

the Port Hampton Roads issued a temporary rule [CGD 05-96-015] establishing moving safety zones effective from March 26, 1996 through April 24, 1996. This temporary rule will become effective upon expiration of that existing temporary rule.

Discussion of Temporary Rule

The Coast Guard is establishing a 500-yard moving safety zone around the tugs and tows transporting the bridge spans being used in the Coleman Bridge Replacement Project. Tows consisting of two or three barges abreast connected by pipe bracing and tension rods will be pushed by two tugs attached at the hip. The bridge spans will sit perpendicular to the barges atop steel towers simulating the height of the bridge piers. The barges are specially configured for the carriage of these spans and will be severely restricted in their ability to maneuver and susceptible to wake damage. Therefore, these moving safety zones will be in effect while the vessels transit each way between NIT and the Coleman Bridge in both loaded and unloaded conditions.

The stationary zones will be in effect at both the Coleman Bridge and at NIT where the new spans are currently located. The safety zone at the Coleman Bridge will extend west upstream 500 yards and east downstream 500 yards from the bridge, stretching from shore to shore. This safety zone will be in effect during the entire dismantling and replacement evolution. The safety zone at NIT will include all waters within a line connecting red buoy 12 to red buoy 14, from buoy 12 due east across the Norfolk Harbor Reach of the Elizabeth River to land, and from buoy 14 due east across the reach to land. This safety zone will only be enforced during the loading and unloading of the spans.

Regulatory Evaluation

This temporary rule 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 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 temporary 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 must consider whether this temporary rule will have a significant economic impact on a substantial number of small entities. "Small entities" may include (1) small businesses and 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 of the limited duration and location of the zones established under this rule, the Coast Guard expects the impact of this temporary rule to be minimal, the Coast Guard certifies under 5 U.S.C. 605(b) that this temporary rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

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

Environment

The Coast Guard considered the environmental impact of this temporary rule and concluded that under paragraph 2.B.2.e(34) of Commandant Instruction M16475.1B (as revised by 59 FR 38654; July 29, 1994), this temporary rule is categorically excluded from further environmental documentation. A "Categorical Exclusion Determination" is available in the docket for inspection or copying.

List of Subjects in 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 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. Temporary Section 165.T05-008 is added to read as follows:

§ 165.T05-008 Safety Zone: James River, Elizabeth River, Chesapeake Bay, Port of Hampton Roads, VA.

(a) *Location.* The following areas are safety zones:

(1) All waters within 500 yards of any tug and tow involved in moving the Coleman Bridge spans while in both loaded and unloaded condition while transiting in either direction between Norfolk International Terminals (NIT) located on the Elizabeth River at the Norfolk Harbor Reach and the Coleman Bridge, which crosses the York River connecting Yorktown, Virginia with Gloucester Point, Virginia.

(2) All waters within 500 yards upstream and 500 yards downstream of the Coleman Bridge in the York River.

(3) All waters within a line connecting red buoy 12 to red buoy 14, and a line drawn due east from buoy 12 due east across the Norfolk Harbor Reach of the Elizabeth River to land, and from buoy 14 due east across the reach to land. This zone will be enforced during the loading and unloading of the bridge spans at NIT.

(b) *Definitions.* *Captain of the Port* means the Captain of the Port of Hampton Roads, VA. or any Coast Guard commissioned, warrant, or petty officer who has been authorized by the Captain of the Port Hampton Roads to act on his behalf.

(c) (1) In accordance with the general provisions in §§ 165.23 and 165.501, entry into the zones described in paragraph (a) of this section is prohibited unless authorized by the Captain of the Port. The general requirements of §§ 165.23 and 165.501 also apply to this section.

(2) Persons or vessels requiring entry into or passage through the safety zones must first request authorization from the Captain of the Port. The Coast Guard vessels enforcing the safety zones can be contacted on VHF Marine Band Radio, channels 13 and 16. The Captain of the Port may be contacted at telephone number (804) 441-3314 or at the Marine Safety Office, Hampton Roads, VA.

