

REGULATIONS NOT ON APR-JUN 00 QUARTERLY REPORT—Continued

District/COTP	Location	Type	Effective date
09-00-043	MILWAUKEE, WI	SAFETY ZONE	06/21/00
09-00-044	MILWAUKEE, WI	SAFETY ZONE	06/26/00
COTP REGULATIONS:			
LOUISVILLE 00-052	OHIO RIVER, M. 745.5 TO 746.5	SAFETY ZONE	06/26/00
NEW ORLEANS 00-019	RED RIVER, M. 58.5 TO 60.5	SAFETY ZONE	06/26/00
SAN FRANCISCO BAY 00-003	SAN FRANCISCO, CA	SAFETY ZONE	06/30/00

[FR Doc. 00-33080 Filed 12-27-00; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION**Coast Guard****33 CFR Part 117****[CGD08-00-032]****Drawbridge Operating Regulation;
Lower Grand River, LA****AGENCY:** Coast Guard, DOT.**ACTION:** Notice of temporary deviation from regulations

SUMMARY: The Commander, Eighth Coast Guard District has issued a temporary deviation from the regulation in 33 CFR 117.478(b) governing the operation of the LA 77 bridge across the Lower Grand River, mile 47.0 (Alternate Route) at Grosse Tete, Iberville Parish, Louisiana. This deviation allows the Louisiana Department of Transportation and Development to maintain the bridge in the closed-to-navigation position from 6 a.m. until 11 a.m. and from 1 p.m. to 6 p.m., Monday through Friday, from January 8, 2001 until January 26, 2001. At all other times, the bridge will operate normally for the passage of vessels. This temporary deviation was issued to allow for the replacement of parts damaged on the bridge during an allision in June of 2000.

DATES: This deviation is effective from 6 a.m. on Monday, January 8, 2001, until 6 p.m. Friday, January 26, 2001.

ADDRESSES: Unless otherwise indicated, documents referred to in this notice are available for inspection or copying at the office of the Eighth Coast Guard District, Bridge Administration Branch, Commander (ob), 501 Magazine Street, New Orleans, Louisiana, 70130-3396. The Bridge Administration Branch maintains the public docket for this temporary deviation.

FOR FURTHER INFORMATION CONTACT: Mr. David Frank, Bridge Administration Branch, Commander (ob), Eighth Coast Guard District, 501 Magazine Street, New Orleans, Louisiana, 70130-3396, telephone number 504-589-2965.

SUPPLEMENTARY INFORMATION: The LA 77 bridge across the Lower Grand River, mile 47.0 (Alternate Route) at Grosse Tete, Iberville Parish, Louisiana, has a vertical clearance of 2 feet above high water in the closed-to-navigation position and unlimited clearance in the open-to-navigation position. Navigation on the waterway consists mainly of tows with barges and some recreational craft. The Louisiana Department of Transportation and Development requested a temporary deviation from the normal operation of the bridge in order to accommodate the final repairs to the bridge caused by an allision in June of 2000.

This deviation allows the draw of the LA 77 pontoon drawbridge across the Lower Grand River, mile 47.0 (Alternate Route), at Grosse Tete, Iberville Parish, Louisiana, to remain in the closed-to-navigation position from 6 a.m. until 11 a.m. and from 1 p.m. to 6 p.m., Monday through Friday, from January 8, 2001 until January 26, 2001. Presently, the draw of the LA 77 bridge, mile 47.0 (Alternate Route) at Grosse Tete, shall open on signal; except that, from about August 15 to about June 5 (the school year), the draw need not be opened from 6 a.m. to 8 a.m. and from 2:30 p.m. to 4:30 p.m., Monday through Friday except Federal holidays. The draw shall open on signal at any time for an emergency aboard a vessel.

Dated: December 18, 2000.

Paul J. Pluta,*U.S. Coast Guard, Commander, Eighth Coast Guard District.*

[FR Doc. 00-33193 Filed 12-27-00; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION**Coast Guard****33 CFR Part 166****[CGD 08-00-012]****RIN 2115-AG02****Shipping Safety Fairways and
Anchorage Areas, Gulf of Mexico****AGENCY:** Coast Guard, DOT.**ACTION:** Final rule.

SUMMARY: The Coast Guard is creating a new anchorage area on the eastern side of the Sabine Pass Safety Fairway, opposite the Sabine Bank Offshore (North) Anchorage area in the Gulf of Mexico south of Sabine Pass. This will help alleviate the need for in-bound deep draft vessels to cross the Sabine Pass Safety Fairway and navigate around a charted shallow area just to the southeast of the North anchorage. This rule allows deep draft vessels to enter and depart Sabine Bank anchorages on a safer, lower risk course.

