must comply with §187.307. The application must include the existing certificate unless the certificate is lost, stolen, mutilated, destroyed, or otherwise unavailable.

(c) A replacement certificate of title created by the office must comply with §187.309 and indicate on the face of the certificate that it is a replacement certificate.

(d) If a person receiving a replacement certificate of title subsequently obtains possession of the original written certificate, the person must promptly destroy the original certificate of title.

§187.323 Rights of purchaser other than secured party.

(a) A buyer in ordinary course of business has the protections afforded by State law even if an existing certificate of title was not signed and delivered to the buyer or a new certificate listing the buyer as owner of record was not created.

(b) Except as otherwise provided in §§187.317 and 187.324, the rights of a purchaser of a vessel who is not a buyer in ordinary course of business or a lien creditor are governed by State law.

§187.324 Rights of secured party.

(a) Subject to paragraph (b) of this section, the effect of perfection and non-perfection of a security interest and the priority of a perfected or unperfected security interest with respect to the rights of a purchaser or creditor, including a lien creditor, is governed by State law.

(b) If, while a security interest in a vessel is perfected by any method under this subpart, the office creates a certificate of title that does not indicate that the vessel is subject to the security interest or contain a statement that it may be subject to security interests not indicated on the certificate—

(1) A buyer of the vessel, other than a person in the business of selling or leasing vessels of that kind, takes free of the security interest if the buyer, acting in good faith and without knowledge of the security interest, gives value and receives possession of the vessel; and

(2) The security interest is subordinate to a conflicting security interest in the vessel that is perfected under §187.315 after creation of the certificate and without the conflicting secured party’s knowledge of the security interest.

§187.325 Duties and operation of office.

(a) The office must retain the evidence used to establish the accuracy of the information in its files relating to the current ownership of a vessel and the information on the certificate of title.

(b) The office must retain in its files all information regarding a security interest in a vessel for at least 10 years after the office receives a termination statement regarding the security interest. The information must be accessible by the hull identification number (HIN) for the vessel and any other methods provided by the office.

(c) If a person submits a record to the office, or submits information that is accepted by the office, and requests an acknowledgment of the filing or submission, the office must send to the person an acknowledgment showing the HIN of the vessel to which the record or submission relates, the information in the filed record or submission, and the date and time the record was received or the submission accepted. A request under this section must contain the HIN and be delivered by means authorized by the office.

(d) The office must send or otherwise make available in a record the following information to any person that requests it and pays the applicable fee:

(1) Whether the files of the office indicate, as of a date and time specified by the office, but not a date earlier than 3 days before the office received the request, any certificate of title, security interest, termination statement, or title brand that relates to a vessel—

(i) Identified by a HIN designated in the request;

(ii) Identified by a vessel number designated in the request; or

(iii) Owned by a person designated in the request.

(2) With respect to the vessel—

(i) The name and address of any owner as indicated in the files of the office or on the certificate of title;

(ii) The name and address of any secured party as indicated in the files of the office or on the certificate, and the effective date of the information; and

(iii) A copy of any termination statement indicated in the files of the office and the effective date of the termination statement.

(3) With respect to the vessel, a copy of any certificate of origin, secured party transfer statement, transfer-by-law statement under §187.320, and other evidence of previous or current transfers of ownership.

(e) In responding to a request under this section, the office may provide the requested information in any medium. On request, the office must send the requested information in a record that is in keeping with State rules of evidence.

SUPPLEMENTARY INFORMATION:

Background

The Postal Service hereby amends Publication 52, Hazardous, Restricted, and Perishable Mail, with the provisions set forth herein. While not codified in title 39, Code of Federal Regulations (“CFR”), Publication 52 is a regulation of the Postal Service, and changes to it may be published in the Federal Register. 39 CFR 211.2(a)(2). Moreover, Publication 52 is incorporated by reference into Mailing Standards of the United States Postal Service. Domestic Mail Manual (“DMM”) section 601.8.1, which is incorporated by reference, in turn, into the Code of Federal Regulations. 39 CFR 111.1. 111.3. Publication 52 is publicly available, in a read-only format, via the Postal Explorer website at https://pe.usps.com. In addition, links to Postal Explorer are provided on the landing page of USPS.com, the Postal Service’s primary customer-facing website, and on Postal Pro, an online informational source available to postal customers. Misrouted and mishandled HAZMAT can and does cause fires, spills, corrosion, and other dangers to personnel and equipment of the Postal Service, air carriers, and surface transportation providers, as well as to mailers’ property and to aircraft passengers.

