

cause exists for making it effective less than 30 days from date of publication in the **Federal Register**. Publishing a NPRM would be contrary to public interest since immediate action is necessary to protect the composite vessel consisting of the tugs LEWISTON and NOYDENA, and the RVAIR transport barge, persons, facilities, and other vessels from the safety hazards inherent to a vessel restricted in maneuverability and transporting Type B classified radioactive materials in a river environment. Due to the complex planning and coordination, the event sponsor, Portland General Electric was unable to provide the Coast Guard with notice of the final details until less than 30 days prior to the date of the event. If normal notice and comment procedures were followed, this rule would not become effective until after the date of the event. For this reason, following normal rulemaking procedures in this case would be impracticable and contrary to the public interest.

#### Background and Purpose

The Coast Guard is adopting a temporary moving safety zone regulation for the Trojan Reactor Vessel and Internals Removal Project transport from St. Helens, Oregon to Benton, WA. The zone is needed to protect the composite vessel consisting of the tugs LEWISTON and NOYDENA, and the RVAIR transport barge, persons, facilities, and other vessels from the safety hazards inherent to a vessel restricted in maneuverability and transporting Type B classified radioactive materials in a river environment. This moving safety zone will be enforced by representatives of the Captain of the Port Portland, Oregon. The Captain of the Port may be assisted by other federal agencies and local agencies.

#### Regulatory Evaluation

This proposal 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 been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedure of the Department of Transportation (DOT) (44 CFR 11040; February 26, 1979). The Coast Guard expects the economic impact of this proposal to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures act of DOT is unnecessary. This expectation is based on the fact

that the regulated area established by the proposed regulation would encompass less than 300 yards around the composite vessel consisting of the tugs LEWISTON and NOYDENA, and the RVAIR transport barge, as this composite vessel transits through U.S. navigable waters from St. Helens, Oregon to Benton, Washington.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 et seq.), the Coast Guard considered whether this rule would 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 of less than 50,000. Because the impacts of this proposal are expected to be so minimal, the Coast Guard certifies under 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 12612 and has determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federal Assessment.

#### Environment

The Coast Guard considered the environmental impact of this section and concluded that, under figure 2-1, paragraph (34)(g) of Commandant Instruction M16475.1C, this rule is categorically excluded from further environmental documentation. A Categorical Exclusion is provided for temporary safety zones of less than one week in duration. This rule establishes a safety zone with a duration of less than one week.

#### List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

#### Final Regulation

For the reasons set out in the preamble, the Coast Guard amends part

165 of Title 33, Code of Federal Regulations, as follows:

#### PART 165—[AMENDED]

1. The authority citation for part 165 continues to read as follows:

**Authority:** 33 U.S.C. 1231; 50 U.S.C. 191, 33 CFR 1.05-1(g), 6.04-1, 6.04-6, 160.5; 49 CFR 1.46.

2. A temporary 0165.T13-023 is added to read as follows:

#### § 165.T13-023 Safety Zone Regulation; Columbia River St. Helens, Oregon, to Port of Benton, Washington.

(a) *Location.* The following area is a moving safety zone: All waters within 300 yards of the composite vessel consisting of the tugs LEWISTON and NOYDENA, and the RVAIR transport barge, as this composite vessel transits through U.S. navigable waters from St. Helens, Oregon (Columbia River mile 72.5) to Benton, Washington (Columbia River mile 342).

(b) *Regulations.* In accordance with the general regulations in § 165.23 of this part, no person or vessel may enter or remain in this zone unless authorized by the Captain of the Port or his designated representatives.

(c) *Effective dates.* This section is effective from 5:30 a.m. (PDT) on August 4, 1999 through 11:30 p.m. (PDT) August 10, 1999.

Dated: July 28, 1999.

