

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG–2010–1132 and are available online at <http://www.regulations.gov>, inserting USCG–2010–1132 in the “Keyword” and then clicking “Search”. They are also available for inspection or copying at the Docket Management Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC, 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or e-mail Mr. Joe Arca, Project Officer, First Coast Guard District, joe.m.arca@uscg.mil, telephone (212) 668–7165. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION: The Upper Hack Bridge, across the Hackensack River at mile 6.9 has a vertical clearance in the closed position of 8 feet at mean high water and 13 feet at mean low water. The existing drawbridge operation regulations are listed at 33 CFR 117.723(d).

The waterway has seasonal recreational vessels, and commercial vessels of various sizes.

The owner of the bridge, New Jersey Transit, requested a temporary deviation to facilitate necessary electrical system upgrades at the bridge.

Under this temporary deviation the Upper Hack Bridge, mile 6.9, across the Hackensack River may remain in the closed position from 4 a.m. on January 27, 2011 through 10 p.m. on January 28, 2011. Vessels that can pass under the bridge without a bridge opening may do so at all times.

In accordance with 33 CFR 117.35(e), the bridge must return to its regular operating schedule immediately at the end of the designated time period. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: January 11, 2011.

Gary Kassof,

Bridge Program Manager, First Coast Guard District.

[FR Doc. 2011–1818 Filed 1–26–11; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2010–1121]

Drawbridge Operation Regulations; Passaic River, Jersey City, NJ

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Route 1 & 9 Bridge across the Passaic River, mile 1.8, at Jersey City, New Jersey. The deviation is necessary for bridge painting. This deviation allows the bridge owner to require a two-hour advance notice for bridge openings and several short duration bridge closures.

DATES: This deviation is effective from April 1, 2011 through July 31, 2011.

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG–2010–1121 and are available online at <http://www.regulations.gov>, inserting USCG–2010–1121 in the “Keyword” and then clicking “Search.” They are also available for inspection or copying at the Docket Management Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or e-mail Mr. Joe Arca, Project Officer, First Coast Guard District, joe.m.arca@uscg.mil or telephone (212) 668–7165. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION: The Route 1 & 9 Bridge has a vertical clearance of 40 feet at mean high water, and 45 feet at mean low water in the closed position. The existing drawbridge operating regulations are listed at 33 CFR 117.739(b).

The waterway is predominantly used by commercial operators.

The bridge owner, New Jersey Department of Transportation, requested a temporary deviation to facilitate bridge painting operations.

A two-hour advance notice is necessary in order to clear personnel and equipment from the bridge to safely provide bridge openings.

In addition, the painting operation work will necessitate several bridge closures of short duration to erect and relocate containment. The exact times for these closures are not known at this time because it is predicated upon the speed of the painting process. As a result, the Coast Guard will publish a notice in the Local Notice to Mariners two-weeks in advance of each closure as well as issue a safety information broadcast twenty-four hours prior to the commencement of each closure.

Under this temporary deviation a two-hour advance notice for bridge openings shall be required from April 1, 2011 through July 31, 2011, by calling the number posted at the bridge. Further, several bridge closures of short duration will be implemented. The exact bridge closure dates will be published in the Local Notice to Mariners two weeks in advance of each bridge closure and safety broadcasts will be issued twenty-four hours in advance. Vessels able to pass under the closed draw may do so at any time.

Waterway users were advised of the advance notice requirement and the requested bridge closures. No objections were received.

In accordance with 33 CFR 117.35(e), the bridge must return to its regular operating schedule immediately at the end of the designated time period. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: January 11, 2011.

Gary Kassof,

Bridge Program Manager, First Coast Guard District.

[FR Doc. 2011–1808 Filed 1–26–11; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[USCG–2010–1122]

Drawbridge Operation Regulations; Long Island, New York Inland Waterway From East Rockaway Inlet to Shinnecock Canal, Hempstead, NY

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Meadowbrook State Parkway Bridge across the Sloop Channel, mile 12.8, at Hempstead, New York. The deviation is necessary to

perform structural repairs. This deviation allows the bridge to remain in the closed position.

DATES: This deviation is effective from 7 a.m. on February 14, 2011 through 3 p.m. on February 25, 2011.

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG–2010–1122 and are available online at <http://www.regulations.gov>, inserting USCG–2010–1122 in the “Keyword” and then clicking “Search”. They are also available for inspection or copying at the Docket Management Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or e-mail Ms. Judy Leung-Yee, Project Officer, First Coast Guard District, judy.k.leung-yee@uscg.mil, telephone (212) 668–7165. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION: The Meadowbrook State Parkway Bridge has a vertical clearance in the closed position of 22 feet at mean high water and 25 feet at mean low water. The existing drawbridge operation regulations are listed at 33 CFR 117.799(h).

