

Irradiated food	Limitations	Use
Potable water	Without ozone production; coefficient of absorption, 0.19 per cm or less; flow rate, 100 gal/h per watt of 2,537 A. radiation; water depth, 1 cm or less; lamp-operating temperature, 36 to 46 °C.	Sterilization of water used in food production.
Juice products	Turbulent flow through tubes with a minimum Reynolds number of 2,200.	Reduction of human pathogens and other microorganisms.

Dated: November 14, 2000.

**L. Robert Lake,**

*Director of Regulations and Policy, Center for Food Safety and Applied Nutrition.*

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**BILLING CODE 4160-01-F**

**DEPARTMENT OF TRANSPORTATION**

**Coast Guard**

**33 CFR Part 100**

[CGD11-00-016]

RIN 2115-AE46

**Special Local Regulations: San Diego Christmas Boat Parade of Lights**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of implementation.

**SUMMARY:** This notice implements 33 CFR 100.1101, Southern California annual marine events, for the San Diego Christmas Boat Parade of Lights. The event will consist of private vessels approximately 10 to 60 feet in length with Christmas lights formed in a parade through the San Diego Harbor. These regulations will be effective on that portion of San Diego Harbor, from the northern portion of the main channel from Seaport Village to the Shelter Island Yacht Basin. Notice of Implementation of 33 CFR 100.1101 is necessary to control vessel traffic in the regulated areas during the event to ensure the safety of participants and spectators.

Pursuant to 33 CFR 100.1101(b)(3), Commanding Officer, Coast Guard Activities San Diego, is designated Patrol Commander for this event; he has the authority to delegate this responsibility to any commissioned, warrant, or petty officer of the Coast Guard.

**EFFECTIVE DATES:** This section is effective on December 10, 2000 from 2:00 p.m. (PST) until 10:00 p.m. (PST) and on December 17, 2000 from 5:00 p.m. until 10:00 p.m. (PST). If the event concludes prior to the scheduled termination date and/or time, the Coast

Guard will cease enforcement of this section and will announce that fact via Broadcast Notice to Mariners.

**FOR FURTHER INFORMATION CONTACT:**

Petty Officer Nicole Lavorgna, U.S. Coast Guard MSO San Diego, San Diego, California; Telephone: (619) 683-6495.

*Discussion of Implementation.* These Special Local Regulations permit Coast Guard control of vessel traffic in order to ensure the safety of spectator and participant vessels. In accordance with the regulations in 33 CFR 100.1101, no persons or vessels shall block, anchor, or loiter in the regulated area; nor shall any person or vessel transit through the regulated area, or otherwise impede the transit of participant or official patrol vessels in the regulated area, unless cleared for such entry by or through an official patrol vessel acting on behalf of the Patrol Commander.

Dated: November 21, 2000.

**C.D. Wurster,**

*U.S. Coast Guard, Commander, Eleventh Coast Guard District, Acting.*

[FR Doc. 00-30446 Filed 11-28-00; 8:45 am]

**BILLING CODE 4910-15-P**

**DEPARTMENT OF TRANSPORTATION**

**Coast Guard**

**33 CFR Part 117**

[CGD08-00-026]

RIN 2115-AE47

**Drawbridge Operating Regulation; Neches River, TX**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is issuing this rule as a matter of information to the public. The Kansas City Southern Lift Bridge across the Neches River, mile 19.5, in Beaumont, TX is currently controlled from a remote location. The owner of the bridge, The Kansas City Southern Railway Company operates the bridge from their dispatch office in Shreveport, LA. This rule provides the public with a complete description of the operation of this bridge.

**DATES:** This rule becomes effective on November 29, 2000.

**ADDRESSES:** Documents referred to in this rule are available for inspection or copying at the office of the Eighth Coast Guard District, Bridge Administration Branch, Hale Boggs Federal Building, room 1313, 501 Magazine Street, New Orleans, Louisiana 70130-3396 between 7 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (504) 589-2965. Commander (ob) maintains the public docket for this rulemaking.

**FOR FURTHER INFORMATION CONTACT:** Mr. David Frank, Bridge Administration Branch, telephone number 504-589-2965.

**SUPPLEMENTARY INFORMATION:**

**Regulatory Information**

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing an NPRM.

An NPRM is not necessary because this rule makes no substantive changes to the operation of the Kansas City Southern Lift Bridge, but it does describe the full remote operation of the bridge for the benefit of the public.