In particular, the increasing consumer use of lithium metal and lithium-ion batteries has brought a concomitant rise in fires and other dangerous incidents related to such batteries. The Federal Aviation Administration (FAA) has publicly reported 365 aviation incidents involving lithium batteries between January 23, 2006, and May 1, 2022, including a substantial number in just the most recent twelve months. FAA, Events with Smoke, Fire, Extreme Heat, or Explosion Involving Lithium Batteries, May 1, 2022, https://go.usa.gov/xuxsNT.1

The Pipeline and Hazardous Materials Safety Administration (PHMSA) has similarly reported a number of incidents involving mail between 2014 and 2021. See PHMSA, Incident Statistics, last updated Mar. 9, 2022, https://go.usa.gov/xfrSS. One-third of the PHMSA-reported mail incidents occurred on passenger aircraft; approximately half were discovered because of a thermal or release event; and more than half were discovered only after flight. A plurality of such items were Class 9 items such as lithium batteries, and many were ineligible for air transportation. Moreover, in recent compliance inspections, PHMSA investigators “routinely saw shippers and carriers improperly package and ship lithium batteries for disposal or recycling,” including “packaging lithium batteries in a way that did not prevent short circuits, mixing damaged lithium batteries with other batteries in the same packaging within shipments for disposal or recycling, and shipping pallet loads of batteries in boxes and drums with inappropriate identification of the packages’ contents.” PHMSA, Safety Advisory Notice for the Disposal and Recycling of Lithium Batteries in Commercial Transportation 1–2, May 17, 2022, https://go.usa.gov/xJY3J.

Internal Postal Inspection Service data and anecdotal reports from commercial air-carrier partners over the last few years likewise indicate a consistent and alarming rise in incidents involving mailed packages of both lithium batteries and other HAZMAT, including flammable liquids, aerosols, and strike-anywhere matches. Incidents include unlabeled or improperly labeled air-ineligible HAZMAT being accepted for air transportation, as well as properly prepared air-ineligible HAZMAT that was improperly routed to air transportation because it was commingled with other mail and insufficiently visible to Postal Service personnel.

The FAA and PHMSA have issued standards for safe carriage of lithium batteries, including a prohibition on air transportation of damaged, defective, or recalled lithium batteries. See, e.g., 49 CFR 173.185. However, the determinants of hazard risk, such as damage, defects, state of charge, or packaging of batteries, are not outwardly apparent to Postal Service and other personnel handling packages. In other respects as well, safety depends on a shipper’s awareness of and compliance with packaging, labeling, marking, and other HAZMAT shipping requirements. If a shipper does not make HAZMAT adequately visible to Postal Service personnel responsible for acceptance and sorting, then there is an unacceptably high risk that postal and air-carrier personnel will not know that the item warrants special handling and routing. While many incidents involving HAZMAT in the mail are minor and controllable, the risk of a major threat to an aircraft—incendiary, particular, passenger aircraft—and other infrastructure and personnel is real, severe, and growing with the rise in lithium-battery and other hazardous shipments. By way of illustration, the U.S. Coast Guard (USCG) recently reported that on August 19, 2021, a shipping container loaded with discarded lithium batteries caught fire, with heat intense enough not only to destroy much of the cargo, but also to burn a hole in the container’s structure itself. USCG, Marine Safety Alert: Lithium Battery Fire, Mar. 10, 2022, https://go.usa.gov/xjY4xU. USCG noted that the incident would have been “catastrophic” if it had occurred after loading onto the container ship. The same could be said if a similar fire arose from discarded lithium batteries aboard passenger aircraft. It is imperative that the Postal Service undertake measures to reduce the risk to its operations and aviation safety.

On August 3, 2020, the Postal Service published a notice of proposed rulemaking regarding a proposed requirement to separate air-eligible HAZMAT from all other matter in a bulk mail receptacle. 85 FR 46575. The Postal Service received several comments on that notice, and it appreciates the valuable public input. In particular, multiple commenters expressed support for the proposition of separating HAZMAT from non-HAZMAT matter and for further improving the Postal Service’s ability to ensure that air-ineligible HAZMAT is not inadvertently loaded onto air transportation. Further study and intervening events have made clear that the initial proposal would not be sufficiently effective to mitigate the risk that HAZMAT poses to other mail; postal and air-carrier equipment and personnel; commercial air passengers; and the public at large. In lieu of the earlier proposal, therefore, the Postal Service is adopting the three measures described herein and solicits public comment on the new measures.