**J.D. Spitzer,**

*Captain, U.S. Coast Guard, Captain of the Port.*

[FR Doc. 99-20513 Filed 8-9-99; 8:45 am]

BILLING CODE 4910-15-M

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## POSTAL SERVICE

### 39 CFR Part 20

#### International Priority Airmail Service

**AGENCY:** Postal Service.

**ACTION:** Interim rule and request for comment.

**SUMMARY:** On November 25, 1998, the Postal Service published in the **Federal Register** (63 FR 65153) a proposed rule to change rates and conditions of service for International Priority Airmail (IPA). The Postal Service adopted the proposed rule by notice in the **Federal Register** (64 FR 10219) on March 3, 1999, with an effective date of April 4, 1999. The Postal Service is now introducing rates for mail to Canada.

**DATES:** *Effective Date:* 12:01 a.m., August 10, 1999. Comments on the interim rule must be received on or before September 9, 1999.

**ADDRESSES:** Written comments should be sent to the Manager, Financial Services, Room 370-IBU, International Business Unit, U.S. Postal Service, Washington, DC 20260-6500. Copies of all written comments will be available for public inspection between 9 a.m. and 4 p.m., Monday through Friday, in the International Business Unit, 10th Floor, 901 D Street SW, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Dan Singer, (202) 268-3422.

**SUPPLEMENTARY INFORMATION:** International Priority Airmail (IPA) is a volume airmail letter service that gives mailers the opportunity to benefit from work-sharing with the Postal Service and to gain improved speed of delivery for presorted mail. On November 25, 1998, by notice in the **Federal Register** (63 FR 65153), the Postal Service sought comment on proposed changes in IPA service. These changes include increasing the minimum sack weight from 10 pounds to 11 pounds; providing country-wide acceptance; instituting volume discounts; providing drop ship rates; and reducing the rates for IPA service.

In response to the request for comment, the Postal Service received one comment. The commenter fully supported the changes proposed by the Postal Service but suggested that the Postal Service include Canada in rate group 2.

IPA service is currently not available to Canada; however, the Postal Service does provide a similar service to Canada—Bulk Letter Service to Canada. The Postal Service was not able to include service to Canada because the costs associated with sending mail to Canada differed from those associated with sending mail to all other countries in rate group 2 and the differences would have resulted in non-compensatory rates. The proposed rule was adopted by notice in the **Federal Register** (64 FR 10219) on March 3, 1999, with an effective date of April 4, 1999.

Due to a change in the cost of sending mail to Canada, the Postal Service is now able to offer IPA service for mail destined for delivery in Canada. However, because the cost for this mail is dissimilar to current rate groups, a separate rate group is established for Canada.

IPA service to Canada will be more flexible than Bulk Letter Service to Canada, which will be eliminated at the end of the current postal fiscal year. This will enable current users of Bulk Letter Service to Canada to transition to IPA at their convenience until September 10, 1999.

Although the Postal Service is exempted by 39 U.S.C. 410(a) from the advance notice requirements of the Administrative Procedure Act regarding rulemaking (5 U.S.C. 553), interested parties are invited to submit written data, views, or comments regarding this interim rule to the address above.

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

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

Foreign relations, International postal service.

**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. The International Mail Manual is amended to delete Subchapter 225, Bulk Letter Service (Canada only), effective September 11, 1999, and to immediately incorporate program changes to Subchapter 280, International Priority Airmail Service, as follows:

**International Mail Manual (IMM)**

\* \* \* \* \*

**2 Conditions for Mailing**

\* \* \* \* \*

**220 Letters and Letter Packages**

\* \* \* \* \*

**225 Bulk Letter Service (Canada Only)**

[This subchapter is deleted effective September 11, 1999.]

\* \* \* \* \*

**280 International Priority Airmail Service**

**281 Description**

\* \* \* \* \*

**281.3 Minimum Quantity Requirements**

\* \* \* \* \*

**281.32 Presort Mail**

The mailer must have a minimum of 11 pounds of presorted LC/AO mail to a single rate group, including Canada, to qualify for the presort rate for that rate group.

