

final rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. The Coast Guard reached this conclusion based on the fact that the final rule will not prevent mariners from transiting the bridge, but merely require them to plan their transits in accordance with the scheduled bridge openings.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), the Coast Guard must consider whether this final rule will have a significant economic impact on a substantial number of small entities. "Small entities" include independently owned and operated small businesses that are not dominant in their field and that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632). Because it expects the impact of this final rule to be minimal, 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 contains no collection of information requirement under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

#### Federalism

The Coast Guard has analyzed this final rule under the principles and criteria contained in Executive Order 12612 and has determined that this final rule 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, paragraph (32)(e) of COMDTINST M16475.1C, this final rule is categorically excluded from further environmental documentation based on the fact that it is a promulgation of the operating regulations for a drawbridge. A Categorical Exclusion Determination statement has been prepared and placed in the rulemaking docket.

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

Bridges.

#### Regulations

For the reasons discussed 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 117.822 is revised to read as follows:

#### § 117.822 Beaufort Channel, NC.

The draw of the US 70 bridge, mile 0.1., at Beaufort, shall open as follows:

(a) From 6 a.m. to 10 p.m., the draw need only open every hour on the hour, twenty minutes past the hour and forty minutes past the hour; except that on weekdays the bridge need not open at 7:40 a.m., 8:40 a.m., 4:40 p.m. and 5:40 p.m.

(b) From 10 p.m. to 6 a.m., the bridge shall open on signal.

Dated: June 23, 1998.

#### P.M. Stillman,

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

[FR Doc. 98-18395 Filed 7-9-98; 8:45 am]

BILLING CODE 4910-15-M

### DEPARTMENT OF TRANSPORTATION

#### Coast Guard

#### 33 CFR Part 117

[CGD11-98-008]

#### Drawbridge Operation Regulations; Cerritos Channel, CA, Commodore Schuyler F. Heim Bridge

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of temporary deviation from regulations.

**SUMMARY:** Notice is hereby given that the Coast Guard has issued a temporary deviation to the regulation governing the opening of the Commodore Schuyler F. Heim Bridge vertical lift bridge over the Cerritos Channel of Los Angeles/Long Beach Harbor. The deviation specifies that the bridge need not be opened for vessels during the hours of 8 p.m. to 5 a.m., seven days a week beginning August 10, 1998 through September 22, 1998, except federal holidays. The purpose of this deviation is to allow the California Department of Transportation and its contractors to inspect, clean, and reweld the tower bracing to increase resistance to seismic forces. During this work the bridge must be closed to both highway and vessel traffic.

**DATES:** The effective period of the deviation is August 10, 1998 through September 22, 1998.

#### FOR FURTHER INFORMATION CONTACT:

Ms. Susan Worden, Bridge Administrator, Eleventh Coast Guard District, Building 50-6 Coast Guard Island, Alameda, CA 94501-5100, telephone (510) 437-3461.

**SUPPLEMENTARY INFORMATION:** The Coast Guard anticipates that the economic consequences of this deviation will be minimal. The closure period is a time of reduced highway and vessel traffic. If mariners require an opening they have an alternate route available through the outer harbor, and they can avoid delays and detours by timing their transits during the hours of 5 a.m. to 8 p.m. daily.

This deviation from the normal operating regulations in 33 CFR 117.147(a) is authorized in accordance with the provisions of 33 CFR 117.35.

Dated: June 17, 1998.

#### J.C. Card,

*Admiral, U.S. Coast Guard, Commander, Eleventh Coast Guard District.*

[FR Doc. 98-18393 Filed 7-9-98; 8:45 am]

BILLING CODE 4910-13-M

### POSTAL SERVICE

#### 39 CFR Part 20

#### Interim Rule for Global Package Link to Germany and France

**AGENCY:** Postal Service.

**ACTION:** Interim rule with request for comments.

**SUMMARY:** The Postal Service is amending the rule in the International Mail Manual on Global Package Link to Germany and France to add a merchandise return service for customers utilizing the GPL service to Germany and France.

**DATES:** The interim regulations take effect as of 12:01 a.m. on July 10, 1998. Comments must be received on or before August 10, 1998.

**ADDRESSES:** Written comments should be mailed or delivered to International Business Unit, U.S. Postal Service, 475 L'Enfant Plaza SW, room 370-IBU, 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:** Bill Brandt (202) 314-7165.

