78*ll*(d), unless otherwise noted.

§ 269.0–1 [Amended]

48. In § 269.0–1(b), add the words "and district" between the words "regional" and "offices" each time they appear.

PART 274—FORMS PRESCRIBED UNDER THE INVESTMENT COMPANY ACT OF 1940

49. The authority citation for part 274 continues to read as follows:

Authority: 15 U.S.C. 80a–1, *et seq.*, unless otherwise noted.

§ 274.0–1 [Amended]

50. In § 274.0–1(b), add the words "and district" between the words "regional" and "offices" each time they appear.

PART 275—RULES AND REGULATIONS, INVESTMENT ADVISERS ACT OF 1940

51. The authority citation for part 275 continues to read in part as follows:

Authority: Sec. 203, 54 Stat. 850, as amended, 15 U.S.C. 80b–3; sec. 204, 54 Stat. 852, as amended, 15 U.S.C. 80b–4; sec. 206A, 84 Stat. 1433, as added, 15 U.S.C. 80b–6A; sec. 211, 54 Stat. 855, as amended, 15 U.S.C. 80b–11, unless otherwise noted;

* * * * *

§ 275.204–2 [Amended]

52. In § 275.204–2(j)(3)(i) and (j)(3)(ii), add the words "or District" between the words "Regional" and "Office" each time they appear.

PART 279—FORMS PRESCRIBED UNDER THE INVESTMENT ADVISERS ACT OF 1940

53. The authority citation for part 279 continues to read as follows:

Authority: The Investment Advisers Act of 1940, 15 U.S.C. 80b–1, *et seq.*

* * * * *

§ 279.0–1 [Amended]

54. In § 279.0–1(b), add the words "and district" between the words "regional" and "offices" each time they appear.

Dated: February 2, 1994.

By the Commission.

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 94–2826 Filed 2–8–94; 8:45 am]

BILLING CODE 8010–01–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 157

[Docket No. RM81–19–000]

Project Cost and Annual Limits

February 3, 1994.

AGENCY: Federal Energy Regulatory Commission, DOE.

ACTION: Final rule.

SUMMARY: Pursuant to the authority delegated by 18 CFR 375.307(e)(1), the Director of the Office of Pipeline and Producer Regulation computes and publishes the project cost and annual limits specified in Table I of § 157.208(d) and Table II of § 157.215(a) for each calendar year.

EFFECTIVE DATE: January 1, 1994.

FOR FURTHER INFORMATION, CONTACT: Martin A. Burless, Jr., Chief, Pipeline Certificates and Projects Branch, Division of Pipeline Certificates, OPPR, (202) 208–0581

SUPPLEMENTARY INFORMATION:

Order of the Director, OPPR

February 3, 1994.

Section 157.208(d) of the Commission's Regulations provides for project cost limits applicable to construction, acquisition, operation and miscellaneous rearrangement of facilities (Table I) authorized under the blanket certificate procedure (Order No. 234, 19 FERC ¶61,216). Section 157.215(a) specified the calendar year dollar limit which may be expended on underground storage testing and development (Table II) authorized under the blanket certificate. Section 157.208(d) requires that the "limits specified in Tables I and II shall be adjusted each calendar year to reflect the 'GNP implicit price deflator' published by the Department of Commerce for the previous calendar year."

Pursuant to § 375.307(e)(1) of the Commission's Regulations, the authority for the publication of such cost limits, as adjusted for inflation, is delegated to the Director of the Office of Pipeline and Producer Regulation. The cost limits for calendar years 1982 through 1994, as published in Table I of § 157.208(d) and Table II of § 157.215(a), are hereby issued.

Note that these inflation adjustments are based on the Gross Domestic Product (GDP) Implicit Price Deflator rather than the Gross National Product (GNP) Implicit Price Deflator, which is not yet available for 1993. The Commerce Department advises that in recent years the annual change has been virtually the same for both indices. Further adjustments will be made, if necessary.

List of Subjects in 18 CFR Part 157

Natural gas.

Robert J. Cupina,

Deputy Director, Office of Pipeline and Producer Regulation.

Accordingly, 18 CFR part 157 is amended as follows:

PART 157—[AMENDED]

1. The authority citation for part 157 continues to read as follows:

Authority: 15 U.S.C. 717–717w, 3301–3432; 42 U.S.C. 7101–7352.

§ 157.208 [Amended]

2. Table I in § 157.208(d) is revised to read as follows:

TABLE I

Year	Limit	
	Auto. project cost limit (col. 1)	Prior notice project cost limit (col. 2)
1982	$4,200,000	$12,000,000
1983	4,500,000	12,800,000
1984	4,700,000	13,300,000
1985	4,900,000	13,800,000
1986	5,100,000	14,300,000
1987	5,200,000	14,700,000
1988	5,400,000	15,100,000
1989	5,600,000	15,600,000
1990	5,800,000	16,000,000
1991	6,000,000	16,700,000
1992	6,200,000	17,300,000
1993	6,400,000	17,700,000
1994	6,600,000	18,100,000

§ 157.215 [Amended]

3. Table II in § 157.215(a) is revised to read as follows:

TABLE II

Year	Limit
1982	$2,700,000
1983	2,900,000
1984	3,000,000
1985	3,100,000
1986	3,200,000
1987	3,300,000
1988	3,400,000
1989	3,500,000
1990	3,600,000
1991	3,800,000
1992	3,900,000
1993	4,000,000
1994	4,100,000

[FR Doc. 94–2895 Filed 2–8–94; 8:45 am]

BILLING CODE 6717–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 177

[Docket No. 93F–0058]

Indirect Food Additives: Polymers

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) is amending the food additive regulations to provide for the safe use of polymethylmethacrylate/poly(trimethoxysilylpropyl) methacrylate copolymers as components of surface primers used in conjunction with regulated silicone polymers in repeat-use, food-contact applications. This action is in response to a petition filed by General Electric Co.

