

Tax Administration when that office is vacant.

Dated: November 4, 1999.

**Lawrence H. Summers,**

*Secretary of the Treasury.*

[FR Doc. 99-29658 Filed 11-15-99; 8:45 am]

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## NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

### Information Security Oversight Office

#### 32 CFR Part 2001

[Directive No. 1; Appendix A]

[RIN 3095-AA92]

#### Information Security Oversight Office; Classified National Security Information; Correction

**AGENCY:** Information Security Oversight Office (ISOO), National Archives and Records Administration (NARA).

**ACTION:** Final rule; correction.

**SUMMARY:** The Information Security Oversight Office, NARA, published in the **Federal Register** of September 13, 1999, a final rule establishing a uniform referral standard that Federal agencies must use for multi-agency declassification issues. Inadvertently, we published incorrect text for the definition of the term "Exempted." This document provides the correct text.

**DATES:** Effective on October 13, 1999.

**FOR FURTHER INFORMATION CONTACT:** Steven Garfinkel, Director, ISOO. Telephone: 202-219-5250.

**SUPPLEMENTARY INFORMATION:** ISOO published a final rule document in the **Federal Register** of September 13, 1999, (64 FR 49388) adding a new § 2001.55 to Subpart E. The definition of "Exempted" incorrectly repeated the definition for another term. This correction provides the correct definition for "Exempted."

In the document FR 99-23800 published on September 13, 1999, (99 FR 49388) make the following correction. On page 49389, in the second column, in § 2001.55, paragraph (d), remove the definition of "Exempted" and add in its place:

#### § 2001.55 Document referral.

\* \* \* \* \*

(d) \* \* \*

"Exempted means nomenclature and marking indicating information has been determined to fall within an enumerated exemption from automatic declassification under E.O. 12958."

\* \* \* \* \*

Dated: November 9, 1999.

**John W. Carlin,**

*Archivist of the United States.*

[FR Doc. 99-29863 Filed 11-15-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 117

[CGD01-99-076]

RIN 2115-AE47

#### Drawbridge Operation Regulations: Hackensack River, Passaic River, NJ

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is changing the drawbridge operation regulations governing the Harold J. Dillard (Court Street) Bridge, at mile 16.2, at Hackensack, across the Hackensack River, the Avondale Bridge, at mile 10.7, at Lyndhurst, across the Passaic River, and the Douglas O. Mead (Union Avenue) Bridge, at mile 13.2, at Rutherford, across the Passaic River, in New Jersey. The bridge owner asked the Coast Guard to change the regulations for these bridges to require a four-hour advance notice for openings at all times because there have been few requests to open these bridges since 1994. This final rule is expected to relieve the bridge owner of the burden of crewing the bridges at all times and still meet the needs of navigation.

**DATES:** This final rule is effective December 16, 1999.

**ADDRESSES:** Documents as indicated in this preamble are available for inspection or copying at the First Coast Guard District Office, 408 Atlantic Avenue, Boston, Massachusetts 02110, 7 a.m. to 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (617) 223-8364.

**FOR FURTHER INFORMATION CONTACT:** John W. McDonald, Project Officer, First Coast Guard District, (617) 223-8364.

**SUPPLEMENTARY INFORMATION:**

#### Regulatory History

On August 13, 1999, the Coast Guard published a notice of proposed rulemaking entitled Drawbridge Operation Regulations; Hackensack River and Passaic River, New Jersey, in the **Federal Register** (64 FR 44148). The Coast Guard received no comments in response to the notice of proposed rulemaking. No public hearing was requested and none was held.

#### Background

The Harold J. Dillard (Court Street) Bridge, mile 16.2, across the Hackensack River in Hackensack, New Jersey, has a vertical clearance of 3 feet at mean high water and 8 feet at mean low water, the Douglas O. Mead (Union Avenue) Bridge, mile 13.2, across the Passaic River, in Rutherford, New Jersey, has a vertical clearance of 13 feet at mean high water and 18 feet at mean low water, the Avondale Bridge, mile 10.7, across the Passaic River in Lyndhurst, New Jersey, has a vertical clearance of 7 feet at mean high water and 12 feet at mean low water.

The existing operating regulations for the Harold J. Dillard (Court Street) Bridge listed at § 117.723(g) require the bridge to open on signal from 7 a.m. to 11 p.m. From 11 p.m. to 7 a.m., and at all times on weekends and Federal holidays, the draw shall open on signal if at least eight hours notice is given. The existing operating regulations for the Douglas O. Mead (Union Avenue) Bridge listed at § 117.739(o) require the bridge to open on signal; except that, from 4 p.m. to 8 a.m., the draw shall open if at least eight hours notice is given. The existing operating regulations for the Avondale Bridge listed at 117.739(l) require the bridge to open on signal; except that, notice must be given before 2:30 a.m. for openings between 3 a.m. and 8:30 a.m. and before 2:30 p.m. for openings between 4:30 p.m. and 7 p.m.

The bridge owner, the County of Bergen, has asked the Coast Guard to change the regulations for these bridges to require a four-hour advance notice for openings at all times.