**Note:** Mail that cannot be made up in direct country packages (284.521), in direct country sacks (284.61), or in trays (284.651) does not qualify for the presort rates and is subject to the worldwide nonpresort rates.

\* \* \* \* \*

**282 Postage**

**282.1 Rates**

**282.11 General**

There are two rate options for International Priority Airmail service: a presort rate option that has five rate groups, and a worldwide nonpresort rate. For both options, there are full service rates for mail deposited at offices other than the drop shipment offices listed in 281.5, and drop ship rates for mail deposited at one of the drop shipment offices. The per-piece rates and per-pound rates are shown in Exhibit 282.11. The per-piece rate of \$0.10 or \$0.25 applies to each piece regardless of its weight. The per-pound rate applies to the net weight (gross weight minus tare weight of sack) of the mail for the specific rate group. Fractions of a pound are rounded to the next whole pound for postage calculation.

**EXHIBIT 282.11**

[International priority airmail rates]

Rate group	Piece rate	Pound rate	
		Full service	Drop ship
Canada .....	\$0.25	\$3.40	\$2.40
1 .....	0.25	5.00	4.00
2 .....	0.10	5.25	4.25
3 .....	0.10	6.50	5.50
4 .....	0.10	7.50	6.50
Worldwide .....	0.25	7.00	6.00

\* \* \* \* \*

**282.15 Presort Rates**

To qualify for the presort Canada or Group 1, 2, 3, or 4 rates (see Exhibit 282.11), a mailing must consist of a minimum of 11 pounds to a specific rate group. This minimum applies to each rate group and not to the entire mailing (see 281.32). Within a rate group, all mail addressed to an individual country must be sorted into direct country

packages of 10 or more pieces (or 1 pound or more of mail) (284.521) and/or sacked in direct country sacks of 11 pounds or more (284.61).

**Note:** There are separate preparation requirements for mail to Canada. See 284.65.

Mail that cannot be made up into direct country packages or direct country sacks must be sent at the worldwide nonpresort rates.

**282.16 Separation by Rate Group**

The mailer must specify the rate group on the back of Tag 115, International Priority Airmail, with Canada, 1, 2, 3, 4, or WW (Worldwide), and must physically separate the sacks by rate group at the time of mailing.

\* \* \* \* \*

**284 Preparation Requirements for Individual Items**

\* \* \* \* \*

**EXHIBIT 284.522**

[Add Canada to exhibit as follows:]

Rate group	Country	3-Letter exchange office code	Exchange Office
Canada .....	Canada .....	Exhibit 284.65, Canadian Labeling Information.	

\* \* \* \* \*

**284.6 Sacking Requirements**

\* \* \* \* \*

**284.612 Direct Country Sack Tags**

Direct country sacks must be labeled with Tag 178. The tag is white and specially coded to route the mail to a specific country and airport of destination. The blocks on the tag for date, weight, and dispatch information must be completed by the Postal Service and may not be completed by the mailer. The mailer must complete the "To" block showing the destination country. Tag 115, International Priority Airmail, must also be affixed to the direct country sacks. Tag 115 is a "Day-Glo" pink tag that identifies the mail to ensure it receives priority handling. The mailer must designate on the back of Tag 115 the applicable rate group, using Canada, 1, 2, 3, 4, or WW (Worldwide).

\* \* \* \* \*

**284.65 Preparation Requirements for Canada**

To qualify for the presort rates for Canada, a mailer must have at least 11 pounds of mail for Canada. This includes letter-size, flat-size, and package-size items even though such items are prepared in separate equipment. If the mailing contains less than 11 pounds of mail for Canada, or if the mailer chooses to do so, mail for Canada is included in the worldwide nonpresort rate mail with that for other countries. Worldwide nonpresort mail for Canada is prepared in accordance with 284.63. The preparation requirements of presorted mail to Canada follow.

**284.651 Letter-Size Mail and Flat-Size Mail**

Letter-size items are prepared in letter trays, either half-size or full-size, depending on volume. Flat-size items are prepared in flat trays. All items must be faced in the same direction, and all trays must be full enough to keep the mail from mixing during transportation.