DATES: Effective February 9, 1994; written objections and requests for a hearing by March 11, 1994.

ADDRESSES: Submit written objections to the Dockets Management Branch (HFA–305), Food and Drug Administration, rm. 1–23, 12420 Parklawn Dr., Rockville, MD 20857.

FOR FURTHER INFORMATION CONTACT: Andrew J. Zajac, Center for Food Safety and Applied Nutrition (HFS–216), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202–254–9500.

SUPPLEMENTARY INFORMATION: In a notice published in the **Federal Register** of April 22, 1993 (58 FR 21583), FDA announced that a food additive petition (FAP 3B4362) had been filed by General Electric Co., c/o 700 13th St. NW., suite 1200, Washington, DC 20005. The petition proposed that the food additive regulations be amended to provide for the safe use of polymethylmethacrylate/poly(trimethoxysilylpropyl) methacrylate copolymers as surface primers with silicone polymers regulated in § 175.300 *Resinous and polymeric coatings* (21 CFR 175.300) and § 177.2600 *Rubber articles intended for repeated use* (21 CFR 177.2600).

FDA has evaluated data in the petition and other relevant material and concludes that the proposed use of polymethylmethacrylate/poly(trimethoxysilylpropyl) methacrylate copolymer is safe and that the regulations should be amended by adding new § 177.2465 (21 CFR 177.2465) as set forth below.

In accordance with § 171.1(h) (21 CFR 171.1(h)), the petition and the documents that FDA considered and relied upon in reaching its decision to approve the petition are available for inspection at the Center for Food Safety and Applied Nutrition by appointment with the information contact person listed above. As provided in 21 CFR 171.1(h), the agency will delete from the documents any materials that are not available for public disclosure before making the documents available for inspection.

The agency has carefully considered the potential environmental effects of this action. FDA has concluded that the action will not have a significant impact on the human environment, and that an environmental impact statement is not required. The agency's finding of no significant impact and the evidence supporting that finding, contained in an environmental assessment, may be seen in the Dockets Management Branch (address above) between 9 a.m. and 4 p.m., Monday through Friday.

Any person who will be adversely affected by this regulation may at any time on or before March 11, 1994, file with the Dockets Management Branch (address above) written objections thereto. Each objection shall be separately numbered, and each numbered objection shall specify with particularity the provisions of the regulation to which objection is made and the grounds for the objection. Each numbered objection on which a hearing is requested shall specifically so state. Failure to request a hearing for any particular objection shall constitute a waiver of the right to a hearing on that objection. Each numbered objection for which a hearing is requested shall include a detailed description and analysis of the specific factual information intended to be presented in support of the objection in the event that a hearing is held. Failure to include such a description and analysis for any particular objection shall constitute a waiver of the right to a hearing on the objection. Three copies of all documents shall be submitted and shall be identified with the docket number found in brackets in the heading of this document. Any objections received in response to the regulation may be seen in the Dockets Management Branch between 9 a.m. and 4 p.m., Monday through Friday.

List of Subjects in 21 CFR Part 177

Food additives, Food packaging.

Therefore, under the Federal Food, Drug, and Cosmetic Act and under authority delegated to the Commissioner of Food and Drugs and redelegated to the Director, Center for Food Safety and Applied Nutrition, 21 CFR part 177 is amended as follows:

PART 177—INDIRECT FOOD ADDITIVES: POLYMERS

1. The authority citation for 21 CFR part 177 continues to read as follows:

Authority: Secs. 201, 402, 409, 721 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 321, 342, 348, 379e).

2. New § 177.2465 is added to subpart C to read as follows:

§ 177.2465 Polymethylmethacrylate/poly(trimethoxysilylpropyl)methacrylate copolymers.

Polymethylmethacrylate/poly(trimethoxysilylpropyl) methacrylate copolymers (CAS Reg. No. 26936–30–1) may be safely used as components of surface primers used in conjunction with silicone polymers intended for repeated use and complying with § 175.300 of this chapter and § 177.2600, in accordance with the following prescribed conditions.

(a) *Identity.* For the purpose of this section, polymethylmethacrylate/poly(trimethoxysilylpropyl) methacrylate copolymers are produced by the polymerization of methylmethacrylate and trimethoxysilylpropylmethacrylate.

(b) *Conditions of use.* (1) The polymethylmethacrylate/poly(trimethoxysilylpropyl) methacrylate copolymers are used at levels not to exceed 6.0 percent by weight of the primer formulation.

(2) The copolymers may be used in food contact applications with all food types under conditions of use B through H as described in Table 2 of § 176.170(c) of this chapter.

Dated: January 31, 1994.

Fred R. Shank,

Director, Center for Food Safety and Applied Nutrition.

[FR Doc. 94–2881 Filed 2–8–94; 8:45 am]

BILLING CODE 4160–01–F

DEPARTMENT OF DEFENSE

Office of the Secretary

32 CFR Part 228

Security Protective Force

AGENCY: National Security Agency, DOD.

ACTION: Final rule.

SUMMARY: The National Security Agency (NSA) has promulgated regulations which protect its foreign intelligence facilities within the United States. The classified and highly sensitive worldwide activities of the Agency are directed and supervised from these various facilities. Furthermore, all intelligence support functions for the conduct of the various foreign intelligence missions of the NSA are managed from these facilities. Pursuant to a Delegation of Authority to the Director, NSA from the Administrator of General Services effective October 1, 1986, the NSA was empowered to promulgate this part, which has the force of law. Pursuant to the Delegation, the NSA has the authority to carry out the protective police functions set forth above with respect to property under its charge and control, and has promulgated this part pursuant thereto.

