

and 10 a.m. and 12 p.m. to 1 p.m. would more efficiently accommodate all rail and marine transportation needs.

The purpose of this new temporary deviation is to help determine a bridge operating schedule that will accommodate both Conrail's proposed train schedule, future rail operations, and the present and anticipated needs of navigation.

This deviation will test a new alternate drawbridge operation schedule designed to help facilitate the safe coordination of vessel and rail traffic. A variety of factors, such as daily tide variations, the present and anticipated needs of navigation, and train scheduling, will be evaluated during this temporary test deviation.

The schedule considered in this notice would provide two daily thirty minute bridge closures within designated one hour periods with a one hour adjustment during certain high tides, as predicted at the Battery, New York. Also, unscheduled bridge closure requests may be granted by the Coast Guard within one to three hours of receipt of the request for bridge closure.

Being able to predict bridge closure periods each day in advance would enable both rail and marine interests to schedule accordingly, obviating the need to adjust to different bridge closure times each day. The ability to obtain unscheduled bridge closures will offer flexibility in rail operations.

This temporary deviation requires the AK Railroad Bridge to remain in the open position at all times except during periods when it is allowed to remain in the closed position for the passage of rail traffic for two thirty minute periods between 9 a.m. and 10 a.m., and 12 p.m. and 1 p.m., daily. The only exception is when high tide occurs during or within one hour after the scheduled closed period. When high tide occurs during the bridge closure period the thirty minute bridge closure will occur between 10 a.m. and 11 a.m., and 1 p.m. and 2 p.m., i.e. one hour later; when high tide occurs within one hour after the scheduled closure period the thirty minute bridge closure will occur between 8 a.m. and 9 a.m., 11 a.m. and 12 p.m., i.e. one hour earlier. A schedule of bridge closure periods will be posted on the U.S. Coast Guard's Homeport Web site and published in the Local Notice to Mariners.

In addition to the scheduled closure periods, up to two, unscheduled thirty minute bridge closure periods per day, maximum of twelve per week, may be requested and may be approved by the Coast Guard within one to three hours of the request. The bridge will remain open for a minimum of one hour

between bridge closures for the passage of marine traffic. In the event of bridge operational failure, the bridge owner or operator shall notify the Coast Guard Captain of the Port of New York immediately and shall ensure that a repair crew is on scene at the bridge no later than 45 minutes after the bridge fails to operate and that the repair crew shall remain at the bridge until the bridge has been restored to normal operations or raised and locked in the fully open position.

This deviation from the operating regulations is authorized under 33 CFR 117.35.

#### Cancellation

The deviation published in the **Federal Register** on March 20, 2007, (72 FR 12981) is being canceled because actual rail operations observed during the test deviation have been such that shifting the scheduled bridge closure times would more efficiently accommodate all transportation needs.

Dated: June 1, 2007.

**Gary Kassof,**

*Bridge Program Manager, First Coast Guard District.*

[FR Doc. 07-2869 Filed 6-6-07; 9:09 am]

**BILLING CODE 4910-15-P**

## POSTAL SERVICE

### 39 CFR Part 111

#### Customs Forms for Priority Mail To or From "969" ZIP Codes and 96799

**AGENCY:** Postal Service.

**ACTION:** Final rule.

**SUMMARY:** The Postal Service™ is revising the *Mailing Standards of the United States Postal Service, Domestic Mail Manual* to require customs declarations on certain Priority Mail® mailpieces to or from ZIP Code™ 96799 and ZIP Codes™ beginning with the prefix 969.

**EFFECTIVE DATE:** June 8, 2007.

**FOR FURTHER INFORMATION CONTACT:**

Obataiye B. Akinwole, 202-268-7262.

**SUPPLEMENTARY INFORMATION:** In January 2003, the Postal Service published a Postal Bulletin article asking customers to affix either PS Form 2976, *Customs Declaration CN22—Sender's Declaration*, or PS Form 2976-A, *Customs Declaration and Dispatch Note—CP72*, to all mailpieces weighing 16 ounces or more addressed to Guam. In March 2003, we revised our request to include mailpieces addressed to all ZIP Codes beginning with the 969 ZIP Code prefix. On September 13, 2006, we

published a Proposed rule in the **Federal Register**, (71 FR 54006), to require customs declarations on certain Priority Mail mailpieces to or from ZIP Codes™ beginning with the prefix 969. We are now requiring that the appropriate customs form be affixed to all Priority Mail pieces weighing 16 ounces or more sent to or from ZIP Codes beginning with the prefix 969. We are also expanding the requirement to affix the appropriate customs form to all Priority Mail pieces weighing 16 ounces or more that are sent to or from ZIP Code 96799, American Samoa.

We are also removing the language regarding "dutiable merchandise" from this final rule. The language is ambiguous at best and does not address a specific concern.

#### Comments

Interested persons were invited to comment on the proposed rule. One comment was received. The commenter questioned the underlying rationale for the new rule. In response, these destinations are outside the customs territory of the United States. Hence, a customs form would facilitate the identification of the contents of the mail to the extent customs inspections may be applied to this traffic. In addition, use of a customs form would enable the Postal Service to meet requirements imposed by airlines to carry Priority Mail above a certain weight threshold. Such requirements are not imposed by surface transportation carriers, and are not needed for other classes of mail carried by air carriers.

