final rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. The basis for this finding is that Anchorage 7 is already being utilized within the boundaries set forth in this final rule.

Small Entities

Under 5 U.S.C. 601 et seq., known as the Regulatory Flexibility Act, the Coast Guard must consider whether this final rule will 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 that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632). Since the impact of this final rule is expected to be minimal, the Coast Guard will certify under 5 U.S.C. 605(b), that this final rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This final rule contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

This final rule has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it is anticipated that this final rulemaking will not raise sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

This final rulemaking has been thoroughly reviewed by the Coast Guard and determined to be categorically excluded from further environmental documentation in accordance with section 2.B.2.e of Commandant Instruction M16475.1B. It has been determined that a Categorical Exclusion Determination statement is not required (see 59 FR 38654, July 29, 1994).

List of Subjects in 33 CFR Part 110

Anchorage Grounds.

Final Regulations

For the reasons set out in the preamble, Part 110 of Title 33, Code of Federal Regulations is amended as follows:

PART 110—ANCHORAGE REGULATIONS

1. The authority citation for Part 110 continues to read as follows:

Authority: 33 U.S.C. 471, 2030, 2035 and 2071; 49 CFR 1.46 and 33 CFR 1.05–1(g).

Section 110.1a and each section listed in 110.1a are also issued under 33 U.S.C. 1223 and 1231.

2. In § 110.157 paragraph (a)(8) is revised to read as follows:

§110.157 Delaware Bay and River.

(a) * * *

(8) Anchorage 7 off Marcus Hook. (i) On the southeast side of the channel along Marcus Hook Range, bounded by a line connecting the following points:

4" W
"W
"W
" W
,,

(DATUM: NAD 83)

(ii) A vessel that is arriving from or departing for sea and that requires an examination by public health, customs, or immigration authorities shall anchor in the preferential area of this anchorage designated for the use of vessels awaiting quarantine inspection, this area being the waters bounded by the arc of a circle with a radius of 366 yards and with the center located at:

Latitude Longitude 39°48'46.334" N 75°23'26.881" W

(DATUM: NAD 83)

(iii) Should the remainder of the anchorage be in use, the preferential area, when available, may be used by vessels not subject to quarantine inspection.

Dated: January 23, 1995.

W.J. Ecker.

Rear Admiral, U.S. Coast Guard Commander, Fifth Coast Guard District. [FR Doc. 95–4410 Filed 2–22–95; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 162

[CGD09-95-006]

Temporary Speed Limits for the St. Marys River

AGENCY: Coast Guard, DOT. **ACTION:** Temporary final rule.

SUMMARY: The Coast Guard is making a temporary amendment to the speed limits for the St. Marys River during the 1994–95 icebreaking season. This amendment reduces the speed limit by 2 miles per hour through that part of the system, between Munuscong Lake Lighted Buoy 8 (LLNR 13065) and Lake Nicolet Light 80 (LLNR 13465) upbound and between Lake Nicolet Light 80 (LLNR 13465) and West Neebish

Channel Light 9 (LLNR 13715) downbound. These temporary changes to the speed regulations are a precautionary measure to minimize any possible damage to the environment due to movement of large commercial vessels through the ice.

EFFECTIVE DATE: This regulation is effective from February 9, 1995, through April 15, 1995.

FOR FURTHER INFORMATION CONTACT: Lieutenant Scott J. Smith, Ninth Coast Guard District, Aids to Navigation and Waterways Management Branch, 1240 Fast 9th Street, Cleveland, Ohio 44199

Waterways Management Branch, 1240 East 9th Street, Cleveland, Ohio 44199– 2060, (216) 522–3990 or Ensign William B. Morgan, Group Sault Ste. Marie, 337 Water St., Sault Ste. Marie, MI 49783, (906) 635–3303.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, a Notice of Proposed Rulemaking has not been published for this regulation and good cause exists for making it effective in less than 30 days from the date of publication. Publication of a notice of proposed rulemaking and delay in the effective date would be contrary to the public interest because immediate action is necessary to prevent possible damage to the environment. Additionally, the Coast Guard issued this temporary rule for the 1993–94 icebreaking season and no comments were received. Therefore, nothing would apparently be gained by prepublication.

Discussion of Proposed Regulations

In a letter received on February 26, 1993, the Michigan Department of Natural Resources advised the Commander of the Ninth Coast Guard District of concerns over the environmental impact of ship transits through the St. Marys River during the period of March 21 to April 1. March 25 is the fixed date for the opening of the locks at Sault St. Marie, which allows large commercial shipping access to the St. Marys River from Lake Superior. In accordance with an agreement reached on June 29, 1993, with the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service and the Michigan Department of Natural Resources, the Coast Guard is making this temporary change to the speed regulations during periods when icebreaking is being conducted in the vicinity of Neebish Island, St. Mary's River, Michigan, as a precautionary measure to minimize any possible damage to the environment. The speed limit is being reduced by 2 statute miles per hour in the area between Munuscong Lake Lighted Buoy 8 (LLNR 13065) and Lake Nicolet Light 80 (LLNR 13465), upbound, and