Summary of New Measures

In addition to preexisting packaging, labeling, and marking requirements and other conditions for mailability, two conditions are necessary to ensure the proper handling and routing of HAZMAT.

The first condition is visibility: The Postal Service must be aware of HAZMAT shipments in order to accord them appropriate attention. A HAZMAT package can easily evade postal HAZMAT processing if it is nestled beneath non-HAZMAT packages in a bulk mail receptacle. To address this problem, the Postal Service will require mailers tendering a mix of valid HAZMAT and non-HAZMAT items to present them separately, including in separate...

1The FAA notes that the publicly reported incidents do not represent all incidents reported to the FAA, let alone all such incidents at large.
In contrast with new electronic devices packaged and have batteries in various conditions and varying states of charge. Moreover, such devices are highly likely to be packaged without original packaging. Separating all HAZMAT from non-HAZMAT will reduce the likelihood of commingling and increase the opportunity for Postal Service personnel to determine the proper procedures for any HAZMAT items presented.

The second condition is separation integrity: Once recognized, the Postal Service must ensure that HAZMAT is not commingled with non-HAZMAT, lest it be improperly handled or routed. Therefore, the Postal Service is directing personnel to keep HAZMAT items separate from non-HAZMAT items at all points in the mailstream.

This interim final rule also introduces specific labeling requirements for packages containing pre-owned, damaged, or defective electronic devices containing or packed with lithium batteries, and bars them from eligibility for any Postal Service product that makes routine use of air transportation. Among other things, mailings covered by these new requirements include used items sent pursuant to e-commerce or private sales transactions; lost items sent for repair, replacement, upgrade, warranty service, diagnostics, recycling, or insurance claims. For clarity, pre-owned electronic devices exclude those that are in new, unopened manufacturer packaging.

The Postal Service and its partner air carriers have identified pre-owned, damaged, and defective electronic devices containing lithium batteries as a particular and growing cause of lithium-battery incidents. Indeed, damaged, defective, and recalled lithium cells and batteries are already ineligible for air transportation. 49 CFR 173.185(f). Beyond devices with damage or defects to batteries themselves, such devices may also have other damage or defects that increase the chances of exposure and ignition of even an intact battery. Moreover, such devices are highly likely to be packaged without original packaging, batteries in various conditions and varying states of charge. In contrast with new electronic devices in manufacturers' original packaging, consumers sending pre-owned, damaged, and defective electronic devices are less likely to be aware of HAZMAT requirements, let alone to comply with them.

As a result of these factors, lithium batteries in pre-owned, damaged, and defective electronic devices pose a particular hazard, as demonstrated by numerous incidents reported to the Postal Service as involving such items. To reduce the risk of such incidents occurring on air transportation, the Postal Service will restrict pre-owned, damaged, and defective electronic devices containing or packaged with lithium batteries to domestic products that use surface transportation. Consequently, such items will be prohibited in inbound and outbound international mail; mail to, from, and between overseas military and diplomatic addresses; and mail to, from, and within certain domestic locations for which the Postal Service lacks surface transportation. Moreover, to ensure adequate visibility, the Postal Service will require that packages containing pre-owned, damaged, and defective electronic devices containing or packaged with lithium batteries be marked “Restricted Electronic Device” and “Surface Transportation Only,” in addition to any other applicable markings.

As explained in the next section, the Postal Service has decided to implement these requirements immediately, due to the urgency of the danger to personnel, property, passengers, and the public. Nevertheless, the Postal Service is providing the public with a 30-day period for submission of comments before these new requirements take effect. Following the 30-day public comment period, the Postal Service will review and consider comments received and then publish a further final rule responding to those comments and making any changes to this interim final rule.

**Administrative Procedure Act**

The Administrative Procedure Act (APA) does not ordinarily apply to Postal Service rulemakings. 39 U.S.C. 410(a). As a rare exception to that general rule, “proceedings concerning the mailability of matter under this chapter and chapters 71 and 83 of title 18” are extraordinarily subject to the APA. 39 U.S.C. 3001(m). Because the measures herein merely concern acceptance requirements, available services, and conditions of mailing for mailable matter, and do not concern the mailable quality of matter itself, they do not trigger the narrow exception for APA applicability.

