exportation at least 6 hours before the lading of the articles on the exporting vessel. The CF 3311 is a Declaration for Free Entry of Returned American Products.

Paragraph (e) of § 10.5 provides that the certification of exportation block of CF 3311 shall be completed in triplicate by the port director after verification from the manifest of the exporting vessel and the return of the lading officer. The original shall be forwarded by the port director to the consignee. The duplicate copy shall be given to the exporter and the triplicate copy shall be retained.

Paragraph (f) of § 10.5 provides that whenever boxes or barrels alleged to have been manufactured from American shooks or staves are shipped to the United States from a person abroad other than the one to whom the shooks and staves were exported from the United States, the importer shall be required to obtain from the foreign consignee to whom the shooks or staves were originally exported the CF 3311s covering the exportation of the shooks or staves from the United States, or an extract therefrom signed by such consignee, showing the number of shooks or staves covered by such CF 3311s, together with the number of superficial feet of such shooks or staves. Such CF 3311 or extract therefrom, shall be filed by the importer in connection with the entry of the boxes or barrels.

Section 10.6, Customs Regulations (19 CFR 10.6), provides that an importer, seeking an exemption from duty on account of boxes or barrels made from American shooks or staves, must make such a claim on a CF 3311 at the time of filing the entry.

It has come to Customs attention that the CF 3311 may no longer be the best form available for Customs to track the exportation of United States-produced shooks and staves intended to be returned to the United States in the form of complete boxes or barrels and the importation of the boxes or barrels made from those shooks and staves. Further, as the CF 3311 was modified in 1990 and no longer contains the certification of exportation block, which is specifically mentioned in § 10.5(e), the regulations regarding shooks and staves are unclear as to the procedures.

After consideration of the best way of tracking the exportation of shooks and staves and the importation of boxes or barrels made from United States-produced shooks and staves, Customs has determined that the CF 4455, the Certificate of Registration, is the best vehicle. Accordingly, Customs is amending §§ 10.5 and 10.6 to require the CF 4455 rather than the CF 3311 for tracking shooks and staves.

Regulatory Flexibility Act and Executive Order 12866

Because no notice of proposed rulemaking is required, the provisions of the Regulatory Flexibility Act do not apply.

This document does not meet the criteria for a significant regulatory action under Executive Order (E.O.) 12866.

Inapplicability of Public Notice and Comment Requirements

Inasmuch as this amendment merely substitutes one Customs Form for another, pursuant to 5 U.S.C. 553(a)(2) and (b)(B), good cause exists for dispensing with the notice and public procedure thereon as unnecessary.

Drafting Information

The principal author of this document was Janet Johnson, Regulations Branch, Office of Regulations and Rulings, U. S. Customs Service. However, personnel from other offices participated in its development.

List of Subjects in 19 CFR Part 10

Caribbean Basin Initiative, Customs duties and inspection, Exports, Reporting and recordkeeping requirements.

Amendments to the Regulations

For the reasons set forth in the preamble, part 10 of the Customs Regulations (19 CFR part 10) is amended as set forth below.

PART 10—ARTICLES CONDITIONALLY FREE, SUBJECT TO A REDUCED RATE, ETC.

1. The general authority citation for part 10 continues to read as follows:

Authority: 19 U.S.C. 66, 1202 (General Note 20, Harmonized Tariff Schedule of the United States (HTSUS)), 1321, 1481, 1484, 1498, 1508, 1623, 1624, 3314;

* * * * *

2. Section 10.5 is amended by:

a. Revising the heading;

b. Removing in paragraph (d) the words ''a notice of intent to export, Customs Form 3311'' and by adding the words ''a Certificate of Registration, Customs Form 4455'' in their place;

c. Revising the first sentence of paragraph (e); and

d. Removing the Customs Form number ''3311'' wherever it appears in paragraphs (f) and (g) and by adding in its place ''4455''.

The revisions read as follows:

§ 10.5 Shooks and staves; cloth boards; port director's account.

* * * * *

(e) The Certificate of Registration, CF 4455, shall be completed in triplicate by the port director after verification from the manifest of the exporting vessel and the return of the lading officer. * * *

* * * * *

§ 10.6 [Amended]

3. Section 10.6 is amended by removing the Customs Form number ''3311'' and by adding in its place ''4455''.

Approved: May 5, 1998.

Samuel H. Banks,

Acting Commissioner of Customs.

John P. Simpson,

Deputy Assistant Secretary of the Treasury.

