collections of information unless: (1) The collection of information displays a valid OMB control number, and (2) the collection satisfies the requirements for a record retention period established under the Paperwork Reduction Act. The collections are approved for a period of 3 years. OSHA has requested an extension of approval for these collections.

The Occupational Safety and Health Administration (OSHA) requested that OMB approve a number of information collection requirements contained in OSHA’s construction industry standards (29 CFR part 1926). These provisions require employers to:

- Retain records that verify certain tests or inspections required in part 1926 have been performed.
- Retain or ensure the availability of plans at construction sites; and other miscellaneous requirements.

The previous approvals of these information collection requirements expired at various times during 1998. Last year, OSHA sought public comment on the burden-hour and cost estimates of these requirements through a series of Federal Register notices.

At the conclusion of the public comment period, the Agency submitted requests for an extension of OMB’s approval of these records. In accordance with the PRA, OMB has renewed its approval for these information collection requirements. Each requirement was renewed for 3 years, but OMB staggered the new expiration dates in 2001 over a period of several months. The following table lists the subjects, Federal Register notices, and the OMB control numbers for each of these requirements:

<table>
<thead>
<tr>
<th>Title and citation</th>
<th>Federal Register date and page No.</th>
<th>OMB control No.</th>
<th>Approval expires</th>
</tr>
</thead>
</table>

Under 5 CFR 1320.5(b), an Agency may not conduct or sponsor a collection of information unless: (1) The collection displays a valid control number, and (2) the Agency informs persons who potentially may respond to the collections of information that they are not required to respond to the collection of information unless it displays a currently valid OMB control number. Accordingly, now that OMB has extended the approval on these collections, OSHA is publishing this document to announce the new expiration dates for these OMB control numbers.

In addition, OSHA is amending § 1926.5, the section in which OSHA displays its approved collections under the PRA, to codify several interrelated collections that were determined to be paperwork burdens as a result of a more careful review and analysis of the information collection requirements in the crane and derrick standard. The Agency grouped these additional collections with a related collection that had been previously identified.

Signed at Washington, DC this 13th day of April, 1999.

Charles N. Jeffress,
Assistant Secretary of Labor.

Accordingly, 29 CFR part 1926 is amended as set forth below.

PART 1926—[AMENDED]

1. The authority citation for subpart A of part 1926 is revised to read as follows:

Authority: Section 107, Contract Work Hours and Safety Standards Act (Construction Safety Act) (40 U.S.C. 333); secs. 4, 6, 8, Occupational Safety and Health Act of 1970 (29 U.S.C. 653, 655, 657); Secretary of Labor's Order 12--71 (36 FR 8754), 8--76 (41 FR 25059), 1--90 (55 FR 9033)), or 6--96 (62 FR 111), as applicable; 29 CFR part 1911.

2. In §1926.5, the table is amended by adding entries for 1926.550(a)(2), (4), and (16) in numerical order to read as follows:

<table>
<thead>
<tr>
<th>OMB control numbers under the Paperwork Reduction Act.</th>
</tr>
</thead>
<tbody>
<tr>
<td>* * * * *</td>
</tr>
<tr>
<td>§ 1926.550(a)(2)...........................................1218--0115</td>
</tr>
<tr>
<td>§ 1926.550(a)(4)...........................................1218--0115</td>
</tr>
<tr>
<td>§ 1926.550(a)(16)...........................................1218--0115</td>
</tr>
</tbody>
</table>

FURTHER INFORMATION CONTACT: Mr. M.M. Ledet, Vessel Traffic Management Specialist, at the Eighth Coast Guard District, Marine Safety Division, 501 Magazine Street, Room 1341, New Orleans, LA, during normal office hours between 7:30 a.m. and 4 p.m., Monday through Friday, except Federal holidays. The telephone number is (504) 589--4686.

