

Federalism

We have analyzed this rule under Executive Order 13132 and have determined that this 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 unfunded mandate costs. This rule will not impose an unfunded mandate.

Taking of Private Property

This rule will 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 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 rule under E.O. 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not concern an environmental risk to health or safety that may disproportionately affect children.

Environment

The Coast Guard has considered the environmental impact of this action and has determined pursuant to Figure 2–1, paragraph 34(h) of Commandant Instruction M16475.1C, that this action is categorically excluded from further environmental documentation.

List of Subjects in 33 CFR Part 100

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

Temporary Regulations

In consideration of the foregoing, the Coast Guard amends part 100 of Title 33, Code of Federal Regulations as follows:

PART 100—[AMENDED]

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233.49 CFR 1.46, and 33 CFR 100.35.

2. Add temporary § 100.35T–07–035 to read as follows:

§ 100.35T–07–035 South Carolina Aquarium Grand Opening fireworks display, Charleston Harbor, Charleston, SC.

(a) *Regulated Area.* The rectangular regulated area in Charleston Harbor is bounded on the north by a line drawn along latitude 32°47'38" N, on the south by a line along 32°46'40" W, on the east by a line along longitude 79°54'57" W and on the west by a line along 79°55'23" W. All coordinates referenced use Datum: NAD 1983.

(b) *Coast Guard Patrol Commander.* The Coast Guard Patrol Commander is a commissioned, warrant, or petty officer of the Coast Guard who has been designated by Commanding Officer, Group Charleston, SC.

(c) *Special Local Regulations.* Entry into the regulated area by other than event participants is prohibited, unless otherwise authorized by the Patrol Commander. Spectator craft may remain in a spectator area to be established by the event sponsor, The South Carolina Aquarium.

(d) *Dates.* These regulations become effective at 8:30 p.m. and terminate at 10 p.m. EDT on May 20, 2000.

Dated: April 20, 2000

G. W. Sutton,

Captain, U.S. Coast Guard, Commander, Seventh Coast Guard District Acting.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD01–00–127]

Drawbridge Operation Regulations: Fore River, MA

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, First Coast Guard District has issued a temporary deviation from the existing drawbridge regulations for the Quincy Weymouth SR3A Bridge, mile 3.5, across the Fore River between Quincy and Weymouth, Massachusetts. This deviation allows the bridge owner to keep the bridge in the closed position for 4 hours, 8 a.m. to 12 p.m., on May 6, 2000. This deviation is necessary to facilitate necessary repairs to the bridge.

DATES: This deviation is effective on May 6, 2000.

FOR FURTHER INFORMATION CONTACT: Mr. John McDonald, Project Officer, First Coast Guard District, (617) 223–8364.

SUPPLEMENTARY INFORMATION: The Quincy Weymouth SR3A Bridge has a vertical clearance of 33 feet at mean high water and 43 feet at mean low water. The existing regulations for the bridge in 33 CFR 117.621 require the bridge to open on signal, except that; from 6:30 a.m. to 9 a.m. and 4:30 p.m. to 6:30 p.m., Monday through Friday, except holidays observed in the locality, the draw need not be opened. The draw shall open on signal at all times for self-propelled vessels greater than 10,000 gross tons.

The bridge owner, the Massachusetts Highway Department (MHD), asked the Coast Guard to allow the bridge to remain closed on May 6, 2000, from 8 a.m. to 12 p.m. to facilitate electrical repairs at the bridge.

In accordance with 33 CFR 117.35(c), this work will be performed with all due speed in order to return the bridge to normal operation as soon as possible. This deviation is authorized under 33 CFR 117.35.

Dated: April 24, 2000.

Robert F. Duncan,

Captain, U.S. Coast Guard, Acting Commander, First Coast Guard District.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD01–00–128]

Drawbridge Operation Regulations: Piscataqua River, ME

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, First Coast Guard District has issued a temporary deviation from the existing drawbridge regulations for the Sarah M. Long (Route 1 Bypass) Bridge, mile 4.0, across the Piscataqua River between Kittery, Maine and Portsmouth, New Hampshire. This deviation allows the bridge owner to keep the bridge in the closed position for 5 hours, 12 p.m. through 5 p.m., on May 17, 2000. This deviation is necessary to facilitate electrical repairs at the bridge.

DATES: This deviation is effective on May 17, 2000.