DATES: This final rule is effective January 29, 2001.

ADDRESSES: Comments and material received from the public, as well as documents mentioned in this preamble as being available in the docket, are part of docket CGD 08-00-012 and are available for inspection or copying at the Coast Guard Marine Safety Office, Federal Building, 2875 Jimmy Johnson Blvd., Port Arthur, TX 77640-2099 between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule or on viewing the docket, call Lieutenant Lamont Bazemore, Waterways Management, Coast Guard Marine Safety Office Port Arthur, telephone 409-723-6509 ext. 243.

SUPPLEMENTARY INFORMATION:**Regulatory History**

On June 21, 2000, we published a notice of proposed rulemaking entitled "Anchorage Regulation; Sabine Pass, TX, Gulf of Mexico" in the **Federal Register** (65 FR 38474). We received no letters commenting on the proposed rule. No public hearing was requested and none was held. For the Semi-Annual Agenda, we changed the RIN and title of this rule to "Shipping Safety Fairways and Anchorage Areas, Gulf of Mexico, 2115-AG02", to correctly reflect the CFR part that we are affecting.

Background and Purpose

In 1997, the in-bound tank vessel CROSBY ran aground just outside the

Sabine Bank Offshore (North) Anchorage area located in the Gulf of Mexico, approximately 13 miles south of Sabine Pass, TX. This vessel was carrying over 650,000 barrels of crude oil. Although no oil was spilled, the result could have been disastrous.

The subsequent investigation revealed that the vessel's master crossed the safety fairway and attempted to navigate into the North anchorage. However, a strong westerly current pushed the CROSBY toward the shallow area southeast of the anchorage area. The master was unable to maneuver away from the shallows and the vessel grounded. Four tugboats took 15 hours to refloat the CROSBY.

In-bound petroleum laden deep draft vessels invariably have a need to anchor and wait for daylight transit. The new anchorage east of the Sabine Bank Offshore (North) Anchorage eliminates the need for these vessels to cross the safety fairway and navigate the surrounding shallow areas to reach anchorage. The new anchorage is also free of shallow areas immediately surrounding it. This significantly reduces navigational risks to in-bound deep draft vessels.

Discussion of Comments and Changes

No comments were received regarding the notice of proposed rulemaking and no changes were made.

Regulatory Evaluation

This 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 Department of Transportation (DOT) (44 FR 11040, February 26, 1979). We expect the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

There are no fees, permits, or specialized requirements for the maritime industry to utilize this anchorage area. Use of the Sabine Bank Offshore (East) Anchorage Area is voluntary. This regulation is solely for the purpose of advancing safety of maritime commerce.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601–612), we considered whether this rule would have a significant economic impact on a

substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

Since there are no fees, permits, or specialized requirements for the maritime industry to utilize this anchorage, and the use of the anchorage is voluntary, the Coast Guard certifies under 5 U.S.C. 605(b) that this final rule will not have a significant economic impact on a substantial number of small entities.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104–121), we offered to assist small entities in understanding the rule so that they could better evaluate its effects on them and participate in the rulemaking. No assistance was requested or provided.

Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

Federalism

We have analyzed this rule under Executive Order 13132, Federalism, and have determined that it does not have implications for federalism under that Order.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their regulatory actions not specifically required by law. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This rule will not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to

minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not concern an environmental risk to health or risk to safety that may disproportionately affect children.

Environment

We considered the environmental impact of this rule and concluded that, under figure 2–1, paragraph (34)(f), of Commandant Instruction M16475.LC, this rule is categorically excluded from further environmental documentation. Implementation of this action will not result in any—

- Significant cumulative impacts on the human environment;
- Substantial controversy or substantial change to existing environmental conditions;
- Impacts which are more than minimal on properties protected under 4(f) of the DOT Act as superceded by Public Law 97–449, and Section 106 of the National Historic Preservation Act; and

- Inconsistencies with any Federal, State, or local laws or administrative determinations relating to the environment.

A "Categorical Exclusion Determination" is available in the docket where indicated under ADDRESSES.

List of Subjects in 33 CFR Part 166

Anchorage grounds, Marine Safety, Navigation (water), Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 166 as follows:

PART 166—SHIPPING SAFETY FAIRWAYS

1. The authority citation for part 166 continues to read as follows:

Authority: 33 U.S.C. 1223; 49 CFR 1.46.