SUPPLEMENTARY INFORMATION:

**I. Introduction**

There currently is no method for GPL customers to Germany and France to receive return packages beyond traditional means such as international mail. In response to requests from these mailers, a GPL return service is being established in Germany and France. These services will allow GPL customers to receive returns as well as advanced data on those returns providing them a means to more effectively service their customers.

**II. GPL Return Services to Germany and France**

*A. Qualifying Criteria*

Customers wishing to use the GPL Return Services for Germany and France must be a GPL customer to those countries. There may be some additional set up requirements as required by the foreign returns agent to provide the service. The Postal Service will discuss all set up requirements with the mailer prior to establishment of the return service.

*B. Rates*

The rates for return services are detailed in the Global Package Link rate charts in the Individual Country Listings.

**III. Conclusion**

Accordingly, the Postal Service hereby adopts the inclusion of these new services for GPL on an interim basis, at the rates set forth in the schedules below. 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 rule making (5 U.S.C. 553), the Postal Service invites interested persons to submit written data, views, or arguments concerning this interim rule.

**List of Subjects in 39 CFR Part 20**

International postal service, Foreign relations.

The Postal Service adopts the following interim amendment to the International Mail Manual, which is incorporated by reference in the Code of Federal Regulations. See 39 CFR 20.1.

**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. Subchapter 620 of the International Mail Manual, Issue 20, is amended as follows:

**6 Special Programs**

\* \* \* \* \*

**620 Global Package Link**

\* \* \* \* \*

**626 Services Available**

\* \* \* \* \*

**626.2 Merchandise Return Service**

\* \* \* \* \*

**626.24 Germany**

A merchandise return service is available to Global Package Link mailers to Germany. The return service includes in-country shipping, processing, consolidation and international air shipment and delivery to the mailers' designated address in the United States. In addition, the returns agent will apply for a refund of duties and taxes from German Customs. The returns prices, per parcel, are detailed in the Global Package Link rate charts in the individual Country Listings.

**626.25 France**

A merchandise return service is available to Global Package Link mailers to France. The return service includes in-country shipping, processing, consolidation and international air shipment and delivery to the mailers' designated address in the United States. In addition, the returns agent will apply for a refund of duties and taxes from French Customs. The returns prices, per parcel, are detailed in the Global Package Link rate charts in the individual Country Listings.

GLOBAL PACKAGE LINK TO GERMANY RATE CHART

Weight not to exceed (pounds)	Rate all volumes	Returns	Weight not to exceed (pounds)	Rate all volumes	Returns
1	\$10.74	\$14.50	36	\$67.16	\$57.00
2	12.35	15.00	37	68.77	58.00
3	13.96	17.00	38	70.38	59.50
4	15.57	18.00	39	71.99	60.50
5	17.18	19.50	40	73.60	62.00
6	18.80	20.00	41	75.22	63.00
7	20.41	22.00	42	76.83	64.50
8	22.02	23.00	43	78.44	65.50
9	23.63	24.50	44	80.05	66.50
10	25.24	25.00	45	81.66	67.50
11	26.86	26.00	46	83.28	68.50
12	28.47	27.50	47	84.89	70.00
13	30.08	28.50	48	86.50	71.00
14	31.69	30.00	49	88.11	72.50
15	33.30	31.00	50	89.72	73.50
16	34.92	32.50	51	91.34	75.00
17	36.53	33.50	52	92.95	76.00
18	38.14	35.00	53	94.56	77.50
19	39.75	36.00	54	96.17	78.50
20	41.36	37.50	55	97.78	79.50
21	42.98	38.50	56	99.40	81.00
22	44.59	39.50	57	101.01	81.50
23	46.20	41.00	58	102.62	83.00
24	47.81	42.00	59	104.23	84.00
25	49.42	43.00	60	105.84	85.50
26	51.04	44.00	61	107.46	86.50
27	52.65	45.50	62	109.07	88.00
28	54.26	46.50	63	110.68	89.00
29	55.87	48.00	64	112.29	91.00

GLOBAL PACKAGE LINK TO GERMANY RATE CHART—Continued

Weight not to exceed (pounds)	Rate all volumes	Returns	Weight not to exceed (pounds)	Rate all volumes	Returns
30 .....	57.48	49.00	65 .....	113.90	92.00
31 .....	59.10	50.50	66 .....	115.52	93.00
32 .....	60.71	51.50	67 .....	117.13	94.00
33 .....	62.32	52.50	68 .....	118.74	95.00
34 .....	63.93	54.00	69 .....	120.35	96.50
35 .....	65.54	55.00	70 .....	121.96	97.00