Even if this notice were deemed to be subject to the APA, good cause would exist, under 5 U.S.C. 553(b)(B), to issue the measures through this interim final rule without prior notice and a prior opportunity for public comment and, under 5 U.S.C. 553(d)(3), to dispense with the delayed effective date ordinarily prescribed by the APA. Pursuant to section 553(b)(B) of the APA, general notice and the opportunity for public comment are not required with respect to a rulemaking when an “agency for good cause finds (and incorporates the finding and a brief statement of reasons therefor in the rules issued) that notice and public procedure thereon are impracticable, unnecessary, or contrary to the public interest.” The APA also requires a 30-day delayed effective date, except, as relevant here, “as . . . provided by the agency for good cause found and published with the rule.” 5 U.S.C. 553(d)(3).

The Postal Service finds that it would be impracticable and contrary to the public interest to delay issuance of this rule for the purpose of soliciting prior public comment because there is an immediate and pressing need to reduce the risks that HAZMAT poses to postal operations, supplier equipment and personnel, commercial air passengers, and the public. As described in the sections above, internal and public incident data and discussions with commercial air-carry partners indicate an alarming rise in HAZMAT-related incidents in recent years. The rise in incidents concerns various forms of HAZMAT posing hazards to air transportation, including lithium batteries, flammable liquids and solids, and aerosols. As discussed in the preceding sections of this notice, pre-owned, damaged, and defective electronic devices containing or packaged with lithium batteries have been associated with a particular surge in fires and other incidents due to their compromised state, varying states of charge, lack of original packaging, and tender by consumers less likely to be aware of HAZMAT requirements than original equipment manufacturers and vendors. Any delay in implementation would intolerably increase the odds of a fire, explosion, or other catastrophic harm to personnel, property, passengers, and the public. Thus, delaying the implementation of the risk-mitigation measures in this interim final rule in order to receive and consider public comment would be impracticable and
contrary to the public interest.\footnote{2} Immediate mitigation of these urgent safety risks also constitutes good cause for this interim rule to be effective immediately upon publication.

\textbf{Joshua J. Hofer,}
\textit{Attorney, Federal Compliance.}

The Postal Service adopts the following changes to Publication 52, \textit{Hazardous, Restricted, and Perishable Mail}, incorporated by reference into Mailing Standards of the United States Postal Service, Domestic Mail Manual (DMM), section 601.8.1, which is further incorporated by reference in the Code of Federal Regulations. 39 CFR 111.1, 111.3. Publication 52 is also a regulation of the Postal Service, changes to which may be published in the Federal \textit{Register}. 39 CFR 211.2(a). Accordingly, for the reasons stated in the preamble, the Postal Service amends Publication 52 as follows:

\textbf{Publication 52, Hazardous, Restricted and Perishable Mail}

\[
\begin{array}{c}
\text{2 General Guidelines} \\
\text{251 Guidelines for Acceptance Personnel} \\
\text{253 Guidelines for Delivery and Collection Personnel} \\
\end{array}
\]

\textbf{252 Guidelines for Dispatch Personnel}

\[
\begin{array}{c}
\text{252.1a and 252.1b.} \\
\end{array}
\]

\textbf{253 Guidelines for Delivery and Collection Personnel}

\[
\begin{array}{c}
\text{253.1 General} \\
\text{253.2 Air Transportation Prohibitions} \\
\text{253.3 Ground Transportation Prohibitions} \\
\text{253.4 Water Transportation Prohibitions} \\
\text{253.5 Road Transportation Prohibitions} \\
\text{253.6 Land Transportation Prohibitions} \\
\text{253.7 Rail Transportation Prohibitions} \\
\text{253.8 Pipeline Transportation Prohibitions} \\
\text{253.9 Mixed Transportation Prohibitions} \\
\text{253.10 Pre-owned, damaged, or defective electronic} \\
\text{equipment or packaging} \\
\end{array}
\]

\textbf{34 Mailability by Hazard Class}

\[
\begin{array}{c}
\text{349 Miscellaneous Hazardous Materials (Hazard Class 9)} \\
\end{array}
\]

\textbf{349.1 Definition}

\[
\begin{array}{c}
\text{349.12 Lithium Battery—Definitions} \\
\end{array}
\]

