

23.8 feet above normal pool in the closed to navigation position and 110.0 feet in the open to navigation position. Navigation on the waterway consists primarily of commercial tugs with tows. The U.S. Department of the Army, Rock Island Arsenal, has requested a temporary deviation from the normal operation of the bridge so that annual maintenance and repairs can be performed.

This deviation is for the period 8:00 a.m. on December 31, 1997 until 8:00 a.m. on February 28, 1998. It requires that the draw of the Rock Island Railroad and Highway Drawbridge remain closed to navigation. The drawbridge operation regulations, when not amended by a deviation, require that the drawbridge open on signal.

Dated: January 20, 1998.

T.W. Josiah,

Rear Admiral, U.S. Coast Guard, Commander, Eighth Coast Guard District.

[FR Doc. 98-2598 Filed 2-2-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD08-98-004]

Drawbridge Operation Regulation; Black River, Canadian Pacific Railway, Soo District, WI

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 governing the operation of the Chicago Milwaukee and St. Paul Railroad Drawbridge swing span drawbridge across the Black River at mile 1.0 at LaCrosse, Wisconsin. This deviation allows the bridge to remain closed to navigation from Tuesday, January 6, 1998, through Thursday, February 5, 1998. This closure is necessary to facilitate removal and rebuilding of mechanical devices to avoid problems during the next navigation season.

DATES: The deviation is effective from Tuesday, January 6, 1998, through Thursday, February 5, 1998.

FOR FURTHER INFORMATION CONTACT:

Roger K. Wiebusch, Bridge Administrator, Director, Western Rivers Operations, (314) 539-3900, extension 378.

SUPPLEMENTARY INFORMATION: The Chicago Milwaukee and St. Paul

Railroad Drawbridge has a vertical clearance of 16.9 feet above normal pool in the closed-to-navigation position. All locks in the U.S. Army Corps of Engineers St. Paul District have been closed for the winter and this has greatly reduced the amount of commercial navigation in the LaCrosse area. Local marine industry have stated that they anticipate no problems with the closure.

This deviation requires that the Chicago Milwaukee and St. Paul Railroad Drawbridge remain closed to navigation from January 6, 1998 through February 5, 1998. The drawbridge operation regulations, when not amended by a deviation, require that the drawbridge open on signal if at least two hours notice is given.

Dated: January 20, 1998.

T. W. Josiah,

Rear Admiral, U.S. Coast Guard, Commander, Eighth Coast Guard District.

[FR Doc. 98-2603 Filed 2-2-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 160

[CGD 97-067]

RIN 2115-AF54

Advance Notice of Arrival: Vessels Bound for Ports and Places in the United States

AGENCY: Coast Guard, DOT.

ACTION: Correction to interim rule.

SUMMARY: This document contains corrections to the interim rule [CGD 97-067], which was published on December 11, 1997 (62 FR 65203). The rule requires certain vessels to notify us of their International Safety Management (ISM) Code certification status when they enter U.S. waters and ports. The rule requires these vessels to include their ISM Code status in the notice of arrival messages that are routinely sent to the Coast Guard Captain of the Port.

This document replaces the phrases "12 or more passengers" and "12 passengers or more", with the correct phrase "more than 12 passengers".

DATES: Effective on February 3, 1998.

FOR FURTHER INFORMATION CONTACT:

Mr. Robert M. Gauvin, Project Manager, Vessel and Facility Operating Standards Division (G-MSO-2), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001, telephone (202) 267-1053, or fax (202) 267-4570.

SUPPLEMENTARY INFORMATION:

Need for Correction

As published, the IR contains typographical errors which resulted in using the phrases "12 or more passengers" and "12 passengers or more", instead of the correct phrase "more than 12 passengers".

Correction of Publication

Accordingly, the publication on December 11, 1997, of the interim rule [97-067], which was the subject of FR Doc. 97-32447, is corrected as follows:

1. On page 65204, in the third column, in the fourth complete paragraph which begins with the words, "This rule will require these vessels * * *, remove the words "12 passengers or more" and add, in their place, the words "more than 12 passengers".

2. On page 65206, in the third column, in § 160.207, paragraph (d)(1), remove the words "12 or more passengers", and add, in their place, the words "more than 12 passengers".

Dated: January 28, 1998.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 98-2601 Filed 2-2-98; 8:45 am]

BILLING CODE 4910-14-M

POSTAL SERVICE

39 CFR Part 20

Global Priority Mail

AGENCY: Postal Service.

ACTION: Interim rule with request for comments.

SUMMARY: This interim rule sets forth the International Mail Manual (IMM) regulations and rates pertaining to a new Global Priority Mail preprinted flat-rate box.

DATES: Effective February 3, 1998. Comments must be received on or before April 6, 1998.

