

SUMMARY: This rule eliminates the extended visa validity benefit for certain aliens who qualified under section 154 of the Immigration Act of 1990, (IMMACT 90). Section 154 of IMMACT 90 permitted certain aliens resident in Hong Kong to extend the validity of their immigrant visa up to January 1, 2002. Since this extension can no longer be granted, the Department is removing this provision from the regulations.

EFFECTIVE DATE: March 20, 2003.

FOR FURTHER INFORMATION CONTACT: Pam Chavez, Legislation and Regulations Division, Visas Services, Department of State, Washington, DC 20520-0106, by fax to 202-663-3898 or by e-mail to chavezpr@state.gov.

SUPPLEMENTARY INFORMATION:

Aliens Entitled to Extended Visa Validity Under Section 154 of IMMACT 90

On January 30, 1991, the Department published a proposed rule (56 FR 3427) which amended 22 CFR 42.72 by adding a new paragraph (e) which entitled certain residents of Hong Kong who qualified for issuance of an immigrant visa under section 124 of IMMACT 90 to request extended visa validity until January 1, 2002. The Department finalized this rule (56 FR 32322) and it took effect on July 16, 1991. Since this benefit no longer exists, the Department is amending the regulation by removing paragraph (e).

List of Subjects in 22 CFR Part 42

Aliens, Immigrants, Passports and Visas.

In view of the reasons set forth above, 22 CFR part 42 is amended as follows:

PART 42—[AMENDED]

1. The authority citation for part 42 continues to read as follows:

Authority: 8 U.S.C. 1104.

§ 42.72 [Amended]

2. Remove paragraph (e) of § 42.72.

Dated: January 30, 2003.

Maura Harty,

*Assistant Secretary for Consular Affairs,
Department of State.*

[FR Doc. 03-6717 Filed 3-19-03; 8:45 am]

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DEPARTMENT OF STATE

22 CFR Part 42

RIN 1400-AB38

[Public Notice 4312]

Documentation of Immigrants Under the Immigration and Nationality Act, as Amended—Immediate Relatives

AGENCY: Department of State.

ACTION: Final rule.

SUMMARY: On January 11, 2002 the Department published an interim rule that expanded the definition of immediate relative to include the widows and children whose spouses/parents were victims of the September 11, 2001 terrorist attacks. This rule makes final the interim rule.

EFFECTIVE DATE: This rule takes effect March 20, 2003.

FOR FURTHER INFORMATION CONTACT: Pam Chavez, Legislation and Regulations Division, Visa Office, Room L603-C, SA-1, Department of State, Washington, DC 20522-0106, (202) 663-1206 or e-mail at chavezpr@state.gov.

SUPPLEMENTARY INFORMATION: Section 423 of Public Law 107-56 (the “USA Patriot Act”) provided for immediate relative status for spouses of U.S. citizens widowed as a direct result of the terrorist acts of September 11, 2001, regardless of the length of the marriage, and provided that the spouse was not legally separated at the time of the citizens death and files a petition within two years of the death, having not remarried in the interim. Children of a U.S. citizen killed in one of the terrorist acts of September 11, 2001 may also file a petition for status as an immediate relative, provided the petition is filed within two years of the death of the parent, and regardless of the age of the child or marital status.

Final Rule

On January 11, 2002, the Department published an interim rule [67 FR 1414] which amended 22 CFR 42.21. The rule solicited comments, however, no comments were received. This rule, therefore, makes final the interim rule with no revisions. Since no changes are being made to the interim rule, the Department does not feel it necessary to publish the regulation in full herein. The interim rule is adopted as final without changes.

Dated: February 28, 2003.

Maura Harty,

*Assistant Secretary for Consular Affairs,
Department of State.*

[FR Doc. 03-6716 Filed 3-19-03; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[CGD05-03-029]

RIN 1625-AA08

Special Local Regulations for Marine Events; Severn River, College Creek, and Weems Creek, Annapolis, Maryland

AGENCY: Coast Guard, DHS.

ACTION: Notice of implementation.

SUMMARY: The Coast Guard is implementing the special local regulations for the 24th Annual Safety at Sea Seminar, a marine event to be held March 29, 2003, on the waters of the Severn River at Annapolis, Maryland. These special local regulations are necessary to control vessel traffic due to the confined nature of the waterway and expected vessel congestion during the event. The effect will be to restrict general navigation in the regulated area for the safety of spectators and vessels transiting the event area.

DATES: 33 CFR 100.518 is effective from 11:30 a.m. to 2 p.m. on March 29, 2003.

