

30 CFR part 250 (subparts A and I) regulations on the effective date and affect all operators and lessees on the Outer Continental Shelf.

The published final regulations contained an incorporation by reference into our regulations the 21st edition of American Petroleum Institute Recommended Practice (API RP 2A), "Recommended Practice for Planning, Designing and Constructing Fixed Offshore Platforms—Working Stress Design."

#### Need for Correction

As published, the final regulations contain a typographical error (OVS instead of the correct acronym OCS). This may prove to be misleading and is in need of correction.

#### List of Subjects in 30 CFR Part 250

Continental shelf, Incorporation by reference; Oil and gas development and production, Oil and gas exploration, Sulphur development and production.

#### Correction of Publication

■ Accordingly, 30 CFR part 250 is corrected by making the following correcting amendment:

#### PART 250—[AMENDED]

■ 1. The authority citation for 30 CFR part 250 continues to read as follows:

*Authority:* 43 U.S.C. 1331 *et seq.*

■ 2. Section 250.912(a) is revised to read as follows:

#### § 250.912 Periodic inspection and maintenance.

(a) All platforms installed in the OCS shall be inspected periodically in accordance with the provisions of section 14, Surveys of API RP 2A-WSD (incorporated by reference, *see* § 250.198). \* \* \*

\* \* \* \* \*

Dated: June 23, 2003.

Rebecca W. Watson,

*Assistant Secretary, Land and Minerals Management.*

[FR Doc. 03-17192 Filed 7-9-03; 8:45 am]

BILLING CODE 4310-MR-P

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

[COTP-PWS-03-003]

RIN 1625-AA00

#### Security Zone: Protection of High Capacity Passenger Vessels in Prince William Sound, Alaska

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing temporary regulations for the security of high capacity passenger (HCP) vessels in the navigable waters of Prince William Sound, Alaska. This security zone will provide for the regulation of vessel traffic in the vicinity of high capacity passenger vessels in the navigable waters of the Captain of the Port, Prince William Sound zone. This action is being taken to safeguard vessels and ports from sabotage or terrorist acts and incidents by providing the Coast Guard with the enhanced ability to manage vessel traffic in the vicinity of high capacity passenger vessels. This action is necessary to ensure public safety and prevent sabotage, terrorist acts or incidents involving high capacity passenger vessels.

**DATES:** This temporary rule is effective June 17, 2003, until September 22, 2003.

**ADDRESSES:** Documents indicated in this preamble as being available in the docket, are part of docket COTP-PWS-03-003 and are available for inspection or copying at Marine Safety Office Valdez, 105 Clifton Drive, Valdez, Alaska 99686, between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** LT Catherine L. Huot, Marine Safety Office Valdez, 105 Clifton Drive, Valdez, Alaska 99686, (907) 835-7262.

#### SUPPLEMENTARY INFORMATION:

#### Regulatory Information

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(B) and 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for not publishing an NPRM and for making this rule effective less than 30 days after publication in the **Federal Register**. Publishing a NPRM would be contrary to public interest since immediate action is necessary to safeguard high capacity passenger (HCP) vessels from

sabotage, other subversive acts, or accidents. If normal notice and comment procedures were followed, this rule would not become effective soon enough to provide immediate protection to HCP vessels from the threats posed by hostile entities and would compromise the vital national interest in protecting maritime transportation and commerce. The security zone in this regulation has been carefully designed to minimally impact the public while providing a reasonable level of protection for high capacity passenger vessels. For these reasons, following normal rulemaking procedures in this case would be impracticable, unnecessary, and contrary to the public interest.

#### Background and Purpose

The Coast Guard, through this rule, intends to assist HCP vessels by establishing a security zone to exclude persons and vessels from their immediate vicinity. Recent events highlight the fact that there are hostile entities operating with the intent to harm U.S. National Security. The President has continued the national emergencies he declared following the September 11, 2001 terrorist attacks (67 FR 58317 (Sept. 13, 2002) (continuing national emergency with respect to terrorist attacks), 67 FR 59447 (Sept. 20, 2002) (continuing national emergency with respect to persons who commit, threaten to commit or support terrorism)). The President also has found pursuant to law, including the Act of June 15, 1917, as amended August 9, 1950, by the Magnuson Act (50 U.S.C. 191 *et seq.*), that the security of the United States is and continues to be endangered following the attacks (E.O. 13,273, 67 FR 56215 (Sept. 3, 2002) (security endangered by disturbances in international relations of U.S. and such disturbances continue to endanger such relations)).

Entry into this zone will be prohibited unless authorized by the Captain of the Port or his designee. The Captain of the Port may be assisted by other federal, state, or local agencies.

#### Discussion of Rule

This rule prohibits vessels from entering security zones surrounding HCP vessels that are underway, anchored, or moored. For the purpose of this regulation, HCP vessels are those vessels or U.S. or foreign registry certificated to carry 500 passengers or more. All vessels authorized to be within 100 yards of HCP vessels shall operate at the minimum speed necessary to maintain a safe course, and shall proceed as directed by the on-