ADDRESSES: Written comments should be mailed or delivered to the Manager, Expedited Products Group, International Business Unit, U.S. Postal Service, Room 370-IBU, 475 L'Enfant Plaza SW, Washington, DC 20260-6500. Copies of all written comments will be available for public inspection and photocopying between 9 a.m. and 4 p.m., Monday through Friday, at the above address.

FOR FURTHER INFORMATION CONTACT: Jay Thabet, (202) 268-2269.

SUPPLEMENTARY INFORMATION: Global Priority Mail is an expedited airmail

letter service providing fast, reliable, and economical delivery of all items mailable as letters or merchandise up to 4 pounds. Global Priority Mail items receive priority handling in the United States and destination countries. Service is limited to the 34 destination countries identified in IMM 226.2. Service is available from designated post offices identified in IMM 226.32.

The weight limit for Global Priority Mail items is 4 pounds. The Postal Service offers two sizes of preprinted flat-rate envelopes. The rates for these envelopes are based on a geographic rate zone regardless of the actual weight. Although these envelopes are valid for weights of up to 4 pounds, the practical

limitations of the envelopes limit the weight to less than 4 pounds. There also are weight-based rates for use when customers use their own packaging materials. There also are volume rates associated with this option when customers mail five or more of the variable weight option items at a time.

Recognizing the customer need for convenient packaging, the Postal Service is introducing a preprinted Global Priority Mail flat-rate box for weights of up to 4 pounds. Like the preprinted flat-rate envelopes, the rates for this box are based on geographic rate zones regardless of the actual weight. The maximum weight allowable remains at 4 pounds

The rates are:

GLOBAL PRIORITY MAIL FLAT RATE BOX RATES

Destination	Postage
Western Europe	\$22
North America	22
South America	22
Middle East	22
Pacific Rim	30

Weight limit 4 lbs.

There are also Global Priority Mail flat-rate box volume rates, for customers mailing 10 or more pieces in one mailing. Refer to IMM 226.45.

The rates are as follows:

GLOBAL PRIORITY MAIL, FLAT-RATE BOX VOLUME RATES

Geographic region	(10-14 pieces)	(15-19 pieces)	(20 or more pieces)
Western Europe	\$19.50	\$18.50	\$17.50
North America	19.50	18.50	17.50
South America	19.50	18.50	17.50
Middle East	19.50	18.50	17.50
Pacific Rim	27.00	25.50	24.00

Weight limit 4 lbs.

Accordingly, the Postal Service hereby adopts the following regulations on an interim basis. Although 39 U.S.C. 407 does not require advance notice and opportunity for submission of comments, and 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 interested parties to submit written data, views, or comments concerning the interim regulations.

The Postal Service adopts the following amendments to the IMM, which is incorporated by reference in the Code of Federal Regulations. See 39 CFR 20.1.

Lists of Subjects in 39 CFR Part 20

International postal service, Foreign relations.

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. Effective February 3, 1998, section 226 of IMM issue 19 is amended as follows:

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2 CONDITIONS FOR MAILING

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226 Global Priority Mail

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226.12 Permissible Items

All items sent as letter-class mail (see 221.1) are accepted in Global Priority Mail, provided that the contents are mailable and fit securely in the envelope or box. Global Priority Mail items may contain dutiable merchandise unless the country of destination specifically prohibits dutiable merchandise in letters (see 224.51). Any item that is prohibited in international mail is prohibited in Global Priority Mail. Refer to the "Country Conditions of Mailing" in the Individual Country Listings for individual country prohibitions.

226.13 Packaging

Items must fit comfortably within the envelope or box without distorting or bursting the container. Do not use excessive tape to keep the envelope or box from bursting. Use only one piece of tape to secure the flap.

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226.4 Postage

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226.44 Global Priority Mail, Flat-Rate Box

Each Global Priority Mail flat-rate box is charged at a flat rate. The rate is based on the geographic rate zone regardless of its actual weight. Postage is required for each piece (See Exhibit 226.44).

EXHIBIT 226.44.—GLOBAL PRIORITY MAIL, FLAT-RATE BOX RATES

Destination	Postage
Western Europe	\$22
North America	22
South America	22
Middle East	22
Pacific Rim	30

Weight limit 4 lbs.

226.45 Global Priority Mail, Flat-Rate Box Volume Rate

226.451 Minimum Quantity Requirements

The mailer must have a minimum of 10 or more pieces to one or more Global Priority Mail countries. The minimum does not apply to each geographic rate zone (See Exhibit 226.45).

226.452 Mailing Statement

Postage for volume rate mail and permit imprint must be computed on Form 3653, Global Priority Mail Statement of Mailings.