EFFECTIVE DATE: February 9, 1994.

FOR FURTHER INFORMATION CONTACT: Peter R. Badger, Office of General Counsel, National Security Agency. (301) 688–5015.

SUPPLEMENTARY INFORMATION: On September 30, 1991, the Administrator of General Services signed a Delegation of Authority, effective October 1, 1991, which delegated to the Director, NSA the authorities vested in the Administrator by, inter alia, the Act of June 1, 1948, 62 Stat. 281, Sections 1 through 4 (40 U.S.C. 318–318c), to perform functions with respect to the protection of the buildings and grounds occupied by the Agency. 40 U.S.C. 318 empowers the Administrator of General Services to appoint special policemen to protect property under his charge and control. In furtherance of this purpose, such special policemen are granted the same powers as sheriffs and constables, and are authorized to enforce laws enacted for the protection of persons and property, to prevent breaches of the peace, to suppress affrays (brawls) or unlawful assemblies, and to enforce with criminal penalties any rules and regulations made and promulgated by the Administrator. Section 318a provides specific authority to promulgate regulations to be enforced by such special policemen.

On July 2, 1991, NSA published this regulation as a proposed rule with comment period. No comments were received, and the rule is now being published in final without substantive changes.

This rule is not a significant regulatory action within the meaning of Executive Order 12866 of September 30, 1993. As required by the Regulatory Flexibility Act, it has been certified that this rule will not have a significant impact on small business entities. This rule is not subject to the Paperwork Reduction Act because it will not impose on the public any reporting or record keeping requirements

List of Subjects in 32 CFR Part 228

Security measures.

Accordingly, Title 32, Chapter I, Subchapter M is amended to add a new Part 228 to read as follows:

PART 228—SECURITY PROTECTIVE FORCE

Sec.

Authority: 40 U.S.C. 318–318c.

§ 228.1 Applicability.

This part applies to all property under the charge and control of the Director, NSA, and to all persons entering in or on such property (hereinafter referred to as "protected property"). Employees of the NSA and any other persons entering upon protected property shall be subject to these regulations.

§ 228.2 Control of activities on protected property.

Persons in and on protected property shall at all times comply with official signs of a prohibitory, regulatory, or directory nature and with the direction of Security Protective Officers and any other duly authorized personnel.

§ 228.3 Restrictions on admission to protected property.

Access to protected property shall be restricted to ensure the orderly and secure conduct of Agency business. Admission to protected property will be restricted to employees and other persons with proper authorization who shall, when requested, display government or other identifying credentials to the Security Protective Officers or other duly authorized personnel when entering, leaving, or while on the property.

§ 228.4 Control of vehicles on protected property.

Drivers of all vehicles entering or while on protected property shall comply with the signals and directions of Security Protective Officers or other duly authorized personnel and any posted traffic instructions. All vehicles shall be driven in a safe and careful manner at all times, in compliance with applicable motor vehicle laws.

§ 228.5 Enforcement of parking regulations.

For reasons of security, parking regulations shall be strictly enforced. Except with proper authorization, parking on protected property is not allowed without a permit. Parking without a permit or other authorization, parking in unauthorized locations or in locations reserved for other persons, or parking contrary to the direction of posted signs or applicable state or federal laws and regulations is prohibited. Vehicles parked in violation, where warning signs are posted, shall be subject to removal at the owner's risk, which shall be in addition to any penalties assessed pursuant to § 228.18. The Agency assumes no responsibility for the payment of any fees or costs related to such removal which may be charged to the owner of the vehicle by the towing organization. This paragraph may be supplemented from time to time with the approval of the NSA Director of Security or his designee by the issuance and posting of such specific traffic directives as may be required, and when so issued and posted such directives shall have the same force and effect as if made a part hereof. Proof that a vehicle was parked in violation of these regulations or directives may be taken as *prima facie* evidence that the registered owner was responsible for the violation.

§ 228.6 Security inspection.

Any personal property, including but not limited to any packages, briefcases, containers or vehicles brought into, while on, or being removed from protected property are subject to inspection. A search of a person may accompany an investigative stop or an arrest.

§ 228.7 Prohibition on weapons and explosives.

No persons entering or while on protected property shall carry or possess, either openly or concealed, firearms, any illegal or legally controlled weapon (e.g., throwing stars, switchblades), explosives, or items intended to be used to fabricate an explosive or incendiary device, except as authorized by the NSA Director of Security or his designee at each Agency facility. The use of chemical agents (Mace, tear gas, etc.) on protected property in circumstances that do not include an immediate and unlawful threat of physical harm to any person or persons is prohibited; however, this prohibition does not apply to use by law enforcement personnel in the performance of their duties.

§ 228.8 Prohibition on photographic or electronic recording or transmitting equipment.

No person entering or while on protected property shall bring or possess any kind of photographic, recording or transmitting equipment (including but not limited to cameras, cellular telephones, or recorders), except as specially authorized by the NSA Director of Security or his designee at each Agency facility.

§ 228.9 Prohibition on narcotics and illegal substances.

Entering or being on protected property under the influence of, or while using or possessing, any narcotic drug, hallucinogen, marijuana, barbiturate or amphetamine is prohibited. Operation of a motor vehicle entering or while on protected property by a person under the influence of narcotic drugs, hallucinogens, marijuana, barbiturates or amphetamines is also prohibited. These prohibitions shall not apply in cases where the drug is being used as prescribed for a patient by a licensed physician.

§ 228.10 Prohibition on alcohol.