(d) The Captain of the Port will notify the public of vessel movements and changes in the status of these zones by Marine Safety Broadcast on VHF Marine Band Radio, Channel 22 (157.1 MHz).

Dated: April 12, 1996.

Dennis A. Sande,

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

[FR Doc. 96-9652 Filed 4-18-96; 8:45 am]

BILLING CODE 4910-14-M

**FEDERAL EMERGENCY
MANAGEMENT AGENCY****44 CFR Part 65**

[Docket No. FEMA-7174]

**Changes in Flood Elevation
Determinations****AGENCY:** Federal Emergency
Management Agency, FEMA.**ACTION:** Interim rule.

SUMMARY: This interim rule lists communities where modification of the base (1% annual chance) flood elevations is appropriate because of new scientific or technical data. New flood insurance premium rates will be calculated from the modified base flood elevations for new buildings and their contents.

DATES: These modified base flood elevations are currently in effect on the dates listed in the table and revise the Flood Insurance Rate Map(s) (FIRMs) in effect prior to this determination for each listed community.

From the date of the second publication of these changes in a newspaper of local circulation, any person has ninety (90) days in which to request through the community that the Acting Associate Director reconsider the changes. The modified elevations may be changed during the 90-day period.

ADDRESSES: The modified base flood elevations for each community are available for inspection at the office of the Chief Executive Officer of each community. The respective addresses are listed in the following table.

FOR FURTHER INFORMATION CONTACT: Michael K. Buckley, P.E., Chief, Hazard Identification Branch, Mitigation Directorate, 500 C Street, SW., Washington, DC 20472, (202) 646-2756.

SUPPLEMENTARY INFORMATION: The modified base flood elevations are not listed for each community in this

interim rule. However, the address of the Chief Executive Officer of the community where the modified base flood elevation determinations are available for inspection is provided.

Any request for reconsideration must be based upon knowledge of changed conditions, or upon new scientific or technical data.

The modifications are made pursuant to section 201 of the Flood Disaster Protection Act of 1973, 42 U.S.C. 4105, and are in accordance with the National Flood Insurance Act of 1968, 42 U.S.C. 4001 et seq., and with 44 CFR part 65.

For rating purposes, the currently effective community number is shown and must be used for all new policies and renewals.

The modified base flood elevations are the basis for the floodplain management measures that the community is required to either adopt or to show evidence of being already in effect in order to qualify or to remain qualified for participation in the National Flood Insurance Program.

These modified elevations, together with the floodplain management criteria required by 44 CFR 60.3, are the minimum that are required. They should not be construed to mean that the community must change any existing ordinances that are more stringent in their floodplain management requirements. The community may at any time enact stricter requirements of its own, or pursuant to policies established by other Federal, state or regional entities.

The changes in base flood elevations are in accordance with 44 CFR 65.4.

National Environmental Policy Act

This rule is categorically excluded from the requirements of 44 CFR Part 10, Environmental Consideration. No environmental impact assessment has been prepared.

Regulatory Flexibility Act

The Acting Associate Director, Mitigation Directorate, certifies that this rule is exempt from the requirements of the Regulatory Flexibility Act because modified base flood elevations are required by the Flood Disaster Protection Act of 1973, 42 U.S.C. 4105, and are required to maintain community eligibility in the National Flood Insurance Program. No regulatory flexibility analysis has been prepared.

Regulatory Classification

This interim rule is not a significant regulatory action under the criteria of section 3(f) of Executive Order 12866 of September 30, 1993, Regulatory Planning and Review, 58 FR 51735.

Executive Order 12612, Federalism

This rule involves no policies that have federalism implications under Executive Order 12612, Federalism, dated October 26, 1987.

Executive Order 12778, Civil Justice Reform

This rule meets the applicable standards of section 2(b)(2) of Executive Order 12778.

