

deviation will facilitate maintenance work on the bridge that is essential to the continued safe operation of the drawbridge.

**DATES:** This temporary deviation is effective from 8 a.m., January 15, 2004, until 8 a.m., February 29, 2004.

**ADDRESSES:** Materials referred to in this notice are available for inspection or copying at the office of the Eighth Coast Guard District, Bridge Administration Branch, Commander (obr), Eighth Coast Guard District, 1222 Spruce Street, St. Louis, MO 63103-2832, between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays. The Bridge Administration Branch maintains the public docket for this temporary deviation.

**FOR FURTHER INFORMATION CONTACT:**

Roger K. Wiebusch, Bridge Administrator, Commander (obr), Eighth Coast Guard District, 1222 Spruce Street, St. Louis, MO 63103-2832, (314) 539-3900, extension 2378.

**SUPPLEMENTARY INFORMATION:** The Kansas City Southern Railway Company requested a temporary deviation on December 15, 2003 for the operation of the drawbridge to allow the bridge owner time for preventative maintenance. Presently, the draw opens on signal for passage of river traffic. This deviation allows the bridge to remain closed to navigation for 46 days from 8 a.m., January 15, 2004, until 8 a.m., February 29, 2004, Central Standard Time. Vessels not exceeding the vertical clearance of the drawbridge may pass under the drawbridge during repairs. There are no alternate routes for vessels transiting through mile 282.1, Upper Mississippi River.

The Louisiana Railroad Drawbridge provides a vertical clearance of 15.8 feet above normal pool in the closed to navigation position. Navigation on the waterway consists primarily of commercial tows and recreational watercraft. In order to repair the four large wedge cylinders, the bridge must be kept inoperative and in the closed to navigation position. This deviation has been coordinated with waterway users. No objections were received.

In accordance with 33 CFR 117.35(c), this work will be performed with all due speed in order to return the bridge to normal operation as soon as possible. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: January 20, 2004.

**Roger K. Wiebusch,**  
*Bridge Administrator.*

[FR Doc. 04-1643 Filed 1-26-04; 8:45 am]

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[CGD13-04-001]

#### Drawbridge Operation Regulations; Hoquiam River, Aberdeen, WA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of temporary deviation from regulations.

**SUMMARY:** The Commander, Thirteenth Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Simpson Avenue Drawbridge at mile 0.5 and the Riverside Avenue Drawbridge at mile 0.9 across the Hoquiam River at Aberdeen, Washington. This deviation allows the bridges to temporarily operate on two-hour notice for all openings for vessels. The deviation is necessary to facilitate seismic retrofit of the structures.

**DATES:** This deviation is effective from 6 a.m., February 16 through 6 p.m., April 15, 2004.

**ADDRESSES:** Materials referred to in this document are available for inspection or copying at Commander (oan), Thirteenth Coast Guard District, 915 Second Avenue, Seattle, Washington 98174-1067 between 7:45 a.m. and 4:15 p.m., Monday through Friday, except Federal holidays. The telephone number is (206) 220-7270. The Bridge Section of the Aids to Navigation and Waterways Management Branch maintains the public docket for this temporary deviation.

**FOR FURTHER INFORMATION CONTACT:** Austin Pratt, Chief, Bridge Section, Aids to Navigation and Waterways Management Branch, (206) 220-7282.

**SUPPLEMENTARY INFORMATION:** Washington State Department of Transportation (WSDOT) requested this deviation from normal operations to facilitate seismic retrofit. The containment system for contaminants and other equipment must be modified or removed in order to operate the movable spans. Currently, the draws need not open for the passage of vessels unless one hour notice is provided at all times. Vessels on the related reach of the waterway should be able to provide at least two hours notice for openings without unreasonable inconvenience.

In accordance with 33 CFR 117.35(c), this work will be performed with all due speed in order to return the bridge to normal operation as soon as possible. This deviation from the operating

regulations is authorized under 33 CFR 117.35.

Dated: January 20, 2004.

**Jeffrey M. Garrett,**

*Rear Admiral, U.S. Coast Guard, Commander, Thirteenth Coast Guard District.*

[FR Doc. 04-1644 Filed 1-26-04; 8:45 am]

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Parts 148, 149, and 150

[USCG-1998-3884]

RIN 1625-AA20 (formerly RIN 2115-AF63)

#### Deepwater Ports; Correction

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary interim rule; correction.

**SUMMARY:** On January 6, 2004, the Coast Guard published a temporary interim rule with request for comments in the **Federal Register**, which inadvertently contained errors in the table of contents for 33 CFR part 149 and in paragraph designations for 33 CFR 149.415. This document corrects those errors.

**DATES:** Effective on January 27, 2004.

**FOR FURTHER INFORMATION CONTACT:** Lieutenant Commander Kevin Tone, Vessel and Facility Operating Standards Division (G-MSO-2), Coast Guard, telephone 202-267-0226.

**SUPPLEMENTARY INFORMATION:** The Coast Guard published a temporary interim rule with request for comments in the **Federal Register** of January 6, 2004 (69 FR 724; FR Doc. 03-32204). The rule contained inadvertent errors in the table of contents to 33 CFR part 149 and in paragraph designations for 33 CFR 149.415. These errors are nonsubstantive, but we are correcting them to prevent unnecessary confusion.

#### PART 149—[CORRECTED]

■ In temporary interim rule FR Doc. 03-32204 published on January 6, 2004 (69 FR 724), make the following corrections. On page 761, in the third column, remove the words "149.150 What are the requirements for the receipt of oil residues from vessels?" On page 769, in the second column under § 149.415, redesignate paragraphs (d) and (e) as paragraphs (c) and (d) respectively.