2. In § 166.200, add paragraph (d)(13)(iv) to read as follows:

§ 166.200 Shipping safety fairways and anchorage areas, Gulf of Mexico.

* * * * *

(d) * * *
(13) * * *

(iv) *Sabine Bank Offshore (East) Anchorage Area.* The area enclosed by rhumb lines joining points at:

Latitude	Longitude
29°26'06" N	93°38'52" W.

Latitude	Longitude
29°26'06" N	93°37'00" W.
29°24'06" N	93°37'00" W.
29°24'06" N	93°38'52" W.

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Dated: 14 December 2000.

Paul J. Pluta,RADM, U.S. Coast Guard, Commander,
Eighth Coast Guard District.

[FR Doc. 00-33078 Filed 12-27-00; 8:45 am]

BILLING CODE 4910-15-P

POSTAL SERVICE**39 CFR Part 20****Global Express Guaranteed: Changes in Postal Rates****AGENCY:** Postal Service.**ACTION:** Amendment to interim rule.

SUMMARY: On December 11, 2000, a **Federal Register** notice (65 FR 77302) was published with correct new rates but erroneously omitted the revised country group listing. In addition, the rate groups were listed with an alpha-character designation, when in fact the rate groups have numeric designations. This amendment publishes the rate charts and the revised country group listing.

EFFECTIVE DATE: The effective date is concurrent with the effective date for the new domestic rates, January 7, 2001. Comments on the amendment to the interim rule must be received on or before January 6, 2001.

ADDRESSES: Written comments should be mailed or delivered to Business

Initiatives, Expedited/Package Services, U.S. Postal Service, 200 E. Mansell Court, Suite 300, Roswell, GA 30076-4850. Copies of all written comments will be available for public inspection between 9 a.m. and 4 p.m., Monday through Friday, in the Expedited/Package Services office, 200 E. Mansell Court, Suite 300, Roswell, GA.

FOR FURTHER INFORMATION CONTACT: Malcolm E. Hunt, 770-360-1104.

SUPPLEMENTARY INFORMATION: Global Express Guaranteed (GXG) is the U.S. Postal Service's premium international mail service. GXG is an expedited delivery service that is the product of a business alliance between the U.S. Postal Service and DHL Worldwide Express, Inc. It provides time-definite service from designated U.S. ZIP Code areas to locations in over 200 destination countries and territories. Global Express Guaranteed consists of two mail classifications: Global Express Guaranteed Document Service and Global Express Guaranteed Non-Document Service. Regulations for Global Express Guaranteed service are currently set forth in section 215 of the International Mail Manual (IMM). These regulations will be moved to IMM 210 pursuant to the notice published in **Federal Register** on September 26, 2000. Numerous and successive expansions and changes to the service have been listed in previous **Federal Register** notices and were summarized in the final rule **Federal Register** published on December 6, 2000 (65 FR 76154).

The GXG rates, set forth below, are based on experience gained with providing the service and more accurately reflect the actual costs of

providing this service across the various rate groups.

Although the Postal Service is exempted by 39 U.S.C. 410(a) from the advance notice requirements of the Administrative Procedure Act regarding proposed rulemaking (5 U.S.C. 553), the Postal Service invites public comment on the interim rule at the above address.

The Postal Service is implementing the following rates and amending the International Mail Manual, which is incorporated by reference in the Code of Federal Regulations. See 39 CFR 20.1.

List of Subjects in 39 CFR Part 20

Foreign relations, International postal services.

PART 20—[AMENDED]

1. The authority citation for 39 CFR Part 20 continues to read as follows:

Authority: 5 U.S.C. 552(a); 39 U.S.C. 401, 404, 407, 408.

2. Chapter 2 of the International Mail Manual is amended as follows:

2 Conditions for Mailing

* * * * *

210 Global Express Guaranteed

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213 Service Areas

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213.2 Destinating Countries and Rate Groups

GXG service is available to the following destinating countries and territories. For rate purposes, countries have been placed into one of eight rate groups.

Country	Document service rate group	Non-document service rate group
Afghanistan	No Service	No Service
Albania	8	8
Algeria	8	8
Andorra	6	6
Angola	8	8
Anguilla	3	3
Antigua & Barbuda	3	3
Argentina	5	5
Armenia	8	8
Aruba	3	3
Ascension	No Service	No Service
Australia	4	4
Austria	6	6
Azerbaijan	8	8
Bahamas	3	3
Bahrain	7	7
Bangladesh	7	7
Barbados	3	3
Belarus	8	8
Belgium	3	3
Belize	5	5
Benin	8	8