The bridge log data indicates that the Harold J. Dillard (Court Street) Bridge and Douglas O. Mead (Union Avenue) Bridge have not received a request to open since 1994. The Avondale Bridge had 8 openings in 1996, 4 openings in 1997, 2 openings in 1998, and no openings thus far in 1999.

#### Discussion of Comments and Changes

The Coast Guard received no comments in response to the notice of proposed rulemaking and no changes have been made to this final rule.

#### Regulatory 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. This conclusion is based on the fact that these bridges have had few requests to open since 1994. Mariners will still be able transit the waterway provided they give a four-hour notice.

**Small Entities**

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considered whether this final rule will have a significant economic impact on a substantial number of small entities. "Small entities" include small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations less than 50,000. Therefore, for reasons discussed in the Regulatory Evaluation section above, the Coast Guard certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) 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 in accordance with the principles and criteria contained in Executive Order 13132 and has determined that this final rule does not have federalism implications under that Order.

**Environment**

The Coast Guard considered the environmental impact of this final rule and concluded that, under Section 2.B.2., Figure 2-1, paragraph (32)(e), of Commandant Instruction M16475.1C, this final rule is categorically excluded from further environmental documentation because promulgation of changes to drawbridge regulations have been found to not have a significant effect on the environment. A written "Categorical Exclusion Determination" is not required for this final rule.

**List of Subjects in 33 CFR Part 117**

Bridges.

**Regulations**

For the reasons set out in the preamble, the Coast Guard amends 33 CFR part 117 as follows:

**PART 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, 106 Stat. 5039.

2. Section 117.723(g) is revised to read as follows:

**§ 117.723 Hackensack River.**

\* \* \* \* \*

(g) The draw of the Harold J. Dillard Memorial (Court Street) Bridge, mile 16.2, at Hackensack, shall open on signal if at least four hours notice is given.

\* \* \* \* \*

3. Section 117.39 (l) and (o) are revised to read as follows:

**§ 117.739 Passaic River.**

\* \* \* \* \*

(l) The draw of the Avondale Bridge, mile 10.7, at Lyndhurst, shall open on signal if at least four hours notice is given.

\* \* \* \* \*

(o) The draw of the Douglas O. Mead (Union Avenue) Bridge, mile 13.2, shall open on signal if at least four hours notice is given.

\* \* \* \* \*

Dated: October 28, 1999.

**Robert F. Duncan,**

*Captain, U.S. Coast Guard, Acting Commander, First Coast Guard District.*

[FR Doc. 99-29833 Filed 11-15-99; 8:45 am]

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**ENVIRONMENTAL PROTECTION AGENCY**

**40 CFR Part 62**

[NE 086-1086a; FRL-6473-8]

**Approval and Promulgation of State Plans for Designated Facilities and Pollutants; Control of Emissions From Hospital/Medical/Infectious Waste Incinerators (HMIWI); State of Nebraska**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Direct final rule.

**SUMMARY:** EPA is approving the state of Nebraska's section 111(d) plan for controlling emissions from existing

HMIWIs. The plan was submitted to fulfill the requirements of sections 111 and 129 of the Clean Air Act (CAA). The state plan establishes emission limits and controls for sources constructed on or before June 20, 1996.

**DATES:** This direct final rule is effective on January 18, 2000 without further notice, unless EPA receives adverse comment by December 16, 1999. If adverse comment is received, EPA will publish a timely withdrawal of the direct final rule in the **Federal Register** and inform the public that the rule will not take effect.

**ADDRESSES:** All comments should be addressed to: Wayne Kaiser, Air Planning and Development Branch, 901 North 5th Street, Kansas City, Kansas 66101.

Copies of the state submittal are available at the following addresses for inspection during normal business hours: Environmental Protection Agency, Air Planning and Development Branch, 901 North 5th Street, Kansas City, Kansas 66101; and the Environmental Protection Agency, Air and Radiation Docket and Information Center, Air Docket (6102), 401 M Street, SW, Washington, D.C. 20460.

**FOR FURTHER INFORMATION CONTACT:** Wayne Kaiser at (913) 551-7603.

**SUPPLEMENTARY INFORMATION:**

Throughout this document whenever "we, us, or our" is used, we mean EPA.

Information regarding this action is presented in the following order:

What are the requirements of section 129 of the CAA?

What is a section 111(d) state plan?

What is Subpart Ce?

What are the requirements for the HMIWI state plan? What is contained in the Nebraska state plan?

What are the approval criteria for the state plan?

**What Are the Requirements of Section 129 of the CAA?**

Section 129 of the CAA Amendments of 1990 requires us to set air emission standards and emission guidelines (EG) under the authority of section 111 of the CAA to reduce pollution from incinerators that burn solid waste. Incinerators that burn medical waste are classified as solid waste incinerators and therefore must be regulated.

**What Is a Section 111(d) State Plan?**

Section 111(d) of the CAA, "Standards of Performance for New Stationary Sources," authorizes us to set air emissions standards for certain categories of sources. These standards are called new source performance standards (NSPS). When an NSPS is promulgated for new sources, we also