

paragraph (b) to require the Route 52 (Ship Channel) Bridge, mile 0.5, Great Egg Harbor Bay, to open on signal except that openings will be limited to on the hour and half hour from Memorial Day to Labor Day from 8 a.m. to 8 p.m.

The Coast Guard is also amending Section 117.753 by deleting subparagraphs (a)(1) and (b)(1) to remove the requirement to open for public vessels of the United States, state and local vessels used for public safety, a vessel in distress, or a vessel with a tow. The regulatory requirements for opening in these and emergency situations are provided in 33 CFR 117.31.

#### Discussion of Comments and Changes

The Coast Guard received one comment on the NRPM. The comment stated that the proposed rule is unfair since the majority of vessels requiring bridge openings for the Route 52 (Ship Channel) Bridge do not use the Route 52 (Beach Thorofare) Bridge, and the tidal currents are extremely fast at the Route 52 (Ship Channel) Bridge which could cause problems for vessels awaiting a bridge opening. The Coast Guard considered the comment received, but has not changed the final rule. The Coast Guard believes that synchronizing the opening schedules of the Beach Thorofare and Ship Channel bridges will enhance the flow of vehicular traffic along Route 52 without unnecessarily impeding vessel traffic, particularly if, as the comment suggests, vessels transiting under one bridge do not usually transit under the other. Further, the Coast Guard believes that limiting openings to twice per hour during summer months will not cause an unsafe accumulation of vessels waiting for openings, as demonstrated by the limited number of openings required from 1993 to 1995. A predictable schedule of openings on the hour and half hour will only require vessel operators to plan their transits in order to minimize delays while waiting for a bridge opening.

#### 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 been exempted from review 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.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considered whether this 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 of less than 50,000.

This final rule does not restrict vessel navigation, but merely limits the bridge openings to on the hour and half hour, from 8 a.m. to 8 p.m., from Memorial Day through Labor Day. Therefore, 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 rule under the principles and criteria contained in Executive Order 12612 and has determined that this rule will not have sufficient federalism implications to warrant preparation of a Federalism Assessment.

#### Environment

The Coast Guard considered the environmental impact of this rule and concluded that under section 2.B.2.e.(32)(e) of Commandant Instruction M16475.1B (as amended, 59 FR 38654, 29 July 1994), this final rule is categorically excluded from further environmental documentation. 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 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 117.753 is revised to read as follows:

#### § 117.753 Ship Channel, Great Egg Harbor Bay.

The draw of the S52 (Ship Channel) bridge, mile 0.5 between Somers Point and Ocean City, shall open:

(a) From 11 p.m. to 7 a.m., on signal, if at least 24 hours advance notice is given.

(b) From Memorial Day through Labor Day from 8 a.m. to 8 p.m., on the hour and half hour.

(c) At all other times, on signal, for any vessel.

Dated: August 8, 1997.

**Roger T. Rufe, Jr.,**  
Vice Admiral, U.S. Coast Guard Commander,  
Fifth Coast Guard District.

[FR Doc. 97–22674 Filed 8–25–97; 8:45 am]

BILLING CODE 4910–14–P/M

#### POSTAL SERVICE

#### 39 CFR Part 20

#### Implementation of Global Package Link Service

**AGENCY:** Postal Service.

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

**SUMMARY:** Global Package Link Service is an international mail service designed for companies sending merchandise to other countries. To implement agreements previously entered into with the postal administrations of Mexico and Singapore, those two countries are now being added as destination countries. This action is consistent with the Postal Service's original plan to add destination countries as customer needs dictate (59 FR 65961; December 22, 1994). Global Package Link Service has previously been made available to Brazil, Canada, Chile, China, Germany, Japan, and the United Kingdom (U.K.). To use Global Package Link (GPL) Service, a customer must mail at least 10,000 GPL packages a year and agree to link its information systems with the Postal Service's so that the Postal Service can extract certain information about the contents of the customer's packages for customs clearance and other purposes. Initially two levels of service to Mexico and Singapore will be offered to customers. Interim regulations have been developed and are set forth below for comment and suggested revision prior to adoption in final form.

**DATES:** The interim regulations take effect August 26, 1997. Comments must be received on or before September 25, 1997.

**ADDRESSES:** Written comments should be mailed or delivered to Global Package Link Service, 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 at the above address between 9 a.m. and 4 p.m., Monday through Friday.

**FOR FURTHER INFORMATION CONTACT:** Robert Michelson at the above address. Telephone: (202) 268-5731.

#### **SUPPLEMENTARY INFORMATION:**

### **I. Introduction**

One of the most important goals of the Postal Service's international mission is the development of services that enhance the ability of U.S. companies to do business in other countries. This responsibility was delineated in 39 U.S.C. 403(b)(2) which makes it the obligation of the Postal Service "to provide types of mail service to meet the needs of different categories of mail and mail users." Global Package Link is designed to more closely meet the needs of customers who send merchandise packages from the United States to multiple international addressees by simplifying the process companies use to prepare their packages for mailing and by reducing the costs those companies incur in mailing merchandise to other countries.

GPL benefits all Postal Service customers because revenues collected contribute to fixed costs, thereby decreasing the total revenue that the Postal Service needs to generate from other services. At the same time, GPL makes it easier and more economical for businesses in the United States to export their products to international markets.