Do not prepare the content of the tray in packages. The mailer must label each tray to show the destination in Canada and the dispatching U.S. international exchange office in the following format:

- Line 1: Canadian destination, U.S. exchange office code
- Line 2: Contents
- Line 3: Mailer, mailer location

Example:

Toronto ON FWD 11430  
IPA  
ABC Company, New York, NY

In addition, the mailer must complete PS Tag 115, International Priority Airmail. Write "Canada" on the reverse and tape the tag to the tray sleeve. All trays must be banded.

**284.652 Packages**

Items that cannot be prepared in trays because of their size or shape must be placed loose in blue airmail sacks. Use PS Tag 115, International Priority Airmail, and label to either Toronto or Vancouver, as appropriate. Attached a completed PS Tag 178. See 284.612.

**EXHIBIT 284.65**

[Canadian labeling information]

Origin ZIP Code	Exchange office	U.S. Exchange office code	Canadian destination
270-282, 286-326, 344, 350-397, 399 .....	ATL .....	30320	Toronto ON FWD.
130-149 .....	BUF .....	14240	Toronto ON FWD.
700-708, 710-738, 740-799, 885 .....	DFW .....	75300	Toronto ON FWD.
430-459, 480-497 .....	DTW .....	48242	Toronto ON FWD.
967-969 .....	HNL .....	96820	Vancouver BC FWD.
200-249, 254, 268, 283-285, 400-418, 420-427, 476-477 .....	IAD .....	20101	Toronto ON FWD.
004-005, 010-098, 100-129, 150-199, 250-267 .....	JFK .....	11430	Toronto ON FWD.
850, 852-853, 855-857, 859-860, 863-865, 889-891, 896, 900-908, 910-928, 930-936	LAX .....	90009	Vancouver BC FWD.
006-009, 327-334, 340, 347, 349 .....	MIA .....	33159	Toronto ON FWD.
460-475, 478-479, 498-516, 520-528, 530-567, 570-578, 600-631, 633-641, 644-658, 660-662, 664-681, 683-693, 739, 800-816, 822-831, 840-847, 870-884, 893, 898.	ORD .....	60666	Toronto ON FWD.
590-599, 821, 832-838, 970-986, 988-999 .....	SEA .....	98158	Vancouver BC FWD.

EXHIBIT 284.65—Continued  
[Canadian labeling information]

Origin ZIP Code	Exchange of- fice	U.S. Ex- change of- fice code	Canadian destination
894–895, 897, 937–966 .....	SFO .....	94128	Vancouver BC FWD.
335–339, 341–342, 346–347 .....	TPA .....	33630	Toronto ON FWD.

\* \* \* \* \*

**Stanley F. Mires,**  
*Chief Counsel, Legislative.*  
[FR Doc. 99–20555 Filed 8–5–99; 4:40 pm]  
BILLING CODE 7710–12–P

**DEPARTMENT OF HEALTH AND HUMAN SERVICES**

**Health Care Financing Administration**

**42 CFR Part 498**

[HCFA–2054–CN]

RIN 0938–AJ59

**Medicare and Medicaid Program; Appeal of the Loss of Nurse Aide Training Programs; Correction**

**AGENCY:** Health Care Financing Administration (HCFA), HHS.

**ACTION:** Correction of interim final rule with comment period.

**SUMMARY:** This document corrects a technical error that appeared in the interim final rule with comment period published in the **Federal Register** on July 23, 1999, entitled “Medicare and Medicaid Programs; Appeal of the Loss of Nurse Aide Training Programs.”