EXHIBIT 226.45.—GLOBAL PRIORITY MAIL, FLAT-RATE BOX VOLUME RATES

Geographic region	(10–14 pieces)	(15–19 pieces)	(20 or more pieces)
Western Europe	\$19.50	\$18.50	\$17.50
North America	19.50	18.50	17.50
South America	19.50	18.50	17.50
Middle East	19.50	18.50	17.50
Pacific Rim	27.00	25.50	24.00

Weight limit 4 lbs.

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226.62 Marking

Global Priority Mail items must be mailed in special envelopes (EP–15A, EP–15B), a flat rate box (01099X), or with the Global Priority Mail sticker (DEC–10) provided by the Postal Service. (These supplies may be obtained by calling 800–222–1811). Unmarked pieces are subject to the applicable LC/AO airmail regular rates and treatment. Pieces paid at the Global Priority Mail sticker rate must have the DEC–10 sticker affixed to the address side of the package.

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226.7 Size and Weight Limits

226.71 Size Limits

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226.714 Global Priority Mail, Flat Rate Box

The dimensions of the Global Priority Mail 4 pound box are: 12⁵/₁₆x9¹/₄x2 inches.

226.72 Weight Limit

Items sent as Global Priority Mail in envelopes or boxes, or using the variable weight option, must not exceed 4 pounds.

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226.8 Mailer Preparation

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226.82 Deposit of Mail

Global Priority Mail single-piece variable weight option pieces, Global Priority Mail flat-rate envelopes and Global Priority Mail flat-rate boxes with postage affixed may be deposited wherever Express Mail is accepted. These include: post office windows, handed to a letter carrier, placed in an Express Mail street collection box (only if less than 1 pound) or by calling 1–800 222–1811 for pickup. Global Priority Mail pieces paid by permit imprint and pieces mailed at the Global Priority Mail volume rates must be deposited at a business mail acceptance unit as authorized by the postmaster in the designated Global Priority Mail sites for

acceptance. Metered mail must be deposited in locations under the jurisdiction of the licensing post office except as permitted under Domestic Mail Manual (DMM) P030.

Stanley F. Mires,

Chief Counsel, Legislative.

[FR Doc. 98–2527 Filed 2–2–98; 8:45 am]

BILLING CODE 7710–12–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[W175–01–7304; FRL–5958–7]

Approval and Promulgation of Implementation Plan; Wisconsin

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

SUMMARY: The United States Environmental Protection Agency (USEPA) proposed to approve Wisconsin’s request to grant an exemption for the Milwaukee severe and Manitowoc County moderate ozone nonattainment areas from the applicable Oxides of Nitrogen (NOx) transportation conformity requirements on June 12, 1997. The proposal was based on information the Wisconsin Department of Natural Resource (WDNR) submitted to the EPA as a State Implementation Plan (SIP) revision request for an exemption under section 182(b)(1) of the Clean Air Act (Act). The request was based on the urban airshed modeling (UAM) conducted for the attainment demonstration for the Lake Michigan Ozone Study (LMOS) modeling domain. The EPA is temporarily granting this exemption until a control strategy SIP is approved.

DATES: This rule will be effective April 6, 1998.

ADDRESSES: Copies of the SIP revision, public comments and EPA’s responses are available for inspection at the following address:

Written comments should be sent to: Carlton T. Nash, Chief, Regulation Development Section, Air Programs

Branch (AR–18J), USEPA, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604–3590.

A copy of this SIP revision is available for inspection at the following location:

Office of Air and Radiation (OAR) Docket and Information Center (Air Docket 6102), room M1500, United States Environmental Protection Agency, 401 M Street SW., Washington, DC 20460, (202) 260–7548.

FOR FURTHER INFORMATION CONTACT:

Michael G. Leslie, Regulation Development Section (AR–18J), Air Programs Branch, Air and Radiation Division, United States Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, Telephone Number (312) 353–6680.

SUPPLEMENTARY INFORMATION:

I. Background

Clean Air Act section 176(c)(3)(A)(iii) requires, in order to demonstrate conformity with the applicable SIP, that transportation plans and Transportation Improvement Programs (TIPs) contribute to emissions reductions in ozone and carbon monoxide nonattainment areas during the period before control strategy SIPs are approved by USEPA. This requirement is implemented in 40 CFR 51.436 through 51.440 (and §§ 93.122 through 93.124), which establishes the so-called “build/no-build test.” This test requires a demonstration that the “Action” scenario (representing the implementation of the proposed transportation plan/TIP) will result in lower motor vehicle emissions than the “Baseline” scenario (representing the implementation of the current transportation plan/TIP). In addition, the “Action” scenario must result in emissions lower than 1990 levels.

The November 24, 1993, final transportation conformity rule¹ does not require the build/no-build test and less-

¹ “Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved under Title 23 U.S.C. of the Federal Transit Act” November 24, 1993 (58 FR 62188).