with a phase-in period until the beginning of the 1997 navigation season to ease transition.

Section 401.9, "Radiotelegraph equipment", would be amended by revising paragraph (a) to round off the length requirement for self-propelled vessels from 19.8 m to 20.0 m for simplification.

Section 401.10, "Mooring lines", would be amended by revising paragraphs (b) and (c) to routinely allow synthetic lines since vessels now use them routinely and safely worldwide.

Section 401.13, "Hand lines", would be amended by revising paragraph (b) to require hand lines to have a diameter of between 12 and 20 mm and a minimum length of 35 m with uniform thickness throughout to avoid jamming on the car haulers and bollards that has occurred because of splicing of uneven pieces.

because of splicing of uneven pieces.
Section 401.26, "Security for tolls", would be amended by revising paragraph (d) to reduce the security required where a number of vessels, for each of which a preclearance application has been approved, are owned or controlled by the same individual or company and have the same representative. Security for tolls for these vessels would not be required if every toll account received in the preceding five years has been paid within forty-five days after the vessel enters the Seaway.

Section 401.42, "Passing hand lines", would be amended by revising paragraph (a)(1) to change "linesmen" to "linehandlers" for gender neutrality.

to "linehandlers" for gender neutrality. Section 401.43, "Mooring table", would be amended by deleting the unnecessary references to specific locations for simplification.

Section 401.45, "Emergency procedure", would be amended to requiring the Master to be responsible for giving the signal in an emergency upon entering the locks to make the practice consistent in both Canadian and U.S. locks and, for safety purposes, by requiring mooring lines to be put out as quickly as possible.

Section 401.52, "Limit of approach to a bridge", would be amended by revising paragraph (b) to change "Caughnawaga" to "Kahnawake", as it is now commonly known.

Section 401.64, "Calling in", would be amended by revising paragraph (e) to make the master solely responsible because it is his or hers, not the pilot's responsibility.

Section 401.65, "Communication—ports, docks, and anchorages", would be amended by revising paragraph (a)(1) to round off 0.87 of a nautical mile to 1 nautical mile for simplification and by removing that part of paragraph (c) that

refers to dangerous cargo reporting and placing its substance in § 401.66, which is a more appropriate location.

Section 401.66, "Applicable laws", would be amended by redesignating the current text as paragraph (a) and adding a new paragraph (b), which would be the text removed from § 401.65(c) amended to change the dangerous cargo reporting and filing requirements to reflect the practice instituted by the Canadian Authority under Seaway Notice No. 2 of 1993.

Section 401.71, "Signals—explosive or hazardous cargo vessels", would be amended by deleting paragraph (b) and revising current paragraph (a) to combine the requirements for explosive and hazardous vessels into one to be consistent with the international collision regulations.

Section 401.72, "Reporting—explosive and hazardous cargo vessels", would be amended by adding new paragraphs (e), (f), (g), and (h) to require certain information on load plans concerning dangerous cargo to ensure enhanced safety, reflecting the practice instituted by the Authority under Seaway Notice No. 2 of 1993.

Seaway Notice No. 2 of 1993.

Section 401.75, "Payment of tolls", would be amended to provide that every toll invoice shall be paid in Canadian or American funds within forty-five days after the vessel enters the Seaway and any adjustment of the amount payable shall be provided for in a subsequent invoice, which is consistent with the proposed new policy on reduced security as proposed for § 401.26(d).

Section 401.84, "Reporting of impairment or other hazard by vessels transiting within the Seaway", would be amended by revising paragraph (c) to reflect that the reporting requirements cover the equipment listed in Schedule I as well.

Section 401.89, "Transit refused", would be amended by revising paragraph (a)(1) to transit refusal may be based upon the equipment requirements in Schedule I as well when transiting Canadian waters.

Section 401.91, "Removal of obstructions", would be amended to remove the words "take such action \* \* \* as the Corporation or the Authority deem necessary" as superfluous.

Section 401.94, "Keeping copy of regulations", would be amended to require that, in addition to a copy of the Regulations, a copy of the vessel's latest Ship Inspection Report, and Seaway Notices for the navigation year shall be kept on board each vessel, which reflects the routine requirement for this documentation for inspection and reference purposes.

Schedule I, "VESSELS TRANSITING U.S. WATERS", would be amended by revising paragraph (d)(3) to require, for each vessel with a fixed propeller, a table of shaft revolutions per minute, for a representative range of speeds, and a notice showing any critical range of revolutions at which the engine designers recommend that the engine not be operated on a continuous basis because this information is necessary for officers or pilots having conduct of the vessel.

Schedule II, "Table of Speeds", would be amended by revising item 4 to reduce the allowable speeds in the area covered, by revising item 6 to reduce the allowable speeds the area covered and include the areas now covered by items 7 through 10 under item 6's allowable speed limits to eliminate varying speed areas, reduce speeding violations, and reduce vessel wake damages. Current items 7 through 10 would be removed and current items 11 through 15 would be renumbered accordingly.

Appendix I, "Vessel Dimensions", would be amended by revising the second undesignated paragraph after paragraph (b) to round off "23.16 m" to "23.2 m" for simplification and conformity with the proposed amendment to § 401.3.

## **Regulatory Evaluation**

This proposed regulation involves a foreign affairs function of the United States, and therefore, Executive Order 12866 does not apply. This proposed regulation has also been evaluated under the Department of Transportation's Regulatory Policies and Procedures and the proposed regulation is not considered significant under those procedures and its economic impact is expected to be so minimal that a full economic evaluation is not warranted.

## **Regulatory Flexibility Act Determination**

The Saint Lawrence Seaway
Development Corporation certifies that
this proposed regulation, if adopted,
would not have a significant economic
impact on a substantial number of small
entities. The St. Lawrence Seaway
Regulations and Rules primarily relate
to the activities of commercial users of
the Seaway, the vast majority of whom
are foreign vessel operators. Therefore,
any resulting costs will be borne mostly
by foreign vessels.

## **Environmental Impact**

This proposed regulation does not require an environmental impact statement under the National Environmental Policy Act (49 U.S.C.