Entering or being on protected property under the influence of alcoholic beverages is prohibited. Operation of a motor vehicle entering or while on protected property by a person under the influence of alcoholic beverages is prohibited. The use of alcoholic beverages on protected property is also prohibited, except on occasions and on protected property for which the NSA Deputy Director for Support Services or his designee has granted approval for such use.

§ 228.11 Restrictions on the taking of photographs.

In order to protect the security of the Agency's facilities, photographs may be taken on protected property only with the consent of the NSA Director of Security or his designee. The taking of photographs includes the use of television cameras, video taping equipment, and still or motion picture cameras.

§ 228.12 Physical protection of facilities.

The willful destruction of, or damage to any protected property, or any buildings or personal property thereon, is prohibited. The theft of any personal property, the creation of any hazard on protected property to persons or things, and the throwing of articles of any kind at buildings or persons on protected property is prohibited. The improper disposal of trash or rubbish, or any unauthorized or hazardous materials on protected property is also prohibited.

§ 228.13 Disturbances on protected property.

Any conduct which impedes or threatens the security of protected property, or any buildings or persons thereon, or which disrupts the performance of official duties by Agency employees, or which interferes with ingress to or egress from protected property is prohibited. Also prohibited is any disorderly conduct, any failure to obey an order to depart the premises, any unwarranted loitering, any behavior which creates loud or unusual noise or nuisance, or any conduct which obstructs the usual use of entrances, foyers, lobbies, corridors, offices, elevators, stairways or parking lots.

§ 228.14 Prohibition on gambling.

Participating in games for money or other personal property, or the operating of gambling devices, the conduct of a lottery, or the selling or purchasing of numbers tickets, in or on protected property is prohibited. This prohibition shall not apply to the vending or exchange of chances by licensed blind operators of vending facilities for any lottery set forth in a State law and conducted by an agency of a State as authorized by section 2(a)(5) of the Randolph-Sheppard Act, as amended [20 U.S.C. 107(a)(5)].

§ 228.15 Restriction regarding animals.

No animals except guide dogs for the blind or hearing impaired, or guard or search dogs used by authorized state or federal officials, shall be brought upon protected property, except as authorized by the NSA Director of Security or his designee at each Agency facility.

§ 228.16 Soliciting, vending, and debt collection.

Commercial or political soliciting, vending of all kinds, displaying or distributing commercial advertising, collecting private debts or soliciting alms on protected property is prohibited. This does not apply to:

(a) National or local drives for welfare, health, or other purposes as authorized by the "Manual on Fund Raising Within the Federal Service," issued by the U.S. Office of Personnel Management under Executive Order 12353, 47 FR 12785, 3 CFR, 1982 Comp., p. 139, or by other federal laws or regulations; and

(b) Authorized employee notices posted on Agency bulletin boards.

§ 228.17 Distribution of unauthorized materials.

Distributing, posting or affixing materials, such as pamphlets, handbills, or flyers, on protected property is prohibited, except as provided by § 228.16, as authorized by the NSA Director of Security or his designee at each Agency facility, or when conducted as part of authorized Government activities.

§ 228.18 Penalties and the effect on other laws.

Whoever shall be found guilty of violating any provision of these regulations is subject to a fine of not more than $50 or imprisonment of not more than 30 days, or both. In the case of traffic and parking violations, fines assessed shall be in accordance with the schedule(s) of fines adopted by the United States District Court for the District where the offense occurred. Nothing in these regulations shall be construed to abrogate or supersede any other Federal laws or any State or local laws or regulations applicable to any area in which the protected property is situated.

Dated: February 3, 1994.

L.M. Bynum,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 94-2884 Filed 2-8-94; 8:45 am]

BILLING CODE 5000-04-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Parts 100 and 165

[CGD 94-007]

Safety, Security Zones, and Special Local Regulations

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary rules issued.

SUMMARY: This document provides required notice of substantive rules adopted by the Coast Guard and temporarily effective between October 1, 1993 and December 31, 1993, which were not published in the **Federal Register**. This quarterly notice lists temporary local regulations, security zones, and safety zones, which were of limited duration and for which timely publication in the **Federal Register** was not possible.

DATES: This notice lists temporary Coast Guard district regulations that were established and terminated between October 1, 1993 and December 31, 1993, as well as several regulations which were not included in the previous quarterly list.

ADDRESSES: The complete text of these temporary regulations may be examined at, and is available on request, from Executive Secretary, Marine Safety Council (G-LRA), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001.

FOR FURTHER INFORMATION CONTACT: Sheri de Grom, Executive Secretary, Marine Safety Council at (202) 267-1477 between the hours of 8 a.m. and 3 p.m., Monday through Friday.

SUPPLEMENTARY INFORMATION: District Commanders and Captains of the Port (COTP) must be immediately responsive to the safety needs of the waters within their jurisdiction; therefore, District Commanders and COTPs have been delegated the authority to issue certain local regulations. Safety zones may be established for safety or environmental purposes. A safety zone may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion. Security zones limit access to vessels, ports, or waterfront facilities to prevent injury or damage. Special local regulations are issued to assure the safety of participants and spectators at regattas and other marine events. Timely publication of these regulations in the **Federal Register** is often precluded when a regulation responds to an emergency, or when an event occurs without advance notice. However, the affected public is informed of these regulations through Local Notices to Mariners, press releases, and other means. Moreover, actual notification is frequently provided by Coast Guard patrol vessels enforcing the restrictions imposed by the regulation.

