

marina, wharf, or pier, and that remains moored, no vessel greater than 1600 gross tons is permitted within the Regulated Navigation Area without the consent of the Captain of the Port (COTP).

(i) All vessels under 1600 gross tons shall keep clear of transiting LNG vessels.

(2) Requirements for vessels carrying Liquefied Natural Gas as cargo. The owner, master, or operator of a vessel carrying LNG shall:

(i) Comply with the notice requirements of 33 CFR Part 160. LNG vessels are encouraged to notify the COTP at least 72 hours before the vessel enters the RNA to facilitate scheduling and minimize delays. Updates are encouraged at least 12 hours before arriving at the RNA boundaries. The COTP may delay entry into the RNA to accommodate other commercial traffic. LNG vessels are further encouraged to include in their notice a report of the vessel's propulsion and machinery status, and for foreign flag vessels, any outstanding deficiencies identified by the vessel's flag state or classification society.

(ii) Obtain permission from the COTP before commencing the transit if actual time of entry of the LNG vessel into the RNA varies more than 30 minutes.

(iii) While transiting, make security broadcasts as recommended by the U.S. Coast Pilot 5 Atlantic Coast. The person directing the vessel must also notify the COTP by landline or radio on channel 13 or 16 when the vessel is at the following locations: Sea Buoy, Savannah Jetties, Fields Cut and after the vessel is moored.

(iv) Not enter or get underway within the regulated navigation area if visibility during the transit is, or is expected to be, less than three (3) miles, and wind speed is, or is expected to be, greater than 25 knots.

(v) While transiting the RNA, the LNG vessel shall have sufficient tug escorts.

(3) Restrictions on vessel operations while a LNG vessel is moored:

(i) The operator of a facility where a LNG vessel is moored shall station and provide a minimum of two (2) towing vessels each with a minimum of 100,000 pounds of bollard pull to safely maneuver transiting vessels greater than 1600 gross tons past the moored LNG vessel.

(ii) Transiting vessels over 1600 gross tons when passing a moored LNG vessel shall have a minimum of two (2) towing vessels in escort each with a minimum of 100,000 pounds of bollard pull made up in a way to safely maneuver past the

transferring LNG vessel. Outbound vessels shall be escorted from the terminus of the Fort Jackson range until the vessel is safely past the LNG dock. Inbound vessels shall be escorted from Field's Cut until the vessel is safely past the LNG dock.

(iii) In addition to the towing vessels required by paragraph (d)(3)(i), the operator of the facility where the LNG vessel is moored shall provide at least one towing vessel with sufficient capacity to safely hold the LNG vessel to the dock while transiting vessels pass.

(e) *LNG Schedule*. The Captain of the Port will issue a Broadcast Notice to Mariners to inform the marine community of scheduled LNG vessel movements during which the restrictions imposed by this part are in effect.

(f) *Waivers*. (1) The Captain of the Port may, upon request, waive any requirement in this section, if the Captain of the Port finds that the vessel requesting the waiver can be operated safely or in the interest of national security.

(2) An application for a waiver must state the need for the waiver and describe the proposed vessel operations.

(g) *Enforcement*. Violations of this regulated navigation area should be reported to the Captain of the Port, Savannah, at (912) 652-4353. In accordance with the general regulations in § 165.13 of this part, no person may cause or authorize the operation of a vessel in the regulated navigation area contrary to the regulations.

Dated: May 29, 2001.

T.W. Allen,

Rear Admiral, U.S. Coast Guard, Commander, Seventh Coast Guard District.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 368

[Docket No. FMCSA-98-3297]

RIN 2126-AA33

Revision of Regulations and Application Form for Mexican-Domiciled Motor Carriers To Operate in U.S. Municipalities and Commercial Zones on the U.S.-Mexico Border; Correction

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of proposed rulemaking; correction.

SUMMARY: This document corrects the preamble to the proposed rule published in the **Federal Register** on May 3, 2001, regarding Revision of Regulations and Application Form for Mexican-Domiciled Motor Carriers to Operate in U.S. Municipalities and Commercial Zones on the U.S.-Mexico Border. This correction revises a statement about the type of authority that most new applicants are expected to request by making it consistent with a similar statement in the rulemaking analysis. This correction would not have a significant economic impact on a substantial number of small entities because the regulatory flexibility analysis is already based upon the corrected statement.

FOR FURTHER INFORMATION CONTACT: Mrs. Valerie Height, (202) 366-6408.

SUPPLEMENTARY INFORMATION: The proposed rule published in the **Federal Register** on May 3, 2001, (66 FR 22328) makes contradictory statements concerning the type of authority that most new applicants would request under the liberalized NAFTA entry provisions. We believe that most of the new Mexican applicants will register to operate solely within the border area. This revision is consistent with a similar statement in the Regulatory Flexibility Act analysis on page 22331, column three, in the third sentence of the first full paragraph.

In proposed rule FR Doc. 01-11034 published on May 3, 2001, (66 FR 22328) make the following correction. On page 22328, in the second column, revise the last sentence to read as follows:

“With the implementation of the NAFTA entry provision, it is expected that additional Mexican-domiciled motor carriers will seek to operate in the United States, most of them within the border area.”

Issued on: June 13, 2001.

Julie Anna Cirillo,

Acting Deputy Administrator.

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