List of Subjects in 44 CFR Part 65

Flood insurance, Floodplains, Reporting and recordkeeping requirements. Accordingly, 44 CFR part 65 is amended to read as follows:

PART 65—[AMENDED]

1. The authority citation for part 65 continues to read as follows:

Authority: 42 U.S.C. 4001 et seq.; Reorganization Plan No. 3 of 1978, 3 CFR, 1978 Comp., p. 329; E.O. 12127, 44 FR 19367, 3 CFR, 1979 Comp., p. 376.

§ 65.4 [Amended]

2. The tables published under the authority of § 65.4 are amended as follows:

State and county	Location	Dates and name of newspaper where notice was published	Chief executive officer of community	Effective date of modification	Community No.
Alabama: Calhoun	Unincorporated areas.	March 6, 1996, March 13, 1996, <i>The Anniston Star</i> .	Mr. Kenneth Joiner, Calhoun County Administrator, 1702 Noble Street, Suite 103, Anniston, Alabama 36201.	Feb. 28, 1996	010013C
Alabama: Calhoun and Talladega.	Oxford (City)	March 6, 1996, March 13, 1996, <i>The Anniston Star</i> .	The Honorable Leon Smith, Mayor of the City of Oxford, P.O. Box 3383, 100 Choccolocco Street, Oxford, Alabama 36203.	Feb. 28, 1996	010023C
Florida: Broward	Hillsboro Beach (Town).	February 1, 1996, February 8, 1996, <i>Observer</i> .	The Honorable Howard Sussman, Mayor of the Town of Hillsboro Beach, 1210 Hillsboro Mile, Hillsboro Beach, Florida 33062.	Jan. 24, 1996	120040F

State and county	Location	Dates and name of newspaper where notice was published	Chief executive officer of community	Effective date of modification	Community No.
Florida: Duval	Jacksonville (City)	February 1, 1996, February 8, 1996, <i>The Florida Times-Union</i> .	The Honorable John Delaney, Mayor of the City of Jacksonville, 220 East Bay Street, 14th Floor, Jacksonville, Florida 32202-3495.	Jan. 25, 1996	120077E
Florida: Pinellas	St. Petersburg (City).	January 26, 1996, February 2, 1996, <i>St. Petersburg Times</i> .	The Honorable David J. Fisher, Mayor of the City of St. Petersburg, P.O. Box 2842, St. Petersburg, Florida 33731.	Jan. 19, 1996	125148C
Georgia: Fulton	Fairburn (City)	February 29, 1996, March 7, 1996, <i>The South Fulton Neighbor</i> .	The Honorable Betty Hannah, Mayor of the City of Fairburn, P.O. Box 145, Fairburn, Georgia 30213.	June 5, 1996	130314B
Georgia: Fulton	Unincorporated areas.	February 8, 1996, February 15, 1996, <i>Daily Report</i> .	Mr. Mitchell Skandalakis, Chairman of the Fulton County Board of Commissioners, 141 Pryor Street, S.W., Atlanta, Georgia 30303.	May 15, 1996	135160B
Illinois: Marion and Clinton.	Centralia (City)	February 23, 1996, March 1, 1996, <i>Centralia Sentinel</i> .	Ms. Becky Roeckeman, Community Development Director, 222 South Poplar Street, Centralia, Illinois 62801.	Aug. 16, 1996	170453C
Illinois: Cook	Village of Matteson	February 8, 1996, February 15, 1996, <i>The Matteson—Richton Park Star</i> .	Mr. Mark Stricker, Matteson Village President, 3625 West 215th Street, Matteson, Illinois 60443.	Feb. 1, 1996	170123C
Illinois: Tazewell	Morton (Village)	March 6, 1996, March 13, 1996, <i>Tazewell News</i> .	Robert D. Hertenstein, M.D., President of the Village of Morton Board of Trustees, P.O. Box 28, 120 North Main Street, Morton, Illinois 61550-0028.	Feb. 28, 1996	170652D
Indiana: Hamilton	Town of Westfield	February 13, 1996, February 20, 1996, <i>Noblesville Daily Ledger</i> .	Mr. Mike McDonald, Westfield Town Council President, 130 Penn Street, Westfield, Indiana 46074.	May 20, 1996	180083C
Massachusetts: Bristol.	Mansfield (Town)	January 26, 1996, February 2, 1996, <i>Mansfield News</i> .	Mr. William F. Williams, Mansfield Town Manager, 50 West Street, Mansfield, Massachusetts 02048.	May 2, 1996	250057
New Jersey: Middlesex.	Township of East Brunswick.	February 9, 1996, February 16, 1996, <i>The Home News and Tribune</i> .	The Honorable Ira Oskowsky, Mayor of the Township of East Brunswick, P.O. Box 1081, East Brunswick, New Jersey 08816.	Feb. 2, 1996	340260C
New York: Erie	Amherst (Town)	January 31, 1996, February 7, 1996, <i>Amherst Bee</i> .	Mr. Thomas Ahern, Town of Amherst Supervisor, Amherst Municipal Building, 5583 Main Street, Williamsville, New York 14221.	May 8, 1996	360226D
New York: Allegany	Wellsville (Town) ...	March 14, 1996, March 21, 1996, <i>The Wellsville Daily Reporter</i> .	Mr. Michael T. Baldwin, Supervisor of the Town of Wellsville, Municipal Building, 156 North Main Street, Wellsville, New York 14895.	Sept. 6, 1996	360035B
New York: Allegany	Wellsville (Village)	March 14, 1996, March 21, 1996, <i>The Wellsville Daily Reporter</i> .	The Honorable Susan C. Goetschius, Mayor of the Village of Wellsville, Municipal Building, 156 North Main Street, Wellsville, New York 14895.	Sept. 6, 1996	360036B
New York: Erie	Williamsville (Village).	January 31, 1996, February 7, 1996, <i>Amherst Bee</i> .	The Honorable Basil Piazza, Mayor of the Village of Williamsville, P.O. Box 1557, Williamsville, New York 14231-1557.	May 8, 1996	360263B
North Carolina: Haywood.	Unincorporated areas.	January 31, 1996, February 7, 1996, <i>The Mountaineer</i> .	Mr. Ed Russell, Chairman of the Haywood County Board of Commissioners, 420 North Main Street, Waynesville, North Carolina 28786.	Jan. 24, 1996	370120B