[FR Doc. 98–14511 Filed 6–1–98; 8:45 am]

BILLING CODE 4820–02–P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD08–98–015]

RIN 2115–AE47

Drawbridge Operating Regulation; Clear Creek, TX

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is removing the operating regulation for the Southern Pacific railroad bridge across Clear Creek, mile 1.0, at Seabrook, Texas. The bridge was removed in 1997 and the regulation governing its operation is no longer applicable. Notice and public procedure have been omitted from this action because the bridge the regulation formerly governed no longer exists.

DATES: This regulation becomes effective on June 2, 1998.

ADDRESSES: Documents referred to in this notice are available for inspection or copying at the office of the Eighth Coast Guard District, Bridge Administration Branch, Hale Boggs Federal Building, room 1313, 501 Magazine Street, New Orleans, Louisiana 70130–3396 between 7 a.m. and 4 p.m., Monday through Friday, except Federal holidays. The telephone number is (504) 589–2965. Commander (ob) maintains the public docket for this rulemaking.

FOR FURTHER INFORMATION CONTACT:

Mr. David Frank, Bridge Administration Branch, telephone number 504–589–2965.

SUPPLEMENTARY INFORMATION:

Background

The Southern Pacific railroad bridge across Clear Creek, mile 1.0, at Seabrook, Texas, was removed in 1997. The elimination of this drawbridge necessitates the removal of the drawbridge operation regulation that pertained to this draw. This rule removes the regulation for this bridge in § 117.961.

The Coast Guard has determined that good cause exists under the Administrative Procedure Act (5 U.S.C. 553) to forego notice and comment for this rulemaking because the bridge is no longer in existence, eliminating the need for the regulation.

The Coast Guard, for the reason just stated, has also determined that good cause exists for this rule to become effective upon publication in the **Federal Register**.

Regualtory Evaluation

This final rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. It has not been reviewed by the Office of Management and Budget 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). The Coast Guard expects the economic impact of this final rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considers whether this final rule will have a significant economic impact on a substantial number of small entities. ''Small entities'' include (1) small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and (2) governmental jurisdictions with populations of less than 50,000.

Since the Southern Pacific Railroad bridge across Clear Creek, mile 1.0, at Seabrook, Texas has been removed, the rule governing the bridge is no longer appropriate. Therefore, 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.

Collection of Information

this final rule does not provide for a collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

Federalism

The Coast Guard has analyzed this final rule under the principals and criteria contained in Executive Order 12612 and has determined that this rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this final rule and concluded that under Figure 2–1, CE # 32(e) of the NEPA Implementing Procedures, COMDINST M16475.IC, this final rule is categorically excluded from further environmental documentation. A ''Categorical Exclusion Determination'' is available in the docket for inspection or copying where indicated under **ADDRESSES.**

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

For the reasons set out in the preamble, the Coast Guard is amending Part 117 of Title 33, Code of Federal Regulations, as follows:

PAR 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for Part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05–1(g); section 117.255 also issued under the authority of Pub. L. 102–587, 105 Stat. 5039.

§ 117.961 [Removed]

2. Section 117.961 is removed.

Dated: May 11, 1998.

Paul J. Pluta,

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

[FR Doc. 98–14451 Filed 6–1 –98; 8:45 am]

BILLING CODE 4910–15–M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[DC–036–2011; FRL–6103–3]

Approval and Promulgation of Air Quality Implementation Plans; District of Columbia; Enhanced Motor Vehicle Inspection and Maintenance Program

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: EPA is granting conditional approval of a State Implementation Plan (SIP) revision submitted by the District of Columbia. This revision establishes and requires the implementation of an enhanced motor vehicle inspection and maintenance (I/M) program throughout the District. The intended effect of this action is to conditionally approve the District of Columbia enhanced motor vehicle I/M program. EPA is granting approval of this SIP revision, conditioned upon the District meeting the April 30, 1999 start date committed to and contained in its enhanced I/M SIP revision.

EFFECTIVE DATES: This final rule is effective on July 2, 1998.

ADDRESSES: Copies of the documents relevant to this action are available for public inspection during normal business hours at the Air Programs Division, U.S. Environmental Protection Agency, Region III, 841 Chestnut Building, Philadelphia, Pennsylvania 19107.

FOR FURTHER INFORMATION CONTACT: Catherine L. Magliocchetti 215–566–2174, at the EPA Region III address above, or via e-mail at magliocchetti. catherineepamail. epa.gov.

SUPPLEMENTARY INFORMATION:

I. Background

On March 30, 1998 (63 FR 15118), EPA published a notice of proposed rulemaking (NPR) for the District of Columbia. The NPR proposed conditional approval of the enhanced I/M program, submitted on November 25, 1997 by the District of Columbia Department of Health (DoH). A description of the District's submittal and EPA's rationale for its proposed action were presented in the NPR and will not be restated here.

II. Public Comments/Response to Public Comments

There were no comments submitted during the public comment period on this notice.