\textbf{327 Transportation Requirements}

\[
\begin{array}{c}
\text{327.1 General} \\
\text{327.2 Air Transportation Prohibitions} \\
\text{327.3 Ground Transportation Prohibitions} \\
\text{327.4 Water Transportation Prohibitions} \\
\text{327.5 Road Transportation Prohibitions} \\
\text{327.6 Land Transportation Prohibitions} \\
\text{327.7 Rail Transportation Prohibitions} \\
\text{327.8 Pipeline Transportation Prohibitions} \\
\text{327.9 Mixed Transportation Prohibitions} \\
\end{array}
\]

\textbf{327.1 General}

\[
\begin{array}{c}
\text{327.1a and 327.1b.} \\
\end{array}
\]
packaging and/or (2) that has some form of damage or defect.

* * * * *

349.2 Mailability

* * * * *

349.21 Nonmailable Class 9 Materials

[Add new item g and h to read as follows:]

<table>
<thead>
<tr>
<th>Lithium Metal or Lithium Alloy Batteries 3 4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Small, non-rechargeable, consumer-type batteries</strong></td>
</tr>
<tr>
<td>Contained in (properly installed in equipment) ..........</td>
</tr>
<tr>
<td>Pack with equipment, but not installed in the equipment.</td>
</tr>
<tr>
<td>Without the equipment they operate (individual batteries in originally sealed packaging).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lithium-ion or Lithium Polymer Batteries 5 6</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Small, rechargeable, consumer-type batteries</strong></td>
</tr>
<tr>
<td>Contained in (properly installed in equipment) ..........</td>
</tr>
<tr>
<td>Pack with equipment, but not installed in the equipment.</td>
</tr>
<tr>
<td>Without the equipment they operate (individual batteries in originally sealed packaging).</td>
</tr>
<tr>
<td>Without the equipment they operate (individual batteries in originally sealed packaging) (Intra-Alaska only). (*)&amp;</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Very Small Lithium Metal or Lithium-ion Batteries 7 8</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Exception for very small consumer-type batteries in USPS air transportation</strong></td>
</tr>
<tr>
<td>Contained in (properly installed in equipment) ..........</td>
</tr>
<tr>
<td>Pack with equipment, but not installed in the equipment.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Damaged, Defective, or Recalled Batteries ..........</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibited, unless approved by the manager, Product Classification.</td>
</tr>
</tbody>
</table>

* * * * *

6 International Mail

* * * * *

62 Hazardous Materials: International Mail

* * * * *

622 Mailable Hazardous Materials

* * * * *

622.5 Lithium and Lithium-ion Cells and Batteries—General

[Revise the first paragraph to read as follows:]

<table>
<thead>
<tr>
<th>Lithium Metal or Lithium Alloy Batteries 4 5</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Small, non-rechargeable, consumer-type batteries</strong></td>
</tr>
<tr>
<td>Contained in (properly installed in equipment) .................</td>
</tr>
</tbody>
</table>
Lithium Metal and Lithium-Ion Batteries

**Without the equipment they operate (individual batteries in originally sealed packaging):**

<table>
<thead>
<tr>
<th>Mailability</th>
<th>Mailpiece battery limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibited.</td>
<td>Prohibited.</td>
</tr>
<tr>
<td>Prohibited.</td>
<td>Maximum of 4 cells or 2 batteries.</td>
</tr>
</tbody>
</table>

**Packed with equipment, but not installed in the equipment:**

<table>
<thead>
<tr>
<th>Mailability</th>
<th>Mailpiece battery limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibited.</td>
<td>Maximum of 4 cells or 2 batteries.</td>
</tr>
</tbody>
</table>

**Contained in (properly installed in equipment):**

<table>
<thead>
<tr>
<th>Mailability</th>
<th>Mailpiece battery limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mailable ............</td>
<td>Maximum of 4 cells or 2 batteries.</td>
</tr>
</tbody>
</table>

---

**Lithium or Lithium Polymer Batteries**

**Small, rechargeable, consumer-type batteries**

<table>
<thead>
<tr>
<th>Mailability</th>
<th>Mailpiece battery limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibited.</td>
<td>Maximum of 4 cells or 2 batteries.</td>
</tr>
</tbody>
</table>

**Very Small Lithium Metal or Lithium-Ion Batteries**

**Exception for very small consumer-type batteries in international transportation**

<table>
<thead>
<tr>
<th>Mailability</th>
<th>Mailpiece battery limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibited.</td>
<td>Maximum of 4 cells or 2 batteries.</td>
</tr>
</tbody>
</table>