(Catalog of Federal Domestic Assistance No. 83.100, "Flood Insurance.")

Dated: April 9, 1996.

Richard W. Krimm,

Acting Associate Director for Mitigation.

[FR Doc. 96-9606 Filed 4-18-96; 8:45 am]

BILLING CODE 6718-03-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

49 CFR Part 391

[FHWA Docket No. MC-96-2]

RIN 2125-AD73

Qualification of Drivers; Vision and Diabetes; Limited Exemptions

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Final rule; technical correction.

SUMMARY: This document corrects the amendatory language for 49 CFR 391.2 in the issue of March 26, 1996, in FR Doc. 96-7226 on page 13346 (61 FR 13338). The March 26 document contained, among other things, a technical amendment to relocate an existing provision on exemptions for intracity zone drivers, found at 49 CFR 391.2(d), to 49 CFR 391.62 so that all limited exemptions from driver qualification standards could be found in the same subpart. Paragraphs 391.2(a), (b), and (c), were to remain unchanged.

Inadvertently, the paragraph designation for § 391.2(d) was omitted in the amendatory language where the text of this paragraph only was redesignated as § 391.62, thereby deleting § 391.2 (a), (b), and (c). This document technically corrects that amendatory language to include the omitted paragraph designation and thereby reinstate the text of § 391.2 (a), (b), and (c).

EFFECTIVE DATE: March 31, 1996.