GLOBAL PACKAGE LINK TO FRANCE RATE CHART

Weight not over (pounds)	Price per piece standard service		Returns
	<100,000 pieces	>100,000 pieces	
1 .....	\$6.75	\$6.55	\$8.00
2 .....	8.75	8.49	10.00
3 .....	10.75	10.43	12.50
4 .....	12.75	12.37	14.50
5 .....	14.75	14.31	16.00
6 .....	16.75	16.25	17.00
7 .....	18.75	18.19	19.50
8 .....	20.75	20.13	21.00
9 .....	22.75	22.07	22.50
10 .....	24.75	24.01	23.50
11 .....	26.75	25.95	25.00
12 .....	28.75	27.89	28.00
13 .....	30.75	29.83	29.50
14 .....	32.75	31.77	30.50
15 .....	34.75	33.71	31.50
16 .....	36.75	35.65	35.00
17 .....	38.75	37.59	36.50
18 .....	40.75	39.53	37.50
19 .....	42.75	41.47	38.50
20 .....	44.75	43.41	40.00
21 .....	46.75	45.35	41.00
22 .....	48.75	47.29	42.00
23 .....	50.75	49.23	43.00
24 .....	52.75	51.17	44.00
25 .....	54.75	53.11	45.00
26 .....	56.75	55.05	46.50
27 .....	58.75	56.99	47.50
28 .....	60.75	58.93	48.50
29 .....	62.75	60.87	49.50
30 .....	64.75	62.81	51.00
31 .....	66.75	64.75	52.00
32 .....	68.75	66.69	53.00
33 .....	70.75	68.63	54.00
34 .....	72.75	70.57	55.00
35 .....	74.75	72.51	56.50
36 .....	76.75	74.45	57.50
37 .....	78.75	76.39	58.50
38 .....	80.75	78.33	59.50
39 .....	82.75	80.27	60.50
40 .....	84.75	82.21	62.00
41 .....	86.75	84.15	63.00
42 .....	88.75	86.09	64.00
43 .....	90.75	88.03	65.00
44 .....	92.75	89.97	66.00
45 .....	94.75	91.91	67.00
46 .....	96.75	93.85	68.50
47 .....	98.75	95.79	69.50
48 .....	100.75	97.73	70.50
49 .....	102.75	99.67	71.50
50 .....	104.75	101.61	73.00
51 .....	106.75	103.55	74.00
52 .....	108.75	105.49	75.00
53 .....	110.75	107.43	76.00
54 .....	112.75	109.37	77.00
55 .....	114.75	111.31	78.00

Discounts: Postage is reduced by the following discounts once the applicable volume thresholds are reached during a 12-month period: over 100,000—Discount 3%.

\* \* \* \* \*

**Stanley F. Mires,***Chief Counsel, Legislative.*

[FR Doc. 98-18433 Filed 7-7-98; 4:36 pm]

BILLING CODE 7710-12-P

**POSTAL SERVICE****39 CFR Part 111****Elimination of Mixed BMC/ADC Pallets of Packages of Flats**

AGENCY: Postal Service.

ACTION: Final rule.

**SUMMARY:** This final rule revises Domestic Mail Manual (DMM) sections M020, M041, and M045 to eliminate the options for mailers to place packages and bundles of Periodicals Mail on mixed ADC pallets and to place packages and bundles of Standard Mail (A) and Standard Mail (B) on mixed BMC pallets. Mailers will continue to have the options to place sacks, trays, or parcels on mixed ADC or mixed BMC pallets, as appropriate for the class of mail.

EFFECTIVE DATE: September 8, 1998.

**FOR FURTHER INFORMATION CONTACT:** Cheryl Beller, (202) 268-5166.

**SUPPLEMENTARY INFORMATION:** On February 18, 1998, the Postal Service published in the **Federal Register** (63 FR 8154-8156) proposed revisions to the DMM to eliminate the options, available since the implementation of Classification Reform in July 1996, to place packages and bundles on mixed ADC pallets (Periodicals) and mixed BMC pallets (Standard Mail). Although these options offer some benefits in mailers' manufacturing and distribution handling processes by reducing sack usage, they have had a negative impact on service and mailpiece integrity.