**EFFECTIVE DATE:** July 23, 1999.

**FOR FURTHER INFORMATION CONTACT:** Jeffrey Golland, (202) 619–3377.

**SUPPLEMENTARY INFORMATION:**

**Background**

In FR Doc. 99–18802 of July 23, 1999, (64 FR 39934), there was a technical error. The error relates to an omission of a needed change to our hearing regulations and the accompanying preamble discussion. Specifically, the interim final regulation explicitly made appealable determinations of substandard quality of care that lead to a nursing home’s loss of its nurse aide training program. What was inadvertently omitted was a needed revision to § 498.3(b)(12) (Initial determinations by HCFA) which excludes a loss of nurse aide training from the list of initial determinations that are appealable. Because this provision is so flatly inconsistent with the rest of the recently published

interim final rule, which made this determination appealable, § 498.3(b)(12) needs to be revised as well to make it consistent with the rest of the nurse aide training appeal rule.

The provision in this correction notice is effective as if it had been included in the document published in the **Federal Register** on July 23, 1999.

**Correction of Errors**

In FR Doc. 99–18802 of July 23, 1999, make the following corrections:

1. On page 39936, column one, a paragraph is added after the second full paragraph to read as follows:

“We are revising § 498.3(b) (Initial determinations by HCFA) by revising paragraph (12) to remove the reference to the loss of the approval for a nurse aide training program as an exception to an initial determination.”

**§ 498.3 [Corrected]**

2. On page 39937, in column 3, in the regulations text, the amendatory language for item 2 should be revised to read as follows:

“2. In § 498.3, paragraphs (b)(12) and (b)(13) are revised, a new paragraph (b)(15) is added, and paragraph (d)(10)(iii) is revised to read as follows:”

3. On page 39937, in column 3, in § 498.3, paragraph (b)(12) is correctly revised to read as follows:

**§ 498.3 Scope and applicability**

\* \* \* \* \*

(b) \* \* \*

(12) With respect to an SNF or NF, a finding of noncompliance that results in the imposition of a remedy specified in § 488.406 of this chapter, except the State monitoring remedy.

\* \* \* \* \*

(Sections 1866(b) and (h) of the Social Security Act (42 U.S.C. 1395cc(b) and (h)). (Catalog of Federal Domestic Assistance Program No. 93.778, Medical Assistance Program)

(Catalog of Federal Domestic Assistance Program No. 93.773, Medicare—Hospital Insurance; and Program No. 93.774, Medicare—Supplementary Medical Insurance Program)

Dated: August 2, 1999.

**Kerry Weems,**  
*Deputy Assistant Secretary for Information Resources Management.*  
[FR Doc. 99–20402 Filed 8–9–99; 8:45 am]  
BILLING CODE 4120–01–P

**DEPARTMENT OF COMMERCE**

**National Oceanic and Atmospheric Administration**

**50 CFR Part 679**

[Docket No. 990304062–9062–01; I.D. 080399A]

**Fisheries of the Exclusive Economic Zone Off Alaska; Pacific Ocean Perch in the Central Regulatory Area**

**AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

**ACTION:** Modification of a closure.

**SUMMARY:** NMFS is opening directed fishing for Pacific ocean perch in the Central Regulatory Area of the Gulf of Alaska management area (GOA). This action is necessary to fully utilize the 1999 total allowable catch (TAC) of Pacific ocean perch in this area.

**DATES:** Effective 1200 hrs, Alaska local time (A.l.t.), August 6, 1999.

**FOR FURTHER INFORMATION CONTACT:** Andrew Smoker, 907–586–7228.

**SUPPLEMENTARY INFORMATION:** NMFS manages the groundfish fishery in the GOA exclusive economic zone according to the Fishery Management Plan for Groundfish of the Gulf of Alaska (FMP) prepared by the North Pacific Fishery Management Council under authority of the Magnuson-Stevens Fishery Conservation and Management Act. Regulations governing fishing by U.S. vessels in accordance with the FMP appear at subpart H of 50 CFR part 600 and 50 CFR part 679.

The amount of the 1999 TAC of Pacific ocean perch in the Central Regulatory Area of the Gulf of Alaska was established by the Final 1999 Harvest Specifications of Groundfish for the GOA (64 FR 12094, March 11, 1999)