**Background and Purpose**

The Kansas City Southern Lift Bridge across the Neches River, mile 19.5, in Beaumont, TX is a remotely operated railroad bridge that opens to navigation on demand. The owners of the bridge, The Kansas City Southern Railway Company operates the bridge remotely from Shreveport, LA and has installed a sound device that transmits the vessel signals for an opening to the bridge operator. Then, through this same device, the bridge operator can respond whether the bridge can be opened at that time or not. No changes will be made to how the bridge currently operates.

For the benefit of the public, the Coast Guard is adding a description of the full operation of this remotely operated bridge to 33 CFR 117 subpart b.

## Regulatory Evaluation

This final rule is not a significant regulatory action under section 3(f) of Executive Order (E.O.) 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. It has not been reviewed by the Office of Management and Budget under that Order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT)(44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this final rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

## Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considers whether this final rule will have a significant economic impact on a substantial number of small entities. "Small entities" include (1) small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and (2) governmental jurisdictions with populations of less than 50,000.

Because the Coast Guard expects there to be no impact from this rule, it certifies, under 5 U.S.C. 605(b), that this rule will not have a significant economic impact on a substantial number of small entities. The Coast Guard expects no impact from this rule. There will be no changes made to the operation of the bridge.

## Collection of Information

This final rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520.).

## Federalism

We have analyzed this final rule under E.O. 13132 and have determined that this final rule does not have implications for federalism under that Order.

## Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) governs the issuance of Federal regulations that require unfunded mandates. An unfunded mandate is a regulation that requires a State, local, or tribal government or the private sector to incur direct costs without the Federal Government's having first provided the funds to pay those costs. This final rule would not impose an unfunded mandate.

## Taking of Private Property

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

## Civil Justice Reform

This final rule meets applicable standards in sections 3(a) and 3(b)(2) of E.O. 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

## Protection of Children

We have analyzed this final rule under E.O. 13045, 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 health or risk to safety that may disproportionately affect children.

## Environment

We considered the environmental impact of this final rule and concluded that, under figure 2–1, paragraph (32)(e), of Commandant Instruction M16475.LC, this final rule is categorically excluded from further environmental documentation. This final rule will not change the operation of the bridge. A "Categorical Exclusion Determination" is available in the docket where indicated under **ADDRESSES**.

## List of Subjects in 33 CFR Part 117

Bridges.

## Regulations

For the reasons set out in the preamble, the Coast Guard is amending Part 117 of Title 33, Code of Federal Regulations, 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); section 117.255 also issued under the authority of Pub. L. 102–587, 105 Stat. 5039.

2. In § 117.971, the existing text is redesignated as paragraph (b) and a new paragraph (a) is added to read as follows:

#### § 117.971 Neches River

(a) The draw of the Kansas City Southern automated bridge, mile 19.5, at Beaumont, is not constantly manned and is operated from a remote site in Shreveport, Louisiana. The bridge is normally maintained in the closed to navigation position, providing 13 feet of

vertical clearance above mean high tide. This bridge will open on signal.

(1) Mariners may request a bridge opening at anytime via one of the following methods:

- (i) Telephone at 1–877–829–6295;
- (ii) Marine radio on VHF–FM Channel 16; or
- (iii) Proper sound signal as prescribed in § 117.15.

(2) When signaling by sound, if return sound signal is not sent from the remote bridge operator, in compliance with § 117.15, contact the remote operator via telephone or marine radio.

(3) An audible warning siren will sound when the bridge is in motion. Video cameras will constantly monitor the waterway near and under the draw. Once a vessel has passed through the bridge, the draw will lower, provided the infrared "under bridge" presence detector and video cameras reveal nothing under the draw.

\* \* \* \* \*

Dated: November 13, 2000.

**Paul J. Pluta,**

*Rear Admiral, U.S. Coast Guard, Commander, Eighth Coast Guard District.*

[FR Doc. 00–30391 Filed 11–28–00; 8:45 am]

**BILLING CODE 4910–15–P**

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 117

[CGD08–00–027]

#### Drawbridge Operating Regulation; Sabine Lake, Texas

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of temporary deviation from regulations.

**SUMMARY:** The Commander, Eighth Coast Guard District has issued a temporary deviation from the regulation in 33 CFR 117.979 governing the operation of the State Route 82, swing span bridge across Sabine Lake, mile 10.0 at Port Arthur, Texas. This deviation allows the State of Texas, Department of Transportation to close the bridge to navigation from 7 a.m. on December 1, 2000 through 5 p.m. on December 15, 2000. Presently, the draw is required to open on signal except that from 9 p.m. to 5 a.m., the draw shall open on signal if at least six hours notice is given to the Maintenance Construction Supervisor or the Maintenance Foreman at Port Arthur. This temporary deviation is issued to allow for replacement of the operator house and to perform electrical and mechanical maintenance.