FOR FURTHER INFORMATION CONTACT:LCDR Stanford W. Deno, Survival Systems Branch, Room 1404, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, (202) 267-1444. Normal office hours are between 7:00 a.m. and 3:30 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: A Final Rule was published in the Federal Register on August 17, 1988 (53 FR 31004), effective October 5, 1988. This rule required owners of fishing vessels, fish processing vessels and fish tender vessels, operating on the high seas, to ensure that the vessels do not operate unless they have on board a 406 MHz satellite EPIRB. As originally published, owners had until August 17, 1989 to bring their vessels into compliance with the rule. The Federal Communications Commission (FCC) published final rules in the Federal Register on September 26, 1989 (53 FR 27307), allowing ships to use 406 MHz emergency radio beacons for distress situations. These FCC rules also contained special requirements for manufacturers of the 406 MHz EPIRBs to complete in addition to the normal FCC type acceptance procedures.

As a part of the acceptance process, manufacturers are required to submit a prototype EPIRB for testing by a Coast Guard accepted independent laboratory. The acceptance process was initially delayed by the lack of accepted independent laboratories. Currently there are three independent laboratories accepted by the Coast Guard and four manufacturers seeking acceptance of their 406 MHz EPIRBs in the United States. In order to maintain the commitment in the final rule allowing approximately six months for installation of satellite EPIRBs after the units are readily available, the compliance date needs to be delayed nine months from the original date published in the final rule. In accordance with the preceding, the Coast Guard is amending 46 CFR 25.26-1 by removing the date August 17, 1989 and inserting the date, May 17, 1990. Since this action merely carries out the commitment made in response to comments on the original rulemaking, further notice and comment is unnecessary. Since this action relieves a burden, it is being made effective upon publication.


Harold T. Duryee, Administrator, Federal Railroad Administration.

[FR Doc. 88-6510 Filed 4-12-89; 8:45 am]
 BILLING CODE 6710-03-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

46 CFR Part 25

[CGD-87-016]

RIN 2115-AC99

Emergency Position Indicating Radio Beacons for Uninspected Fishing, Fish Processing, and Fish Tending Vessels

AGENCY: Coast Guard, DOT.

ACTION: Final rule: extension of compliance date.

SUMMARY: The Coast Guard is extending the compliance date of its final rule that requires emergency position indicating radio beacons (EPIRBs) to be carried on uninspected fishing, fish processing and fish tender vessels operating on the high seas. This extension is necessary to allow manufacturers of the required 406 MHz EPIRBs to complete prototype testing and begin production. By extending this compliance date, more manufacturers will have time to develop their EPIRBs and the retail market will offer fishermen a greatly improved device.


ADDRESSES: Between the hours of 8:00 a.m. and 4:00 p.m., Monday through Friday, except Federal holidays, comments and the Final Rule are available for inspection and copying at the Marine Safety Council, U.S. Coast Guard, Room 3800, 2100 Second Street SW., Washington, DC 20593-0001, (202) 267-1477. The Final Evaluation may also be inspected or copied at the Marine Safety Council.
PART 25—[AMENDED]

1. The authority citation to Part 25 continues to read as follows:
   Authority: 46 U.S.C. 3306, 4104, and 4302; 49 CFR 1.49.

2. By revising the introductory text of paragraph (a) of §25.26–3 to read as follows:

§ 25.26–1 Uninspected Fishing, Fish Processing, and Fish Tender Vessels.
   (a) After May 17, 1990, the owner of an uninspected vessel that is a fishing vessel, a fish processing vessel, or a fish tender shall assure that the vessel does not operate on the high seas, as defined in 33 CFR 2.05–1(a), unless it has on board—

   M.J. Scirocco,
   Captain, U.S. Coast Guard, Acting Chief, Office of Marine Safety, Security and Environmental Protection.
   [FR Doc. 89–6888 Filed 4–12–89; 8:45 am]
   BILLING CODE 4910—14–M

Maritime Administration
46 CFR Part 298
[Docket No. R–127]
Obligation Guarantees; Technical Amendments
AGENCY: Maritime Administration, Department of Transportation.
ACTION: Final rule.

SUMMARY: These technical amendments merely effect changes in definitions and other provisions of the regulations for the vessel obligation guarantee program (Title XI Program) to reflect and be consistent with provisions in Pub. L. 100–710, which became effective on January 1, 1989, and implementing Maritime Administration (MARAD) regulations at 46 CFR Part 221. These amendments make no substantive changes in the administration of the Title XI Program by MARAD.

DATE: This final rule shall become effective on April 13, 1989.

FOR FURTHER INFORMATION CONTACT: Edmund T. Sommer, Jr., Chief, Division of Regulations, Office of the Chief Counsel, Maritime Administration (202) 386–5181.

SUPPLEMENTARY INFORMATION: The regulations at 46 CFR Part 298 govern the administration of the provisions of Title XI of the Merchant Marine Act, 1936, as amended (46 App. U.S.C. 1271–1279). These regulations contain definitions and procedures with respect to preferred mortgages, which comprise the principal security to the United States for its guarantees of vessel obligations (debt instruments issued to finance vessels). Pub. L. 100–710, which became effective on Jan. 1, 1989, contains provisions controlling the transfer of interests in a vessel documented under U.S. law, or for which an application for documentation has been made in substantial compliance with the documentation laws. Such transfers include the perfecting of a preferred mortgage, which is defined. Pub. L. 100–710 also repeals the Ship Mortgage Act of 1920 (46 App. U.S.C. 984), to which reference is made in these regulations. These amendments will conform the provisions of these regulations to the requirements of Pub. L. 100–710 and other MARAD regulations at 46 CFR Part 221 for actions concerning preferred mortgages.

Analysis of Regulatory Impact

This rulemaking has been reviewed under Executive Order 12291, and it has been determined that this is not a major rule. It will not result in an annual effect on the economy of $100 million or more. There will be no increase in production costs or prices for consumers, individual industries, Federal, State or local governments, agencies or geographic regions. Furthermore, it will not adversely impact competition, employment, investment, productivity, innovation, or the ability of United States-based enterprises to compete with foreign-based enterprises in domestic or export markets.

This rulemaking does not involve any change in important Departmental policies, and is not considered significant. Since there should be a minimal economic effect, further economic evaluation is unnecessary. Moreover, the Deputy Maritime Administrator certifies that these amendments will not have a significant economic impact on a substantial number of small entities.

This rulemaking will have no environmental impact that requires an environmental impact statement under the National Environmental Policy Act of 1969. It has also been reviewed under Executive Order 12212, Federalism, and it has been determined that it does not have sufficient implications for Federalism to warrant preparation of a Federalism Assessment.

Finally, this rulemaking contains no reporting requirements that require approval by the Office of Management and Budget pursuant to provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. Chapter 35).