SUPPLEMENTARY INFORMATION:

Regulatory History

On October 30, 1997 (62 FR 58650), the Coast Guard published an interim rule with request for comments entitled "Regulated Navigation Area Regulations; Mississippi River, LA—Regulated Navigation Area" in the Federal Register. The Coast Guard received nine letters commenting on the interim rule. One comment requested a public hearing to discuss 33 CFR 165.810(e) "Watch requirements for anchored and moored passenger vessels." Because this section was not open for comment, since there had been several previous opportunities for the public to provide input on this watch requirement, the Coast Guard did not opt to hold a public hearing. However, the Coast Guard took into consideration the information contained in the comment pertaining to 33 CFR 165.810(e) and, after a thorough review of the existing regulations, has changed this section to eliminate any confusion as to the definition of a "small passenger-carrying vessel" by referring to the definition contained in 46 CFR 175.110.

On August 29, 1997 (62 FR 45775), the Coast Guard published a notice of proposed rulemaking entitled "Regulated Navigation Area Regulations; Mississippi River, LA—Regulated Navigation Area" in the Federal Register. The Coast Guard received two letters commenting on the proposed rulemaking. No public hearing was requested, and none was held. On December 14, 1996, the 36,000 gross ton M/V BRIGHT FIELD allided with the Riverwalk store complex causing extensive damage and numerous manned pilothouse watches for the safety of the vessel, crew and passengers.

DATES: This final rule is effective April 16, 1999, with the exception of §165.810(f)(1), which is effective June 1, 1999.

ADDRESS: Documents as indicated in this preamble are available for inspection or copying at the office of the Eighth Coast Guard District, Marine Safety Division, 501 Magazine Street, Room 1341, New Orleans, LA, for normal office hours between 7:30 a.m. and 4 p.m., Monday through Friday, except Federal holidays. The telephone number is (504) 589--4686.

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[CCGD08--97--020]

RIN 2115--AE84

Mississippi River, LA: Regulated Navigation Area

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is revising the Regulated Navigation Area (RNA) for vessels operating in the Mississippi River below Baton Rouge, including South Pass and Southwest Pass, by adding requirements for vessels of 1,600 gross tons or greater in the RNA. These requirements entail enhanced safety procedures for vessels of 1,600 gross tons or greater operating in the RNA. These requirements entail enhanced safety procedures for vessels of 1,600 gross tons or greater operating on the Mississippi River. The Coast Guard is also requiring moored or anchored passenger vessels with embarked passengers to maintain extensive damage and numerous injuries. This marine casualty prompted the Captain of the Port New Orleans to issue Captain of the Port Orders to moored or anchored passenger vessels operating on the Mississippi River. These orders required those vessels to maintain manned pilothouse watches in order to monitor river activity and to be immediately available to activate emergency procedures to protect the vessel, crew, and passengers in the event of an emergency broadcast, danger signal, or other, visual indication of a problem. The initial intent of this order was to establish an interim measure to prevent future allisions and collisions.

On October 30, 1997 (62 FR 14637, March 27, 1997), the Coast Guard established a temporary regulated navigation area (RNA) affecting the operation of downbound tows in the Lower Mississippi River from mile 431 at Vicksburg, MS, to mile 88 above Head of Passes. This RNA was subsequently amended on March 31 (62 FR 15398, April 1, 1997), March 29 (62 FR 16081, April 4, 1997), April 4 (62 FR 17704, April 11, 1997) and April 20 (62 FR 23358, April 30, 1997). The amendments added operating requirements for vessels of 1,600 gross tons or greater; increased the operating limitations on tank barges and ships carrying hazardous chemicals and gasses; and extended the RNA to the boundary of the territorial sea at the approaches to Southwest Pass.

This RNA and its subsequent amendments were also prompted by unprecedented high waters on the Mississippi River. Conditions on the Lower Mississippi River became so severe that they necessitated the opening of the Bonnet Carre Spillway by the Army Corps of Engineers in order to ease high water and partially combat very strong river currents. The high water contributed to numerous barge breakaways and a marked increase in vessel accidents. The additional operating requirements were designed to provide a greater margin of safety for vessels of 1,600 gross tons or greater operating on this waterway.

On April 20, 1997 (62 FR 23358, April 30, 1997), the towboat and barge limitations and the chemical and gas ship operating restrictions expired. The regulations affecting self-propelled vessels of 1,600 gross tons or greater were extended until July 1, 1997. On June 24, 1997 (62 FR 35087, June 30, 1997), the regulations affecting self-propelled vessels of 1,600 gross tons or greater were again extended, until