Because mariners are notified by Coast Guard officials on-scene prior to enforcement action, **Federal Register** notice is not required to place the special local regulation, security zone, or safety zone in effect. However, the Coast Guard, by law, must publish in the **Federal Register** notice of substantive rules adopted. To discharge this legal obligation without imposing undue expense on the public, the Coast Guard periodically publishes a list of these temporary special local regulations, security zones, and safety zones. Permanent regulations are not included in this list because they are published in their entirety in the **Federal Register**. Temporary regulations may also be published in their entirety if sufficient time is available to do so before they are placed in effect or terminated. These safety zones, special local regulations and security zones have been exempted from review under E.O. 12866 because of their emergency nature, or limited scope and temporary effectiveness.

The following regulations were placed in effect temporarily during the period October 1, 1993 and December 31, 1993, unless otherwise indicated.

Dated: February 4, 1994.

Sheri de Grom,

Executive Secretary, Marine Safety Council.

QUARTERLY REPORT

Docket No.	Location	Type	Effective date
Baltimore 93-05-027	Annapolis, MD	Safety Zone	12/31/93
Charleston 93-106	Cooper River, SC	Safety Zone	10/13/93
Charleston 93-121	Cooper River, SC	Safety Zone	11/23/93
Charleston 93-128	Cooper River, SC	Safety Zone	12/23/93
Corpus Christi 93-024	Corpus Christi Ship Channel	Safety Zone	12/1/93
Corpus Christi 93-026	Brownsville, TX	Safety Zone	12/20/93
Hampton Roads 93-05-004	Hampton Roads, VA	Safety Zone	11/22/93
Hampton Roads 93-05-005	Hampton Roads, VA	Safety Zone	11/26/93

QUARTERLY REPORT—Continued

Docket No.	Location	Type	Effective date
Hampton Roads 93–05–006	Hampton Roads, VA	Safety Zone	11/30/93
Hampton Roads 93–05–007	Hampton Roads, VA	Safety Zone	12/2/93
Hampton Roads 93–05–008	Hampton Roads, VA	Safety Zone	12/2/93
Houston 93–009	Houston, TX	Safety Zone	9/1/93
Houston 93–010	Houston, TX	Safety Zone	9/30/93
Houston 93–013	Houston Ship Channel	Safety Zone	12/8/94
Jacksonville 93–102	Jacksonville, FL	Safety Zone	10/2/93
Jacksonville 93–117	Jacksonville, FL	Safety Zone	11/26/93
Jacksonville 93–118	Jacksonville, FL	Safety Zone	11/27/93
Jacksonville 93–123	Jacksonville, FL	Safety Zone	12/4/93
Jacksonville 93–126	Jacksonville, FL	Safety Zone	12/31/93
Miami 93–113	Port Everglades, FL	Safety Zone	10/29/93
Mobile 93–004	Big Bayou Canot, AL	Safety Zone	9/22/93
Morgan City 93–004	Atchafalaya River, LA	Safety Zone	9/23/93
New Orleans 93–016	Lower Mississippi River	Safety Zone	9/19/93
New Orleans 93–017	Lower Mississippi River	Safety Zone	9/15/93
New Orleans 93–018	Lower Mississippi River	Security Zone	9/28/93
New Orleans 93–019	Lower Mississippi River	Safety Zone	10/29/93
New Orleans 93–020	New Orleans, LA	Safety Zone	10/24/93
New Orleans 93–021	Lower Mississippi River	Safety Zone	10/15/93
New Orleans 93–022	Lower Mississippi River	Safety Zone	11/7/93
San Francisco Bay 93–13	San Francisco Bay, CA	Safety Zone	10/7/93
San Francisco Bay 93–14	San Francisco Bay, CA	Safety Zone	10/8/93
San Francisco Bay 93–15	San Francisco Bay, CA	Safety Zone	10/9/93
San Francisco Bay 93–16	San Francisco Bay, CA	Safety Zone	10/10/93
San Francisco Bay 93–17	San Francisco Bay, CA	Safety Zone	10/9/93
San Francisco Bay 93–18	San Francisco Bay, CA	Safety Zone	10/13/93
San Francisco Bay 93–19	San Francisco Bay, CA	Safety Zone	10/9/93
San Juan 93–109	St. Croix, U.S. Virgin Islands	Security Zone	11/14/93
San Juan 93–112	Fajardo, P.R.	Safety Zone	11/20/93
San Juan 93–122	San Juan, P.R.	Safety Zone	11/21/93
St. Louis 93–032	Upper Mississippi River	Safety Zone	10/8/93
St. Louis 93–033	Illinois River	Safety Zone	10/8/93
St. Louis 93–034	Upper Mississippi River	Safety Zone	10/8/93
St. Louis 93–035	Upper Mississippi River	Safety Zone	11/26/93
Wilmington 93–006	Atlantic Intracoastal Waterway, NC	Safety Zone	10/12/93
01–93–140	Keyport, New Jerey	Safety Zone	10/23/93
01–93–155	East River, New York	Security Zone	12/13/93
01–93–400	Boston, MA	Security Zone	10/28/93
01–93–501	Greenwich Harbor, CT	Safety Zone	11/11/93
02–93–032	Ohio River	Special Local	10/31/93
05–93–071	Wilmington, NC	Special Local	10/2/93
07–93–092	Islamorada, FL	Special Local	10/2/93
07–93–098	Miami, FL	Special Local	10/9/93
07–93–105	Jacksonville, FL	Special Local	11/27/93
07–93–107	Ft. Lauderdale, FL	Special Local	11/10/93
07–93–108	Pompano Beach, FL	Special Local	12/12/93
07–93–116	Charleston, SC	Special Local	12/11/93
07–93–120	AVATAR World Cup Championships	Special Local	11/26/93
13–93–032	Queets, WA to Port of Benton, WA	Safety Zone	10/13/93
13–93–033	Port of Benton, WA	Safety Zone	10/21/93

[FR Doc. 94–3001 Filed 2–8–94; 8:45 am]

BILLING CODE 4910–14–M

33 CFR Part 110 and 165

[CCGD11–93–007]

RIN 2115–AE62

Regulated Navigation Area; San Pedro Bay, CA

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: This rule restricts vessel movement in Commercial Anchorage G and expands the Regulated Navigation Area at the approach to Los Angeles/Long Beach Harbor, California and prescribes certain vessel operating requirements for vessels operating in that area. The rule is a proactive prevention measure to enhance navigation safety in the approach to and departure from this heavily transited area. This rule does not change existing regulations associated with the pilot areas.