FOR FURTHER INFORMATION CONTACT: R.L. Houck, Marine Information Specialist, Commander, Coast Guard Activities Baltimore, 2401 Hawkins Point Road, Baltimore, MD 21226-1971, (410) 576-2674.

SUPPLEMENTARY INFORMATION: The U.S. Naval Academy Sailing Squadron will sponsor the 24th Annual Safety at Sea Seminar on the waters of the Severn River, near the entrance to College Creek at Annapolis, Maryland. Waterborne activities will include exposure suit and life raft demonstrations, a pyrotechnics live-fire exercise, and a helicopter rescue. In order to ensure the safety of participants, spectators and transiting vessels, 33 CFR 100.518 will be in effect for the duration of the event. Under provisions of 33 CFR 100.518, vessels may not enter the regulated area without permission from the Coast Guard Patrol Commander. Spectator vessels may anchor outside the regulated area but may not block a navigable channel. Because these restrictions will only be

in effect for a limited period, they should not result in a significant disruption of maritime traffic.

Dated: February 26, 2003.

John C. Acton,

*Captain, U.S. Coast Guard, Acting
Commander, Fifth Coast Guard District.*

[FR Doc. 03-6643 Filed 3-19-03; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 110

[CGD08-02-017]

RIN 1625-AA01 [Formerly RIN 2115-AA98]

Anchorage Regulation; Boothville Anchorage, Venice, LA

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard is revising its regulation on Boothville Anchorage, located near mile 12.9, Lower Mississippi River, Venice, Louisiana. This revision is necessary to accommodate the construction of Sea Point, a container transshipment facility. The anchorage is reduced in size approximately 0.8 miles.

DATES: This rule is effective April 21, 2003.

ADDRESSES: Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of [CGD08-02-017] and are available for inspection or copying at Commander, Eighth Coast Guard District (m), Hale Boggs Federal Bldg., 501 Magazine Street, New Orleans, LA 70130, between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Lieutenant (LT) Karrie Trebbe, Project Manager for Eighth Coast Guard District Commander, telephone (504) 589-6271.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On November 12, 2002, the Coast Guard published a notice of proposed rulemaking (NPRM) entitled "Anchorage Regulation; Boothville Anchorage, Venice, LA", in the **Federal Register** (67 FR 68540). We received no comments on the proposed rule. No public hearing was requested, and none was held.

Background and Purpose

The Coast Guard received a request from Sea Point LLC to reduce the size

of the Boothville Anchorage by approximately 0.8 miles in order to accommodate the construction of Sea Point, a container transshipment facility in Venice, Louisiana. Sea Point is designed to allow for the immediate transfer of containers from deep draft vessels to barges destined for ports on the Mississippi River and along the Gulf of Mexico.

Sea Point LLC has advised two local pilot organizations of its intended construction. The Crescent River Pilot's Association and the Associated Federal Pilots and Docking Masters of Louisiana, two organizations whose members pilot vessels through this area and anchor vessels in the anchorage, voiced no objections to the proposed reduction of the size of the anchorage.

Discussion of Comments and Changes

We received no comments on the proposed rule. Therefore, we have made no changes to the provisions of the proposed rule.

Regulatory Evaluation

This rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory and Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not "significant" under the regulatory policies and procedures of the Department of Homeland Security (DHS).

We expect the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of DOT is unnecessary. This anchorage is primarily used for deep draft vessels waiting for mooring facilities further up river, vessels waiting for fog to dissipate, and for vessels waiting for heavy weather in the Gulf of Mexico to diminish. The revision will not obstruct the regular flow of traffic nor will it adversely affect vessels requiring anchorage, as the anchorage has been more than ample to accommodate all vessels desiring to use it.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we considered whether this rule would have a significant economic impact on a substantial number of small entities. The term "small entities" comprises 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.

The Coast Guard 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 because this anchorage is primarily used for deep draft vessels waiting for mooring facilities further up river, vessels waiting for fog to dissipate, and vessels waiting for heavy weather in the Gulf of Mexico to diminish. The shortening of this anchorage will not obstruct the regular flow of traffic nor have an adverse impact to anchoring vessels.

If you are a small business entity and are significantly affected by this regulation please contact Lieutenant (LT) Karrie Trebbe, Project Manager for Eighth Coast Guard District Commander, telephone (504) 589-6271.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), we offered to assist small entities in understanding the rule so they could better evaluate its effects on them and participate in the rulemaking processes.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1-888-REG-FAIR (1-888-734-3247).

Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In