Dated: January 20, 2004.

**Howard L. Hime,**

*Acting Director of Standards, Marine Safety, Security, & Environmental Protection.*

[FR Doc. 04-1642 Filed 1-26-04; 8:45 am]

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

[CGD13-03-018]

RIN 1625-AA00

#### Security and Safety Zone: Protection of Large Passenger Vessels, Puget Sound, WA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Final rule; notice of enforcement.

**SUMMARY:** The Captain of the Port Puget Sound will begin, on February 8, 2004, enforcing the Large Passenger Vessel Security and Safety Zones that were published in the **Federal Register** on January 14, 2004. The zones provide for the security and safety of large passenger vessels in the navigable waters of Puget Sound and adjacent waters. These security and safety zones will be enforced until further notice.

**DATES:** 33 CFR 165.1317 will be enforced commencing February 8, 2004.

**FOR FURTHER INFORMATION CONTACT:** LTjg T. Thayer, c/o Captain of the Port Puget Sound, 1519 Alaskan Way South, Seattle, WA 98134 at (206) 217-6200 or (800) 688-6664 to obtain information concerning enforcement of this rule.

**SUPPLEMENTARY INFORMATION:** On January 14, 2004, the Coast Guard published a final rule (69 FR 2066) establishing regulations in 33 CFR 165.1317 for the security and safety of large passenger vessels in the navigable waters of Puget Sound and adjacent waters, Washington. These security and safety zones provide for the regulation of vessel traffic in the vicinity of certain large passenger vessels (as defined by the final rule) and exclude persons and vessels from the immediate vicinity of these large passenger vessels. Entry into these zones is prohibited unless otherwise exempted or excluded under the final rule or unless authorized by the Captain of the Port or his designee. The Captain of the Port Puget Sound will begin enforcing the Large Passenger Vessel Safety and Security Zones established in 33 CFR 165.1317 on February 8, 2004.

The Captain of the Port may be assisted by other Federal, State, or local agencies in enforcing this security zone.

Dated: December 10, 2003.

**Danny Ellis,**

*Captain, U.S. Coast Guard, Captain of the Port, Puget Sound.*

[FR Doc. 04-1613 Filed 1-26-04; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### 49 CFR Part 571

[Docket No. 03-16476; Notice 2]

RIN No. 2127-AJ30

#### Federal Motor Vehicle Safety Standards; Occupant Crash Protection

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

**ACTION:** Final rule, partial response to petitions for reconsideration.

**SUMMARY:** This final rule temporarily permits compliance with Federal Motor Vehicle Safety Standard (FMVSS) No. 208, *Occupant crash protection*, according to the test procedures of that standard prior to the amendments made by the November 19, 2003, final rule.<sup>1</sup> This document amends FMVSS No. 208 through the adoption of FMVSS 208a, which contains these "old" test procedures. This final rule permits the certification of motor vehicles under the "old" test procedures until August 31, 2004.

The agency received seven petitions for reconsideration of the November 2003 final rule, requesting that NHTSA consider modifying certain requirements of the amended FMVSS No. 208. Specifically, petitioners asked that the agency reconsider: The seat positioning procedures for the barrier tests, low risk deployment tests, and other test procedures; the test procedure for positioning the left foot of the 5th percentile adult female test dummy (barrier test); the "chin on rim" low risk deployment test procedure; the dummy positioning procedure for the head-on-instrument panel low risk deployment test with the 6-year-old test dummy; the definition of Plane C and D in the dummy positioning procedure for low risk deployment; and the effective date and content of Appendix A.

Petitioners have indicated that compliance with the amended

requirements of FMVSS No. 208, prior to resolution of petitions for reconsideration, would cause substantial economic hardship because certification testing for the model year 2004 fleet has completed. This rulemaking partially responds to the petitions for reconsideration by permitting manufacturers to temporarily certify vehicles according to the test procedures required prior to the effective date of the November 2003 final rule.

**DATES:** This final rule becomes effective on January 27, 2004.

**FOR FURTHER INFORMATION CONTACT:** For non-legal issues, you may call Louis Molino, Office of Crashworthiness Standards, at (202) 366-2264, facsimile (202) 366-4329.

For legal issues, you may contact Chris Calamita, Office of the Chief Counsel, at (202) 366-2992, facsimile (202) 366-3820.

#### SUPPLEMENTARY INFORMATION:

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#### I. Background

FMVSS No. 208 specifies the performance requirements for the protection of vehicle occupants in crashes. On November 19, 2003, the agency published a final rule that responded, in part, to petitions for reconsideration of the amendments to detailed seat and dummy positioning procedures we made in December 2001 to our May 2000 Advanced Air Bag Rule. In particular, we amended portions of FMVSS No. 208 regarding seat positioning procedures when using the 5th percentile adult female test dummy in the barrier test and the low risk deployment test; when using the 3-year-old and 6-year-old test dummies in the low risk deployment test; the fore and aft seat location for rear facing child restraint systems (RFCRSs); and the seat track position for the low risk deployment test. We also responded to petitions for reconsideration regarding test dummy positioning procedure issues, specifically those addressing foot positioning of the 5th percentile adult female test dummy; positioning out-of-position test dummies; and positioning of test dummy hands. The November 2003 final rule amended the definitions of "Plane C" and "Plane D" as they relate to test dummy positioning, Point 1 under the low risk deployment tests, and addressed other reference points and definitions. The November 2003 final rule also amended the list of child

<sup>1</sup> See, 68 **Federal Register** 65179.