---

**Nonmailable Hazardous Materials**

<table>
<thead>
<tr>
<th>Mailability</th>
<th>Mailpiece battery limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibited.</td>
<td>Maximum of 4 cells or 2 batteries.</td>
</tr>
</tbody>
</table>

**Appendix C**

**USPS Packaging Instruction 9D**

**Lithium Metal and Lithium-Ion Cells and Batteries—Domestic**

**Mailability**

[Revise the first bullet as follows:] Lithium metal and lithium-ion cells and batteries installed in or packed with equipment (except for pre-owned, damaged, or defective electronic devices) are mailable via air or surface transportation.

[Add new fourth bullet to read as follows:] Pre-owned, damaged, or defective electronic devices containing or packaged with lithium batteries (see 349.12f) must be mailed via domestic surface transportation only, provided they meet eligibility requirements in accordance with 349.

**Markings**

[Revise the first main bullet to read as follows:] Lithium metal batteries properly installed in the equipment they are intended to operate (including pre-owned, damaged, or defective electronic devices):

[Revise the second main bullet to read as follows:] Lithium metal batteries packed with the equipment they are intended to operate (including pre-owned, damaged, or defective electronic devices):
ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 180

[40 CFR 180.10(b)].

Picarbutrazox; Pesticide Tolerances

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: This regulation establishes tolerances for residues of picarbutrazox in or on multiple commodities which are identified and discussed later in this document. Syngenta Crop Protection, LLC requested these tolerances under the Federal Food, Drug, and Cosmetic Act (FFDCA). DATES: This regulation is effective June 6, 2022. Objections and requests for hearings must be received on or before August 5, 2022. In addition to filing an objection or hearing request with the Hearing Clerk as described in 40 CFR part 178, please submit a copy of the filing (excluding any Confidential Business Information (CBI)) for inclusion in the public docket. Information not marked confidential pursuant to 40 CFR part 2 may be disclosed publicly by EPA without prior notice. Submit the non-CBI copy of your objection or hearing request, identified by docket ID number EPA–HQ–OPP–2021–0400 by one of the following methods:

• Federal eRulemaking Portal: https://www.regulations.gov. Follow the online instructions for submitting comments. Do not submit electronically any information you consider to be CBI or other information whose disclosure is restricted by statute.
• Mail: OPP Docket, Environmental Protection Agency Docket Center (EPA/DC), (28221T), 1200 Pennsylvania Ave. NW, Washington, DC 20460–0001. Hand Delivery: To make special arrangements for hand delivery or delivery of boxed information, please follow the instructions at https://www.epa.gov/dockets/contacts.html. Additional instructions on commenting or visiting the docket, along with more information about dockets generally, is available at https://www.epa.gov/dockets.

II. Summary of Petitioned-For Tolerance

In the Federal Register of August 24, 2021 (83 FR 47275) (FRL–8792–02), EPA issued a document pursuant to FFDCA section 408(d)(3), 21 U.S.C. 346a(d)(3), announcing the filing of a pesticide petition (PP #1F8917) by Syngenta Crop Protection, LLC, 410 Swing Road, P.O. Box 18300, Greensboro, NC 27410–8300. The petition requested that 40 CFR 180.11(b) be amended by establishing tolerances for residues of the fungicide picarbutrazox, (1,1-dimethyllethyl N-[6-[[1-[1-methyl-1H-tetrazol-5-yl]phenylmethylene]amino][oxymethyl]-2-pyridinyl]carbamate, in or on the following raw agricultural commodities: Barley, grain at 0.01 parts per million (ppm); Barley, hay at 0.01 ppm; Barley, straw at 0.01 ppm; Bean, forage at 0.01 ppm; Bean, hay at 0.01 ppm; Buckwheat, forage at 0.01 ppm; Buckwheat, grain at 0.01 ppm; Buckwheat, hay at 0.01 ppm; Buckwheat, straw at 0.01 ppm; Cotton at 0.01 ppm; Cotton, gin byproducts at 0.01 ppm; Cotton, undelinted seed at 0.01 ppm; Herb group 25 at 0.01 ppm; Millet, pearl, forage at 0.01 ppm; Millet, pearl, grain at 0.01 ppm; Millet, pearl, hay at 0.01 ppm; Millet, pearl, straw at...