EFFECTIVE DATE: March 11, 1994.

FOR FURTHER INFORMATION CONTACT: Lieutenant Scott Pisel, Eleventh Coast Guard District, Aids to Navigation and Waterways Management Branch, 501 West Ocean Blvd., Long Beach, CA 90822–5399, telephone (310) 980–4300 ext. 501.

SUPPLEMENTARY INFORMATION:

Drafting Information

The principal persons involved in drafting this document are Commander Michael Haucke, Project Manager, and Lieutenant Commander Craig Juckniess, Project Counsel.

Regulatory History

On November 26, 1993, the Coast Guard published a notice of proposed rulemaking entitled Regulated Navigation Area; San Pedro Bay, CA in the **Federal Register** (58 FR 62300–02). The Coast Guard received one letter commenting on the proposal. A public hearing was not requested and one was not held.

Background and Purpose

The combined harbor of Los Angeles and Long Beach is the largest shipping complex in the United States. Since 1980, over 7,000 vessels have called on the port annually, equalling over 14,000 transits of the regulated navigation area. During times of heavy traffic, incoming traffic in the morning and outgoing traffic in the evening, large ships may be closer than one minute apart when moving through the bottleneck of the two breakwater harbor entrances or gates. To prevent maritime accidents, this rule will restrict vessel movement in Commercial Anchorage G and expand the regulated navigation area to ensure maritime safety through better regulation of vessel movements in the prescribed area.

This regulated navigation area contains two pilot areas, a restricted navigation area and a precautionary area. All are marked on navigational charts.

The now disbanded Los Angeles/Long Beach Port and Navigational Safety Committee, consisting of Long Beach, Los Angeles and Navy Pilots; Ports of Los Angeles and Long Beach; dry cargo vessel operators; the tanker industry; the towing industry; and the U.S. Navy and Coast Guard, worked to minimize risk, reduce close calls, and prevent collisions in San Pedro Bay. After the EXXON VALDEZ grounding in 1989, the Committee accelerated its work to improve navigational safety and focused specifically on San Pedro Bay. The Committee concluded that a larger regulated navigation area, better organization, and stricter regulation of incoming and outgoing vessel traffic was needed to prevent accidents.

Pursuant to the State of California Oil Spill Prevention, Abatement, and Removal Act of 1990, the Long Beach/Los Angeles Harbor Safety Committee was created. This new committee, with representatives from the Ports of Los Angeles and Long Beach, local pilots, tank vessel operators, dry cargo vessel operators, towing industry, a local environmental representative, Los Angeles Fisherman's Association, a maritime labor representative, and the State of California, agreed that better regulation of vessel movements in the prescribed area would increase navigation safety.

Discussion of Comments and Changes

One letter was received commenting on the proposed rule, which addressed two different areas of concern. The commenter first suggested altering the description of vessel categories subject to the operating requirements of Anchorage G and the San Pedro Bay Regulated Navigation Area to include towing vessels only while engaged in towing. This clarification is appropriate and is reflected in the final rule.

The commenter's second concern was the prohibition on vessels transiting the pilot areas, Anchorage G, and the waters between Commercial Anchorage G and the Middle Breakwater. A primary purpose of this rule is to reduce the volume of vessel traffic, and to regulate operating conditions, within the Regulated Navigation Area in order to facilitate the safe navigation of large vessels entering and departing the Los Angeles and Long Beach Harbors. The category of towing vessels excepted from the prohibition against entering the waters between Anchorage G and the Middle Breakwater has been expanded to include vessels "engaged in towing vessels to or from Commercial Anchorage G, or to or from the waters between Commercial Anchorage G and the Middle Breakwater." The remaining restrictions on vessel movement within these areas are retained as proposed.

Regulatory Evaluation

This rule is not a significant regulatory action under Executive Order 12866 and is not significant under the Department of Transportation regulatory policies and procedures (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this rule to be so minimal that a Regulatory Evaluation is unnecessary.

Small Entities

The impact of this rule is minimal, therefore, the Coast Guard Certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), that this final rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This rule contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

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

Environment

The Coast Guard has considered the environmental impact of this rule and concluded that, under section 2.B.2 of Commandant Instruction M16475.1B, it will have no environmental impact and it is categorically excluded from further environmental documentation.

List of Subjects

33 CFR Part 110

Anchorage grounds.

33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons set out in the preamble, the Coast Guard amends 33 CFR parts 110 and 165 as follows:

PART 110—[AMENDED]

1. The authority citation for part 110 continues to read as follows:

Authority: 33 U.S.C. 471, 2030, 2035 and 2071; 49 CFR 1.46 and 33 CFR 1.05–1(g). Section 110.1a and each section listed in 110.1a is also issued under 33 U.S.C. 1223 and 1231.

2. Section 110.214 is amended by adding paragraph (a)(7)(iii) to read as follows:

§ 110.214 Los Angeles and Long Beach Harbors, California.

