

boundary. This section is also being revised so that Baltimore's common boundary with the Hampton Roads Marine Inspection and COTP Zones matches that described for section 3.25-10. The result will be that the Baltimore Marine Inspection Zone and COTP Zone will encompass the whole of the State of Maryland, including the Potomac River to the Virginia and District of Columbia boundaries, with the exception of that portion of Maryland east of 75°30' N. longitude.

§ 3.40-25. This section, describing the Houston Marine Inspection Zone and Captain of the Port Zone, is removed.

§ 3.40-28. This section, describing the Houston-Galveston Marine Inspection Zone and Captain of the Port Zone, is added. The MSO Houston remains at the same location, is renamed MSO Houston-Galveston, and assumes MI and COTP authority. MSO Galveston remains at the same location, becomes Marine Safety Unit (MSU) Galveston, and is a subordinate office to MSO Houston-Galveston with no independent MI or COTP authority.

§ 3.40-30. This section, describing the Galveston Marine Inspection Zone and Captain of the Port Zone, is removed.

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 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 rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. As this rule involves internal agency practices and procedures, it will not impose any costs to the public.

Collection of Information

This 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 rule under the principles and criteria contained in Executive Order 12612 and has determined that this 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 rule and concluded that under paragraph 2.B.2 of Commandant Instruction M16475.1B, this rule is categorically excluded from further environmental documentation. This exclusion is in accordance with paragraphs 2.B.2.e.(34)(a) and (b), concerning regulations that are editorial or procedural and concerning internal agency functions or organization. A "Categorical Exclusion Determination" is available in the docket for inspection or copying where indicated under ADDRESSES.

List of Subjects in 33 CFR Part 3

Organization and functions
(Government agencies).

For the reasons set out in the preamble, the Coast Guard amends 33 CFR part 3 as follows:

PART 3—COAST GUARD AREAS, DISTRICTS, MARINE INSPECTION ZONES, AND CAPTAIN OF THE PORT ZONES

1. The authority citation for part 3 continues to read as follows:

Authority: 14 U.S.C. 633; 49 CFR 1.45, 1.46.

2. In § 3.25-05, paragraph (b) is revised to read as follows:

§ 3.25-05 Philadelphia Marine Inspection Zone and Captain of the Port Zone.

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(b) The boundary of the Philadelphia Marine Inspection Zone and Captain of the Port Zone starts at the New Jersey coast at 39°57' N. latitude, thence proceeds westward to 39°57' N. latitude, 74°27' W. longitude; thence north-northwesterly to the intersection of the New York-New Jersey-Pennsylvania boundaries at Tristate; thence north following the course of and including the waters of the Delaware River until it meets the New York boundary; thence west along the New York-Pennsylvania boundary to 78°55' W. longitude; thence south to 41°00' N. latitude; thence west to 79°00' W. longitude; thence south to the Pennsylvania-Maryland boundary; thence east to the intersection of the Maryland-Delaware boundary; thence south and east along the Maryland-Delaware boundary to the sea, including Fenwick Island Light. The offshore boundary starts at Fenwick Island Light and proceeds east along 38°28' N. latitude, to 71°00' W. longitude; thence northwesterly along a line bearing 122°T from the New Jersey coast at 39°57' N. latitude.

3. In § 3.25-10, paragraph (b) is revised to read as follows:

§ 3.25-10 Hampton Roads Marine Inspection Zone and Captain of the Port Zone.

* * * * *

(b) The boundary of the Hampton Roads Marine Inspection Zone and Captain of the Port Zone starts at the intersection of the Maryland-Delaware boundary and the coast and proceeds along the Maryland-Delaware boundary to a point 75°30' W. longitude; thence southerly to a point 75°30' W. longitude on the Maryland-Virginia boundary; thence westerly along the Maryland-Virginia boundary as it proceeds across the Delmarva Peninsula, Pocomoke River, Tangier and Pocomoke Sounds, and Chesapeake Bay; thence northwesterly along the Maryland-Virginia boundary and the District of Columbia-Virginia boundary as those boundaries are formed along the southern bank of the Potomac River to the intersection of the Virginia-Maryland-West Virginia boundaries; thence southerly along the Virginia-West Virginia boundary and the Virginia-Kentucky boundary to the Tennessee boundary; thence eastward along the Virginia-Tennessee boundary to the Virginia-North Carolina boundary; thence eastward along the Virginia-North Carolina boundary to Kerr (Buggs Island) Lake; thence along the shore of Kerr Lake in North Carolina back to the Virginia-North Carolina boundary; thence eastward along the Virginia-North Carolina boundary to the west bank of the Chowan River; thence southerly along the west bank of the Chowan River to a point 36°00' N. latitude, 76°41' W. longitude; thence generally southerly and easterly along the western boundaries of Washington, and Hyde Counties to a point 35°37' N. latitude, 76°32' W. longitude; thence easterly to a point 35°37' N. latitude, 76°00.5' W. longitude; thence generally southwesterly to a point 35°01.5' N. latitude, 76°20' W. longitude; thence easterly to the sea at 34°59.8' N. latitude, 76°07.8' W. longitude. The offshore boundary starts at the intersection of the Maryland-Delaware boundary and the coast and proceeds east to a point 38°28' N. latitude, 71°00' W. longitude; thence southeasterly on a line bearing 122°T to the outermost extent of the EEZ; thence southerly along the outermost extent of the EEZ to 34°59.8' N. latitude; and thence westerly along 34°59.8' N. latitude to the coast at 76°07.8' W. longitude.

4. In § 3.25-15, paragraph (b) is revised to read as follows:

§ 3.25-15 Baltimore Marine Inspection Zone and Captain of the Port Zone

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