The waterway has seasonal recreational vessels and fishing vessels of various sizes.

The New York Department of Transportation, requested a temporary deviation to facilitate installation of new link arms.

Under this temporary deviation the Meadowbrook State Parkway Bridge at mile 12.8, across Sloop Channel, may remain in the closed position between 7 a.m. and 3 p.m., Monday through Friday, from February 14, 2011 through February 25, 2011. Vessels that can pass under the bridge during the closed periods without a bridge opening may do so at all times.

In accordance with 33 CFR 117.35(e), the bridge must return to its regular operating schedule immediately at the end of the designated time period. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: January 11, 2011.

Gary Kassof,

Bridge Program Manager, First Coast Guard District.

[FR Doc. 2011–1816 Filed 1–26–11; 8:45 am]

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POSTAL SERVICE

39 CFR Part 111

New Mailing Standards for Domestic Mailing Services

AGENCY: Postal Service™.

ACTION: Final rule.

SUMMARY: The Postal Service will revise *Mailing Standards of the United States Postal Service*, Domestic Mail Manual (DMM®) to revise pricing and eligibility standards for commercial First-Class Mail® parcels associated with the January 2011 Postal Service filing with the Postal Regulatory Commission (PRC) for Mailing Services. We also will implement changes previously proposed to eliminate the sale of Standard Mail® stamped envelopes.

DATES: Effective April 17, 2011.

FOR FURTHER INFORMATION CONTACT: Marc McCrery at 202–268–2704 or Bill Chatfield at 202–268–7278.

SUPPLEMENTARY INFORMATION: On July 9, 2010, the Postal Service published a **Federal Register** proposed rule, *New Standards for Domestic Mailing Services* (75 FR 39477–39492), based on a previous price filing with the PRC that was not implemented. In that proposal, we included the elimination of Standard Mail (including nonprofit) stamped envelopes. We received no comments on that proposal or on the proposal to establish a separate commercial single-piece price for certain First-Class Mail parcels.

First-Class Mail Parcels

The Postal Service will establish a separate price category for commercial single-piece First-Class Mail parcels. Currently, mailers who presort a minimum of 500 First-Class Mail parcels pay single-piece prices for the residual portion of a presorted mailing after sorting to all required area distribution centers (ADCs). We also currently allow non-presort mailers access to those prices, with no volume minimum per mailing.

Commercial Base

Mailers will be able to pay commercial single-piece First-Class Mail prices for their parcels when they pay postage by any of the following three methods: Permit imprint, information-based indicia (IBI) meters, or PC Postage®. Parcels with IBI-metered postage or PC postage, claiming a presorted price or the new commercial single-piece parcel price, must be marked “CommercialBasePrice” in addition to the First-Class Mail marking. Presorted parcels also must be marked

“Presorted.” The “CommercialBasePrice” marking may be either within or directly below the indicia area. Except for parcels entered at the new commercial plus prices, First-Class Mail items cannot exceed 13 ounces.

Commercial Plus

The Postal Service also introduces a new price category under First-Class Mail, commercial plus pricing for First-Class Mail, designed for parcels over 13 ounces but less than 16 ounces. The commercial plus pricing option is established for First-Class Mail customers who pay postage with permit imprint, meet specific mailing requirements, and whose account volume exceeds a minimum threshold. All First-Class Mail parcels mailed at commercial plus prices must be marked “CommercialPlusPrice.”

First-Class Mail commercial plus parcels must be machinable parcels that weigh more than 13 ounces but less than 16 ounces. Qualifying mailers also will have the option to pay commercial plus parcel prices for machinable parcels weighing less than 13 ounces. (with a minimum weight of 3.5 ounces the minimum for machinable parcels). A flat commercial plus price is charged at a single-piece price and each of the following presorted price levels: 5-digit, 3-digit, and ADC. Commercial plus parcels may be commingled with other First-Class Mail parcels, subject to adequate documentation. First-Class Mail commercial plus parcel prices will be available for customers who:

- Establish a customer commitment agreement with the Postal Service to mail more than 5,000 First-Class Mail machinable parcels at commercial plus prices in a calendar year.
- Pay for postage using a permit imprint.
- Enter a minimum of 500 pieces of mail for each presorted mailing or a minimum of 200 pieces or 50 pounds of mail for each single-piece mailing.
- Use the Electronic Verification System (eVS®) or submit an electronic postage statement with a computerized manifest.

Additionally, permit holders using Merchandise Return Service (MRS) for First-Class Mail machinable parcels will be eligible for commercial plus parcel prices if the total of their First-Class Mail MRS and outgoing volume meet the minimum volume commitment.

Discontinuation of Standard Mail Stamped Envelopes

Standard Mail (including nonprofit) stamped envelopes will no longer be available for purchase. Sales of Standard Mail envelopes have been declining