(a) * * *

(7) * * *

(iii) Vessels 30 meters or over in length, towing vessels of 8 meters or over in length engaged in towing, every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating, and each dredge and floating plant engaged in operations shall not enter anchorage G unless:

(A) In an emergency;

(B) Proceeding to anchor in or departing from Commercial Anchorage G;

(C) Standing by with confirmed pilot boarding arrangements; or,

(D) Engaged in towing vessels to or from Commercial Anchorage G.

* * * * *

PART 165—[AMENDED]

3. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191, 33 CFR 1.05–1(g), 6.04–1, 6.04–6, and 160.5, 49 CFR 1.46.

4. Section 165.1109 is revised to read as follows:

§ 165.1109 San Pedro Bay, California—Regulated navigation area.

(a) *Location.* The following is a regulated navigation area: The water area of San Pedro Bay encompassed by the following geographic coordinates:

From Point Fermin Light (33°42′18″ N, 118°17′36″ W) thence along the shoreline to the San Pedro Breakwater, thence along the San Pedro Breakwater and the Middle Breakwater (following the COLREGS Demarcation Lines) to Long Beach Channel Entrance Light "2" (33°42′42″ N, 118°14′42″ W), thence south southeast to 33°40′31″ N, 118°08′42″ W; thence west to 33°40′31″ N, 118°12′03″ W; thence west southwest to 33°39′17″ N, 118°16′00″ W; thence northeast to 33°40′06″ N, 118°17′38″ W; thence north to the point of origin.

[Datum: NAD 1983]

(b) *Pilot areas.* There are two pilot areas within the regulated navigation area described in paragraph (a). They are defined as follows:

(1) The Los Angeles Pilot Area is enclosed by a line beginning at Los Angeles Light (33°42′30″ N, 118°15′06″ W); thence easterly to Los Angeles Main Channel Entrance Light 2 (33°42′42″ N, 118°14′42″ W); thence southeasterly to 33°41′36.2″ (N, 118°13′46.2″ W; thence southwest to 33°41′13.9″ N, 118°14′55.4″ W; thence north to the point of origin.

[Datum: NAD 1983]

(2) The Long Beach Pilot Area is enclosed by a line beginning at Long Beach Light (33°43′24″ N, 118°11′12″ W); thence easterly to Long Beach Channel Entrance Light 2 (33°43′24″ N, 118°10′48″ W); thence southerly to 33°42′09.1″ N, 118°10′26.2″ W; thence west to 33°42′09.1″ N, 118°11′35.5″ W; thence northeasterly to the point of origin.

[Datum: NAD 1983]

(c) *Definitions.* For the purposes of this section:

(1) *Floating plant*—means any vessel, other than a vessel underway and making way, engaged in any construction, manufacturing, or exploration operation.

(2) *Vessel*—means every description of watercraft, used or capable of being used as a means of transportation on water.

(d) The following regulations apply to all vessels while operating within the regulated navigation area:

(1) *Los Angeles Pilot Area:*

(i) No vessel may enter the Los Angeles Pilot Area unless it is entering or departing the Los Angeles Main Channel via the Los Angeles Harbor Entrance (Angel's Gate).

(ii) Vessels entering the Los Angeles Pilot Area shall pass directly through without stopping or loitering unless stopping is necessary to embark or disembark a pilot.

(iii) Vessels shall leave Los Angeles Approach Lighted Bell Buoy "LA" to port when entering and departing Los Angeles Main Channel;

(2) *Long Beach Pilot Area:*

(i) No vessel may enter the Long Beach Pilot Area unless it is entering or departing Long Beach Harbor Entrance (Queen's Gate).

(ii) Every vessel entering the Long Beach Pilot Area shall pass directly thorugh without stopping or loitering unless stopping is necessary to embark or disembark a pilot.

(iii) Every vessel shall leave Long Beach Approach Lighted Whistle Buoy "LB" to port when entering and departing Long Beach Channel and departing vessels shall pass across the southern boundary of the Long Beach Pilot Area.

(e) The following regulations contained in paragraphs (e)(1) through (e)(4) apply to vessels 30 meters (approximately 98 feet) or over in length, towing vessels of 8 meters (approximately 26 feet) or over in length engaged in towing, vessels of 100 gross tons and upward carrying one or more passengers for hire while navigating, and each dredge and floating plant engaged in operations in the regulated navigation area:

(1) Such vessel's speed shall not exceed 12 knots;

(2) All verbal contact between such vessels shall be communicated in the English language. No such vessel may enter or transit within the regulated navigation area unless there is at least one person on the bridge immediately available to communicate with other vessels in the English language;

(3) When such vessels in the regulated navigation area encounter meeting, crossing, or overtaking situations as defined by the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) the master, pilot or person in charge of each such vessel shall make verbal passing arrangements with the other over radiotelephone in addition to sound signal requirements of the 72 COLREGS;

(4) No such vessel may enter the waters between Commercial Anchorage G and the Middle Breakwater as defined by an area enclosed by a line beginning at Los Angeles Main Channel Entrance Light 2 (33°42′42″ N, 118°14′42″ W); thence eastward along the middle breakwater to Long Beach Light (33°43′24″ N, 118°11′12″ W); thence south to 33°43′05.3″ N, 118°11′15.3″ W; thence westerly to 33°43′05.3″ N, 118°12′15.7″ W; thence southwesterly parallel to the breakwater to 33°42′29.9″ N, 118°14′16.0″ W; thence to the point of origin, unless such vessel is:

(i) In an emergency;

(ii) Proceeding to anchor in or departing Commercial Anchorage G;

(iii) Standing by with confirmed pilot boarding arrangements; or,

(iv) Engaged in towing vessels to or from Commercial Anchorage G, or to or from the waters between Commercial Anchorage G and the Middle Breakwater.

