

of Dockets Management between 9 a.m. and 4 p.m. Monday through Friday.

#### List of Subjects

##### 21 CFR Part 510

Administrative practice and procedure, Animal drugs, Labeling, Reporting and recordkeeping requirements.

##### 21 CFR Part 558

Animal drugs, Animal feeds. Therefore, under the Federal Food, Drug, and Cosmetic Act and under authority delegated to the Commissioner of Food and Drugs, it is proposed that 21 CFR parts 510 and 558 be amended as follows:

#### PART 510—NEW ANIMAL DRUGS

1. The authority citation for 21 CFR part 510 continues to read as follows:

**Authority:** 21 U.S.C. 321, 331, 351, 352, 353, 360b, 371, 379e.

#### Subpart F [Removed and Reserved]

2. Subpart F, consisting of § 510.515, is removed and reserved.

#### PART 558—NEW ANIMAL DRUGS FOR USE IN ANIMAL FEEDS

3. The authority citation for 21 CFR part 558 continues to read as follows:

**Authority:** 21 U.S.C. 360b, 371.

##### § 558.4 [Amended]

4. Section 558.4 *Requirement of a medicated feed mill license* is amended in paragraph (c) by removing “and in §§ 510.515 and 558.15 of this chapter”.

##### § 558.15 [Removed]

5. Section 558.15 *Antibiotic, nitrofurans, and sulfonamide drugs in the feed of animals* is removed.

Dated: August 1, 2003.

Jeffrey Shuren,

Assistant Commissioner for Policy.

[FR Doc. 03-20244 Filed 8-5-03; 4:09 pm]

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#### DEPARTMENT OF HOMELAND SECURITY

##### Coast Guard

##### 33 CFR Part 165

[CGD07-03-127]

RIN 1625-AA11

**Regulated Navigation Areas; Charleston Harbor, Cooper River, South Carolina**

**AGENCY:** Coast Guard, DHS.

#### **ACTION:** Notice of proposed rule making.

**SUMMARY:** The Coast Guard proposes to create regulated navigation areas for waters in the Charleston Harbor under the Highway 17 bridges and in the Cooper River under the Don Holt I-526 bridge. These regulated navigation areas are needed for national security reasons to help ensure public safety and prevent sabotage or terrorist acts aimed at these bridges that cross the main shipping channel and link the city and port of Charleston with the mainland. Vessels would be prohibited from anchoring, mooring, or loitering within these areas, unless specifically authorized by the Captain of the Port, Charleston, South Carolina or his designated representative.

**DATES:** Comments and related material must reach the Coast Guard on or before October 7, 2003.

**ADDRESSES:** You may mail comments and related material to Coast Guard Marine Safety Office Charleston, 196 Tradd Street, Charleston, South Carolina 29401. Coast Guard Marine Safety Office Charleston maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at Marine Safety Office Charleston, between 7:30 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Lieutenant Kevin D. Floyd, Coast Guard Marine Safety Office Charleston, at (843) 720-3272.

#### **SUPPLEMENTARY INFORMATION:**

##### **Request for Comments**

We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking [CGD07-03-127], indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8½ by 11 inches, suitable for copying. If you would like to know your submission reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change this proposed rule in view of them.

#### **Public Meeting**

We do not plan to hold a public meeting. However, you may submit a request for a meeting by writing to the Coast Guard Marine Safety Office Charleston at the address under **ADDRESSES** explaining why a meeting would be beneficial. If we determine that a public meeting will aid this rulemaking, a meeting will be held at a time and place announced by separate notice in the **Federal Register**.

#### **Background and Purpose**

Based on the continuing threat of terrorism against the United States, and in light of the September 11, 2001, terrorist attacks on the World Trade Center in New York and the Pentagon in Arlington, Virginia, there is an increased risk that terrorist action that would adversely affect the Port of Charleston could be initiated against bridges over the regulated navigation areas by persons on vessels or otherwise in close proximity to these bridges. If a bridge were damaged or destroyed, the Port of Charleston would be isolated from access to the sea, crippling the local economy and negatively impacting national security. These regulated navigation areas would help to protect the safety of life and property on the navigable waters, prevent potential terrorist threats aimed at the bridges crossing the main shipping channels in the Port of Charleston, South Carolina, and ensure continued unrestricted access to the sea from the Port.

#### **Discussion of Proposed Rule**

The proposed rule would establish regulated navigation areas for the waters in the Charleston Harbor under the Highway 17 bridges and in the Cooper River under the Don Holt I-526 bridge. These regulated navigation areas are needed for national security reasons to promote public safety and help to prevent sabotage or terrorist acts against bridges in these ports. Vessels would be prohibited from anchoring, mooring, or loitering within these areas, unless specifically authorized by the Captain of the Port, Charleston, South Carolina or his designated representative.

#### **Regulatory Evaluation**

This proposed rule is not a “significant regulatory action” under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not “significant” under the regulatory policies and procedures of the