The deadline for submitting comments on the proposed revisions was April 6, 1998. All comments received or mailed by that date have been considered.

**Evaluation of Comments Received**

There were only three written responses to the proposed revisions. One commenter noted that, as a printer, it prefers to place as much mail as possible on pallets because sacking is more labor intensive, but it also recognizes that mixed pallets may be more costly for the Postal Service to process. However, it was not in favor of implementation of the revisions at this time due to problems it has been experiencing in obtaining a sufficient supply of brown sacks for Periodicals. When the revised standards are

implemented, the Periodicals that this company currently places on mixed ADC pallets will have to be placed in sacks. The mailer was concerned that the brown sack shortage would affect service.

The Postal Service has completed its largest purchase ever of brown sacks and is confident that a sufficient quantity will be available on a regular basis to handle the volume shifts. In addition, the Chicago Mail Transport Equipment Service Center (MTESC) has recently opened. This is the first of 22 MTESCs that will open during the next year to ensure the availability of sacks.

The second commenter is primarily concerned that the potential increase in sack usage will result in a slowdown and higher costs in its manufacturing process, which relies heavily on automation and robotics. These processes are not compatible with sacking. The commenter urged the Postal Service to continue to work with mailers on alternative preparation options that will help to eliminate sack usage. During the past several years, the Postal Service has been working with the mailing industry to understand how mailers sort mail to pallets and to identify opportunities for improvement. The joint industry/Postal Service Mailers Technical Advisory Committee (MTAC) Presort Optimization Work Group is currently discussing mail reallocation rules related to presort that would provide a means for mailers to optimize palletization. Although protecting the SCF pallet is the initial priority of the group, this effort could prevent some mail from falling to the mixed level. The Postal Service intends to publish draft rules this summer for mailer comment.

In addition to using presort optimization to enhance palletization, mailers who prepare palletized plant verified drop shipments (PVDS) may be able, under the provisions of DMM M041.5.3, to reduce the volume of mail that may have to be sacked as a result of these revisions. DMM M041.5.3 states that in a mailing or mailing job presented for acceptance at a single postal facility, one overflow pallet may be prepared containing less than 250 pounds or three tiers/layers of letter trays if the mail is for the service area of the entry facility and the pallet is properly labeled under M045, based on its contents. No special authorization is needed. For example, if a PVDS mailer is entering mail at the Springfield, MA, BMC and has prepared one or more Springfield, MA, destination BMC pallets, the mailer may currently be placing overflow of less than 250 pounds from these pallets on a mixed

BMC pallet. However, the mailer does have the option to place this overflow mail on a Springfield, MA, pallet instead of sacking the mail or placing it on a mixed ADC/BMC pallet under current standards, provided the less-than-minimum-volume pallet is deposited at the Springfield BMC. This addresses some of the service and cost issues that the revised standards are intended to address while providing mailers with an alternative to sacking under the conditions noted.

The third commenter does not prepare many mixed pallets but is interested in any changes that could improve mail delivery times. Although not convinced that mixed pallets contribute to slower delivery, this mailer stated it would support the change, but suggested a longer implementation period than the 45 days suggested in the proposed rule. It needs additional lead time to implement the changes for mailings that are prepared on a 6-week select lead time. For over a year, the Postal Service has been communicating with the mailing industry on plans to eliminate the mixed pallet preparation option for packages and bundles as soon as a sufficient supply of sacks was available on a regular basis to handle the shift in volume. Now that this precondition is satisfied, the Postal Service believes it is reasonable to implement the changes as quickly as possible without causing a severe negative impact on our customers. Therefore, to address the concerns of this commenter and other mailers with similar production issues, the Postal Service has postponed the required implementation for 60 days.

The *Domestic Mail Manual* is revised as follows. These changes are incorporated by reference in the Code of Federal Regulations. See 39 CFR part 111.

**List of Subjects in 39 CFR Part 111**

Postal Service.

**PART 111—[AMENDED]**

1. The authority citation for 39 CFR part 111 continues to read as follows:

**Authority:** 5 U.S.C. 552 (a); 39 U.S.C. 101, 401, 403, 404, 3001-3011, 3201-3219, 3403-3406, 3621, 5001.

2. Revise the following section of the *Domestic Mail Manual* as follows:

M Mail Preparation And Sortation

M000 *General Preparation Standards*

\* \* \* \* \*