Dated: January 24, 1994.

R.D. Herr,

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

[FR Doc. 94–3000 Filed 2–8–94; 8:45 am]

BILLING CODE 4910–14–M

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33 CFR Part 117

[CGD05–93–054]

Drawbridge Operation Regulations; York River, Yorktown, VA

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is changing the regulations governing the operation of the George P. Coleman Memorial drawbridge across the York River, mile 7.0, at Yorktown, Virginia, by restricting bridge openings during the morning and evening rush hours to all vessel traffic. This is intended to provide for the regularly scheduled drawbridge openings to help reduce motor vehicle traffic delays and congestion on the roads and highways linked by this drawbridge.

EFFECTIVE DATE: This rule is effective on March 11, 1994.

FOR FURTHER INFORMATION CONTACT: Ann B. Deaton, Bridge Administrator, Fifth Coast Guard District, at (804) 398–6222.

SUPPLEMENTARY INFORMATION:

Drafting Information

The principal persons involved in drafting this document are Linda G. Gilliam, Project Manager, Bridge Section, and LT Monica L. Lombardi, Project Counsel, Legal Office.

Regulatory History

On August 19, 1993, the Coast Guard published a notice of proposed rulemaking entitled York River, Yorktown, Virginia, in the **Federal Register** (58 FR 44155). The comment period ended October 4, 1993. The Coast Guard received eight letters commenting on the proposal. The Commander, Fifth Coast Guard District, also published the proposed rule as a public notice on August 27, 1993, with the comment period ending October 4, 1993. A public hearing was not requested and one was not held.

Background and Purpose

The Virginia Department of Transportation requested that peak morning and evening vehicular traffic period openings of the George P. Coleman Memorial drawbridge across the York River, mile 7.0, at Yorktown, Virginia, be restricted to help reduce rush hour highway traffic congestion, but remain open on signal during the rest of the time.

Currently, the Coleman Bridge opens for vessel traffic on demand. This rule will restrict the passage of vessels during rush hours by eliminating bridge openings between the hours of 6 a.m. to 8 a.m. and 3 p.m. to 6 p.m., Monday through Friday, except Federal holidays, year round. Vessels in an emergency shall pass at any time. The draw shall open on signal at all other times.

In developing this final rule, the Coast Guard considered all views and believes this final rule will not unduly restrict commercial/military vessels passage through the bridge since they can plan their vessel transits around the restricted hours of operation.

Discussion of Comments and Changes

The eight comments received as a result of the public notice issued by the District Commander are all in favor of the new restrictions for the Coleman Bridge. No new or additional changes are being made to the regulatory language of this final rule.

Regulatory Evaluation

This action is not considered a significant regulatory action under Executive Order 12866 and is not significant under the Department of Transportation Regulatory Policies and Procedures (44 FR 11040; February 26, 1979). The economic impact has been found to be so minimal that a full regulatory evaluation is unnecessary. This opinion is based on the fact that the regulations will not unduly cause a hardship on commercial/military vessels who will be able to plan their vessel transits around the hours of restriction.

Small Entities

No comments were received concerning small entities or on the economic impact this rule would have on small entities. Since the impact on these regulations is expected to be minimal, the Coast Guard certifies under 5 U.S.C. 605(b) of the Regulatory Flexibility Act (5 U.S.C. 602 *et seq.*), that this final rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This rule contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that this rule will not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this rule and concluded that under section 2.B.2.g.(5) of Commandant Instruction M16475.1B, this 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 amends part 117 of title 33, Code of Federal Regulations to read 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 117.1025 is added to read as follows:

§ 117.1025 York River.

(a) The Coleman Memorial Bridge, mile 7.0, at Yorktown, shall open on signal; except from 6 a.m. to 8 a.m. and 3 p.m. to 6 p.m., Monday through Friday, except Federal holidays, the bridge shall remain closed to navigation.

(b) The bridge shall be opened at anytime for vessels in an emergency which presents danger to life or property.

Dated: January 14, 1994.

W.T. Leland,

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

[FR Doc. 94–2999 Filed 2–8–94; 8:45 am]

BILLING CODE 4910–14–M

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33 CFR Part 165

[CG COTP BALTIMORE, MD Regulation 94–001]

Regulated Navigation Area; Ice Operations In Chesapeake Bay

AGENCY: Coast Guard, DOT.

ACTION: Notice of implementation.

SUMMARY: This document implements 33 CFR 165.503 the Ice Navigation Season on the northern portion of the Chesapeake Bay and its tributaries, including the Chesapeake and Delaware Canal. This regulated navigation area will be placed in effect on January 3, 1994. The purpose of these Regulations is to enhance the safety of navigation in the affected waters. It requires operators of certain vessels, during their vessel's transit of the Regulated Navigation Area, to be aware of currently effective Ice Navigation Season Captain of the Port Orders issued by the Captain of the Port Baltimore.

EFFECTIVE DATES: This document is effective from January 3, 1994, until such time as necessary for the safe transit of vessels in the area and this notice is canceled by the Captain of the Port. Cancellation Notice will be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT:

LT Mark Williams, USCG Marine Safety Office, Custom House, 40 South Gay Street, Baltimore, Maryland 21202–4022, (410) 962–5105.

DRAFTING INFORMATION: Drafted by LT Mark Williams project officer, MSO Baltimore, and LT John Gately, project attorney, Fifth Coast Guard District Legal Office.

Dated: December 29, 1993.

G.S. Cope,

Captain, U.S. Coast Guard, Captain of the Port, Baltimore, Maryland.

[FR Doc. 94–3002 Filed 2–8–94; 8:45 am]

BILLING CODE 4910–14–M