FOR FURTHER INFORMATION CONTACT: For information regarding program issues: Ms. Sandra Zywockarte, Office of Motor Carrier Research and Standards, (202) 366-4001. For information regarding legal issues: Mr. Paul Brennan, Office of Chief Counsel, (202) 366-0834. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

The FHWA hereby corrects the amendatory language for 49 CFR 391.2 as published on March 26, 1996, in FR Doc. 96-7226 on page 13346 to read as follows:

§ 391.2(d) [Redesignated as § 391.62]

2. Part 391 is amended by redesignating § 391.2(d) as § 391.62 and revising it to read as follows:

Authority: 49 U.S.C. 504, 31133, 31136, and 31502; and 49 CFR 1.48.

Issued on: April 8, 1996.

Edward V.A. Kussy,

Acting Chief Counsel.

[FR Doc. 96-9557 Filed 4-18-96; 8:45 am]

BILLING CODE 4910-22-M

National Highway Traffic Safety Administration

49 CFR Part 583

[Docket No. 92-64; Notice 08]

RIN 2127-AG03

Motor Vehicle Content Labeling

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Denial of petition for reconsideration.

SUMMARY: The American Automobile Labeling Act requires passenger motor vehicles (passenger cars and other light vehicles) to be labeled with information about their domestic and foreign parts content. NHTSA issued a final rule in July 1994 to implement that statute. In September 1995, in response to petitions for reconsideration, the agency issued a final rule modifying that final rule. This document responds to a petition for reconsideration of the September 1995 final rule. Upon review, the agency is denying the petition.

FOR FURTHER INFORMATION CONTACT: Mr. Orron Kee, Office of Planning and Consumer Programs, National Highway Traffic Safety Administration, Room 5313, 400 Seventh Street SW., Washington, DC 20590 (202-366-0846).

SUPPLEMENTARY INFORMATION:

Background

On July 21, 1994, NHTSA published in the Federal Register (59 FR 37294) a new regulation, 49 CFR Part 583, Automobile Parts Content Labeling, to implement the American Automobile Labeling Act (Labeling Act). That Act, which is codified at 49 U.S.C. 32304, requires passenger motor vehicles to be labeled with information about their domestic and foreign parts content.

Under the Labeling Act and Part 583, vehicle manufacturers are required to affix to all new passenger motor vehicles a label which provides the following information: U.S./Canadian Parts Content, Major Sources of Foreign

Parts Content, Final Assembly Point, Country of Origin for the Engine, and Country of Origin for the Transmission. Vehicle manufacturers must calculate the information for the label, relying on information provided to them by suppliers. Under the 1994 final rule, manufacturers and allied suppliers are required to request their suppliers to provide the relevant content information specified in Part 583, and the suppliers are required to provide the specified information in response to such requests.

NHTSA received a number of petitions for reconsideration of the 1994 final rule, including one from the American Automobile Manufacturers Association (AAMA). NHTSA issued two notices in response to those petitions.

In a final rule published in the Federal Register (60 FR 14228) on March 16, 1995, NHTSA partially responded to the petitions for reconsideration by extending, for an additional year, a temporary alternative approach for data collection and calculations. This approach permits manufacturers and suppliers to use procedures that are expected to yield similar results to the full procedures set forth in Part 583. NHTSA provided this temporary alternative approach in the 1994 final rule because there was insufficient remaining time, before the statutory date for beginning to provide labeling information, for manufacturers to complete the full procedures. The agency provided the one-year extension of the temporary approach in light of a substantial number of complex issues raised about the full procedures in the petitions for reconsideration and the time needed by the agency to address those issues.

The agency completed its response to the petitions in a final rule published in the Federal Register (60 FR 47878) on September 15, 1995. The agency made a number of changes to reduce the burdens associated with making content calculations and to produce more accurate information.

The agency received one petition for reconsideration of the September 1995 final rule. AAMA re-raised an issue that it had raised in its first petition, concerning a provision in Part 583 which specifies that the U.S./Canadian content of components must be defaulted to zero if suppliers fail to respond to a manufacturer's or allied supplier's request for content information. In initially adopting this provision in the July 1994 final rule, the agency stated that it did not believe that this situation will occur very often and that the provision will ensure that U.S./