After reviewing and considering the comments, we adopt the following changes to Mailing Standards of the United States Postal Service, Domestic Mail Manual (DMM), incorporated by reference in the Code of Federal Regulations. See 39 CFR 111.1.

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

Administrative practice and procedure, Postal Service.

■ Accordingly, 39 CFR part 111 is amended as follows:

#### 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, 414, 416, 3001-3011, 3201-3219, 3403-3406, 3621, 3626, 5001.

■ 2. Revise the *Mailing Standards of the United States Postal Service, Domestic Mail Manual (DMM)*, as follows:

#### 600 Basic Standards for All Mailing Services

\* \* \* \* \*

**608 Postal Information and Resources**

\* \* \* \* \*

**2.0 Domestic Mail**

\* \* \* \* \*

*[Add new 2.4 as follows:]***2.4 Customs Forms Required**

Regardless of contents, all Priority Mail weighing 16 ounces or more sent from the United States to a ZIP Code beginning with the prefix 969 and ZIP Code 96799, and all Priority Mail sent from a ZIP Code beginning with the prefix 969 and ZIP Code 96799 to the United States, must bear either Form 2976 or Form 2976-A. This mail must be presented to an employee at a post office, to a letter carrier when using Click-N-Ship with Carrier Pickup, or to a Postal Service employee designated by the postmaster.

\* \* \* \* \*

**Neva R. Watson,***Attorney, Legislative.*

[FR Doc. E7-11069 Filed 6-7-07; 8:45 am]

BILLING CODE 7710-12-P

**ENVIRONMENTAL PROTECTION AGENCY****40 CFR Part 51**

[EPA-HQ-OAR-2003-0079, FRL-8324-3]

RIN 2060-AO00

**Phase 2 of the Final Rule To Implement the 8-Hour Ozone National Ambient Air Quality Standard—Notice of Reconsideration****AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Final notice of reconsideration.

**SUMMARY:** On December 19, 2006, EPA published, as a proposed rule, a notice of reconsideration for several aspects of the November 29, 2005, Phase 2 of the

final rule to implement the 8-hour ozone national ambient air quality standard (NAAQS). These issues relate to nitrogen oxide (NO<sub>x</sub>) reasonably available control technology (RACT) for electric generating units (EGUs) in Clean Air Interstate Rule (CAIR) states and to certain new source review (NSR) provisions. The notice of reconsideration was published as a result of a petition for reconsideration which had been submitted by the Natural Resources Defense Council. In this action, EPA summarizes and responds to comments received in response to the notice of reconsideration, and EPA announces its final actions taken in response to these comments.

As a result of this reconsideration process, EPA is changing the deadline for states in the CAIR region to submit EGU NO<sub>x</sub> RACT SIPs subpart 2 ozone nonattainment areas classified as moderate and above. EPA is also modifying its guidance on the issue of NO<sub>x</sub> RACT for EGUs in CAIR states.

**DATES:** This final rule is effective on July 9, 2007.

**ADDRESSES:** The EPA has established a docket for this action under Docket ID No. EPA-HQ-OAR-2003-0079. All documents in the docket are listed in <http://www.regulations.gov>. Although listed in the index, some information is not publicly available, i.e., CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically in <http://www.regulations.gov> or in hard copy at the EPA Docket Center (Air Docket), EPA/DC, EPA West, Room 3334, 1301 Constitution Ave., NW., Washington, DC. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal

holidays. The telephone number for the Public Reading Room is (202) 566-1744.

**FOR FURTHER INFORMATION CONTACT:** For further information on the issue relating to NO<sub>x</sub> RACT for EGU sources in CAIR States, contact Mr. William L. Johnson, Office of Air Quality Planning and Standards, U.S. Environmental Protection Agency, (C539-01) Research Triangle Park, NC 27711, phone number 919-541-5245, fax number (919) 541-0824 or by e-mail at [johnson.williamL@epa.gov](mailto:johnson.williamL@epa.gov) or Mr. John Silvasi, Office of Air Quality Planning and Standards, U.S. Environmental Protection Agency, (C539-01), Research Triangle Park, NC 27711, phone number (919) 541-5666, fax number (919) 541-0824 or by e-mail at [silvasi.john@epa.gov](mailto:silvasi.john@epa.gov). For further information on the NSR issues discussed in this notice, contact Mr. David Painter, Office of Air Quality Planning and Standards, (C504-03), U.S. EPA, Research Triangle Park, North Carolina 27711, telephone number (919) 541-5515, fax number (919) 541-5509, e-mail: [painter.david@epa.gov](mailto:painter.david@epa.gov).

**SUPPLEMENTARY INFORMATION:****I. General Information***A. Does This Action Apply to Me?*1. Issue on Determination of CAIR/RACT Equivalency for NO<sub>x</sub> EGUs

Entities potentially affected by the subject rule for this action include States (typically State air pollution control agencies), and, in some cases, local governments that develop air pollution control rules, in the region affected by the CAIR.<sup>1</sup> The EGUs are also potentially affected by virtue of State action in SIPs that implement provisions resulting from final rulemaking on this action; these sources are in the following groups:

<sup>1</sup> Federal Register of May 12, 2005 (70 FR 25, 162).