

have a significant economic impact on a substantial number of small entities. "Small entities" include independently owned and operated small businesses that are not dominant in their field and (2) governmental jurisdictions with populations of less than 50,000.

For the reasons addressed under the Regulatory Evaluation above, the Coast Guard finds that this rule will not have a significant 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 action in accordance with the principles and criteria contained in Executive order 12612, and has determined that these regulations do not raise sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Unfunded Mandates

Under the Unfunded Mandates Reform Act of 1995 (Pub. L. 104), the Coast Guard must consider whether this rule will result in an annual expenditure by state, local, and tribal governments, in aggregate of \$100 million (adjusted annually for inflation). If so, the Act requires that a reasonable number of regulatory alternatives be considered, and that from those alternatives, the least costly, most cost-effective, or least burdensome alternative that achieves the objective of the rule be selected. No state, local, or tribal government entities will be affected by this rule, so this rule will not result in annual or aggregate costs of \$100 million or more. Therefore, the Coast Guard is exempt from any further regulatory requirements under the Unfunded Mandates Act.

Environment

The Coast Guard has considered the environmental impact of this regulation and concluded that under Figure 2-1, paragraph 34(g), of Commandant Instruction, M 16475.C, this rule is categorically excluded from further environmental documentation. A written Categorical Exclusion Determination is available in the docket for inspection or copying where indicated under ADDRESSES.

Other Executive Orders on the Regulatory Process

In addition to the statutes and Executive Orders already addressed in this preamble, the Coast Guard

considered the following executive orders in developing this final rule and reached the following conclusions:

E.O. 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights. This final rule will not effect a taking of private property or otherwise have taking of private property or otherwise have taking implications under this order.

E.O. 12875, Enhancing the Intergovernmental Partnership. This final rule meets applicable standards in sections 3(a) and 3(b)(2) of this order to minimize litigation, eliminate ambiguity, and reduce burden.

E.O. 13405, Protection of Children from Environmental Health Risks and Safety Risks. This final rule is not an economically significant rule and does not concern an environmental risk to safety disproportionately affecting children.

List of Subjects in 33 CFR Part 165

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

Regulation

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

PART 165—[AMENDED]

1. 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.

2. Add temporary § 165.T01-118 to read as follows:

§ 165.T01-118 The Clinton Bluefish Festival Fireworks Display, Clinton Harbor, Clinton, CT.

(a) *Location.* The safety zone includes all waters of Clinton Harbor within a 800 foot radius of the launch site located in approximate position 41°-05'.37"N, 071°-31'25"W (NAD 1983).

(b) *Effective date.* This section is effective on August 21, 1999 from 9:00 p.m. until 10:05 p.m., and the rain date is August 22 at the same times.

(c) *Regulations.* (1) The general regulations covering safety zones contained in § 165.23 of this part apply.

(2) All persons and vessels shall comply with the instructions of the Coast Guard Captain of the Port or the designated on scene patrol personnel. U.S. Coast Guard patrol personnel include commissioned, warrant, and petty officers of the Coast Guard. Upon being hailed by a U.S. Coast Guard

Vessel via siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

D.P. Pekoske,

Captain, U.S. Coast Guard, Captain of the Port, Long Island Sound.

[FR Doc. 99-20516 Filed 8-9-99; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[CGD13-99-033]

RIN 2115-AA97

Safety Zone Regulation; Columbia River, St. Helens, Oregon, to Port of Benton, Washington

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a 300 yard moving safety zone around the composite vessel consisting of the tugs LEWISTON and NOYDENA, and the RVAIR transport barge, as this composite vessel transits through U.S. navigable waters from St. Helens, Oregon (Columbia River mile 72.5) to Benton, Washington (Columbia River mile 342) from 5:30 a.m. (PDT) on August 4, 1999 through 11:30 p.m. (PDT) August 10, 1999. This moving safety zone is needed to protect the composite vessel, persons, facilities, and other vessels from the safety hazards inherent to a vessel restricted in maneuverability and transporting Type B classified radioactive materials in a river environment. Entry into this zone is prohibited unless authorized by the Captain of the Port.

DATES: This regulation is effective from 5:30 a.m. (PDT) on August 4, 1999 through 11:30 p.m. (PDT) August 10, 1999.

ADDRESSES: Documents as indicated in this preamble are available for inspection or copying at the U.S. Coast Guard Group/MSO Portland, Oregon 6767 N. Basin Ave, Portland, Oregon 97217. Normal office hours are between 7:00 a.m. and 4 p.m., Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: Lieutenant Tom Allan, c/o Captain of the Port, Portland, Oregon 6767 N. Basin Avenue, Portland, Oregon 97217, (503) 240-9327.

