services appropriate for credit card use is relatively small, *i.e.*, the bulk of purchases appropriate for credit card use is supplies. Thus, this rule is not expected to have a "significant economic impact on a substantial number of small entities" within the meaning of the Regulatory Flexibility Act, and the Department has certified to this effect to the Chief Counsel for Advocacy of the Small Business Administration. A regulatory flexibility analysis is not required.

Administrative Procedure Act

This rule will facilitate Federal agency purchases of \$2,500 or less under provisions authorized by the micro-purchase authority of the Federal Acquisition Streamlining Act of 1994, effective October 1, 1995. Accordingly, the Agency for good cause finds, pursuant to U.S.C. 553(d)(3), that delay of the effective date of this rule is impracticable and contrary to the public interest.

Document Preparation

This document was prepared under the direction and control of Maria Echaveste, Administrator, Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor.

List of Subjects in 29 CFR Part 4

Administrative practice and procedures, Employee benefit plans, Government contracts, Investigations, Labor, Law enforcement, Minimum wages, Penalties, Recordkeeping requirements, Reporting requirements, Wages.

Accordingly, 29 CFR Part 4 of the Code of Federal Regulations is amended as set forth below.

Signed at Washington, D.C., on this 27th day of September, 1995.

Maria Echaveste,

Administrator, Wage and Hour Division.

PART 4—LABOR STANDARDS FOR FEDERAL SERVICE CONTRACTS

1. Authority citation for Part 4 continues to read as follows:

Authority: 41 U.S.C. 351, *et seq.*, 79 Stat. 1034, as amended in 86 Stat. 789, 90 Stat. 2358; 41 U.S.C. 38 and 39; and 5 U.S.C. 301.

§ 4.7 [Removed and Reserved]

2. In Subpart A, § 4.7 is removed and reserved.

[FR Doc. 95–24504 Filed 10–2–95; 8:45 am] BILLING CODE 4510–27–M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD01-94-149]

RIN 2115-AE47

Drawbridge Operation Regulations; Danvers, MA

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard has changed the operating rules governing the Beverly-Salem SR1A Bridge at mile 0.0, between Salem and Beverly, Massachusetts, and the Essex County Kernwood Bridge at mile 1.0, between Peabody and Beverly, Massachusetts. Both bridges span the Danvers River. This final rule will permit the bridge owner, the Massachusetts Highway Department (MHD), to reduce the time periods that the bridges are crewed and increase the time periods that the bridges will be on a one-hour advance notice for openings. This action is being taken because there have been historically few requests for bridge openings during the time periods that MHD will not crew the bridge and require a one-hour advance notice for bridge openings. This change to the regulations will relieve the bridge owner of the unnecessary burden of having personnel at the bridge during the time periods that have had few requests for openings.

EFFECTIVE DATE: November 2, 1995.

ADDRESSES: Unless otherwise indicated, documents referred to in this preamble are available for copying and inspection at the First Coast Guard District, Bridge Branch office located inthe Captain John Foster Williams Federal Building, 408 Atlantic Ave., Boston, Massachusetts 02110–3350, room 628, between 6:30 a.m. and 3 p.m., Monday through Friday, except federal holidays. The telephone number is (617) 223–8364.

FOR FURTHER INFORMATION CONTACT: John W. McDonald, Project Manager, Bridge Branch, (617) 223–8364.

SUPPLEMENTARY INFORMATION:

Drafting Information

The principal persons involved in drafting this final rule are Mr. John W. McDonald, Project Officer, Bridge Branch, and Lieutenant Commander Samuel R. Watkins, Project Counsel, District Legal Office.

Regulatory History

On January 19, 1995 the Coast Guard published a notice of proposed

rulemaking entitled "Drawbridge Operation Regulations; Danvers River, Massachusetts" in the Federal Register (60 FR 3794). The Coast Guard received no comments on the notice of proposed rulemaking. No public hearing was requested, and none was held.

Background and Purpose

The Beverly-Salem SR1A Bridge, mile 0.0, between Salem and Beverly, Massachusetts, has a vertical clearance of 10' above mean high water (MHW) and 19' above mean low water (MLW). The Essex County Kernwood Bridge at mile 1.0, between Peabody and Beverly, Massachusetts, has a vertical clearance of 8' above MHW and 17' above MLW.

The MHD has requested authority to reduce the times when the bridges are crewed by drawtenders and to increase the times when the bridges are on one-hour advance notice for openings. This request by MHD seeks relief from the unncessary burden of crewing the bridges during times of infrequent requests for bridge openings.

Discussion of Comments and Changes

No comments were received in response to the notice of proposed rulemaking. No changes to the proposed rule have been made.

Regulatory Evaluation

This 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 been exempted from review 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 rule to be so minimal that a full Regulatory Evaulation, under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. This conclusion is based on the fact that this rule will not prevent mariners from passing through the Beverly Salem SR1A Bridge and the Essex County Kernwood Bridge, but will only require mariners to plan their transits.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considered whether this 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