SUPPLEMENTARY INFORMATION:

Regulatory History

Pursuant to 5 U.S.C. 553, notice of proposed rulemaking has not been published for this regulation and good

cause exists for making it effective less than 30 days from date of publication in the **Federal Register**. Publishing a NPRM would be contrary to public interest since immediate action is necessary to protect the composite vessel consisting of the tugs LEWISTON and NOYDENA, and the RVAIR transport barge, persons, facilities, and other vessels from the safety hazards inherent to a vessel restricted in maneuverability and transporting Type B classified radioactive materials in a river environment. Due to the complex planning and coordination, the event sponsor, Portland General Electric was unable to provide the Coast Guard with notice of the final details until less than 30 days prior to the date of the event. If normal notice and comment procedures were followed, this rule would not become effective until after the date of the event. For this reason, following normal rulemaking procedures in this case would be impracticable and contrary to the public interest.

Background and Purpose

The Coast Guard is adopting a temporary moving safety zone regulation for the Trojan Reactor Vessel and Internals Removal Project transport from St. Helens, Oregon to Benton, WA. The zone is needed to protect the composite vessel consisting of the tugs LEWISTON and NOYDENA, and the RVAIR transport barge, persons, facilities, and other vessels from the safety hazards inherent to a vessel restricted in maneuverability and transporting Type B classified radioactive materials in a river environment. This moving safety zone will be enforced by representatives of the Captain of the Port Portland, Oregon. The Captain of the Port may be assisted by other federal agencies and local agencies.

Regulatory Evaluation

This proposal is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedure of the Department of Transportation (DOT) (44 CFR 11040; February 26, 1979). The Coast Guard expects the economic impact of this proposal to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures act of DOT is unnecessary. This expectation is based on the fact

that the regulated area established by the proposed regulation would encompass less than 300 yards around the composite vessel consisting of the tugs LEWISTON and NOYDENA, and the RVAIR transport barge, as this composite vessel transits through U.S. navigable waters from St. Helens, Oregon to Benton, Washington.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 et seq.), the Coast Guard considered whether this rule would have a significant economic impact on a substantial number of small entities. "Small entities" include small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. Because the impacts of this proposal are expected to be so minimal, the Coast Guard certifies under 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 final rule does not provide for a collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.).

Federalism

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

Environment

The Coast Guard considered the environmental impact of this section and concluded that, under figure 2-1, paragraph (34)(g) of Commandant Instruction M16475.1C, this rule is categorically excluded from further environmental documentation. A Categorical Exclusion is provided for temporary safety zones of less than one week in duration. This rule establishes a safety zone with a duration of less than one week.

List of Subjects in 33 CFR Part 165

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

Final Regulation

For the reasons set out in the preamble, the Coast Guard amends part

165 of Title 33, Code of Federal Regulations, as follows:

PART 165—[AMENDED]

1. 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, 160.5; 49 CFR 1.46.

2. A temporary 0165.T13-023 is added to read as follows:

§ 165.T13-023 Safety Zone Regulation; Columbia River St. Helens, Oregon, to Port of Benton, Washington.

(a) *Location.* The following area is a moving safety zone: All waters within 300 yards of the composite vessel consisting of the tugs LEWISTON and NOYDENA, and the RVAIR transport barge, as this composite vessel transits through U.S. navigable waters from St. Helens, Oregon (Columbia River mile 72.5) to Benton, Washington (Columbia River mile 342).

(b) *Regulations.* In accordance with the general regulations in § 165.23 of this part, no person or vessel may enter or remain in this zone unless authorized by the Captain of the Port or his designated representatives.

(c) *Effective dates.* This section is effective from 5:30 a.m. (PDT) on August 4, 1999 through 11:30 p.m. (PDT) August 10, 1999.

Dated: July 28, 1999.

J.D. Spitzer,

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

[FR Doc. 99-20513 Filed 8-9-99; 8:45 am]

BILLING CODE 4910-15-M

POSTAL SERVICE

39 CFR Part 20

International Priority Airmail Service

AGENCY: Postal Service.

ACTION: Interim rule and request for comment.

SUMMARY: On November 25, 1998, the Postal Service published in the **Federal Register** (63 FR 65153) a proposed rule to change rates and conditions of service for International Priority Airmail (IPA). The Postal Service adopted the proposed rule by notice in the **Federal Register** (64 FR 10219) on March 3, 1999, with an effective date of April 4, 1999. The Postal Service is now introducing rates for mail to Canada.

DATES: *Effective Date:* 12:01 a.m., August 10, 1999. Comments on the interim rule must be received on or before September 9, 1999.