In late 1994, with implementation of International Package Consignment Service, later renamed Global Package Link, to Japan (59 FR 65961; December 22, 1994), the Postal Service announced that, when feasible, it would expand the service to other destination countries based on customer requests. Consistent with this policy, the Postal Service later expanded GPL by adding Canada and the United Kingdom as destination countries for qualifying customers (61 FR 13765; March 28, 1996), subsequently expanded GPL further by announcing Brazil, Chile, and Germany as GPL destinations (62 FR 17072; April 9, 1997), and added the People's Republic of China as a GPL destination (62 FR 25515; May 9, 1997). The USPS

is hereby further expanding GPL by adding Mexico and Singapore as destination countries for qualifying customers. This action implements agreements previously entered into with the postal administrations of those countries on September 26, 1996, and May 22, 1997, respectively.

### **II. GPL to Mexico and Singapore**

#### *A. Qualifying Criteria*

A customer who wants to use GPL to Mexico or Singapore will be required to enter into a service agreement with the Postal Service providing for the following. First, the customer must commit to mail at least 10,000 GPL packages per year (volumes to any GPL country may be counted toward this minimum). Second, the customer must designate the Postal Service as its carrier of choice to Mexico or Singapore. Third, the customer must agree to link its information systems with the Postal Service's so that the Postal Service and the customer can exchange data on the customer's packages, and the Postal Service can extract, on an as-needed basis, certain information about the package by scanning the customer-provided barcode on each package.

In general, the information that must be made available to the Postal Service includes: the order number; the package identification number; the buyer's name and address; the recipient's name and address; the total weight of the package; the total value of the package contents; the number of items in the package; and, for each item in the package, its SKU number, its value, and its country of origin. In practice, this requirement means that the customer will have to begin the necessary systems work by the time it begins using GPL, and then will have to assist the Postal Service in completing and maintaining the information systems linkages. The Postal Service will use the extracted information to prepare the necessary customs forms and package labels and to provide user-friendly tracking and tracing.

In addition to these required commitments, which must appear in all GPL service agreements, arrangements between the Postal Service and the customer that are technical in nature also may appear in the GPL service agreement. For instance, the service agreement may describe the electronic data interface (EDI) or proprietary file format that will be used to transmit data between the customer and the Postal Service, as well as the frequency and schedule of transmissions. Similarly, the service agreement may describe the formats and frequencies for any

exception and performance reports that the Postal Service will provide to the customer.

#### *B. Processing and Acceptance*

If the plant at which the customer's Global Package Link packages originate is located within 500 miles of a Global Package Link processing facility, the Postal Service will verify and accept the packages at the customer's plant and transport them to the Global Package Link processing facility according to a schedule agreed upon by the Postal Service and the mailer.

If the customer's plant from which the Global Package Link packages will originate is located more than 500 miles from a Global Package Link processing facility, the customer may choose one of two processing options:

*Option One:* The customer will be required to present the packages to the Postal Service for verification at the customer's plant and transport them as a drop shipment to a Global Package Link processing facility according to a schedule agreed upon by the Postal Service and the customer.

*Option Two:* The customer will process the packages using Postal Service-provided computer system workstations and sort and prepare the packages as required by the Postal Service. Then, the Postal Service will verify and accept the packages at the customer's plant according to a schedule agreed upon by the Postal Service and the mailer and will transport the packages to a designated Global Package Link processing facility for dispatch.

#### *C. Customs Forms*

Normally, all customs forms will be automatically generated by the Postal Service computer workstations. Packages mailed to Mexico and or Singapore through a GPL facility are not required to bear customs forms when they are tendered to the Postal Service. After scanning the customer-printed barcode on each package and correlating it with the package-specific information transmitted by the customer, the Postal Service will print the necessary customs forms and then affix them to the customer's packages as part of the processing operation at the GPL processing facility. If the customer is more than 500 miles from a designated GPL facility and chooses option two, then the customs/GPL label will be affixed by the customer using Postal Service-provided workstations.

#### *D. Customs Clearance*

The Postal Service has developed the Customs Pre-Advisory System (CPAS)

as part of GPL processing. This electronic system collects package-specific data to satisfy customs requirements as packages are processed using the USPS computer workstations located at a GPL facility. The system electronically advises the USPS delivery agent and customs of the contents of each package mailed.

Since this advisory information arrives before the mail, CPAS facilitates and simplifies customs clearance. Electronic pre-notification of the package contents and automatic preparation of required customs declarations assures the fastest clearance through customers in Mexico and Singapore and reduces costs for the customer and the Postal Service. To use CPAS, recipients of merchandise must designate the Postal Service and its customs broker as their agents for customs clearance.

Initially, customs duties and taxes for Singapore will be collected from the package recipient upon delivery in Singapore.

#### *E. Delivery Options*

##### *Mexico*

The Postal Service will offer two delivery options in Mexico, but both options will initially be limited to the Metropolitan Mexico City Area. Premium Service will include secure, expedited home delivery by courier service, and Standard Service will require customer pickup at selected, secure customer service centers strategically located throughout Mexico City. Both options include insurance, as provided under DMM S500, at no additional cost.

The Postal Service will transport Premium Service packages from the customer's plant or from the designated GPL processing facility to Mexico City overnight where they will receive expeditious customs clearance and be released to the delivery agent. From there, the packages will receive courier service and be delivered overnight. Premium Service includes individual package track and trace from origin to home delivery. Normal delivery times will be 2 to 3 business days from dispatch in the U.S. to final delivery.

The Postal Service will transport Standard Service packages from the customer's plant or from the designated GPL processing facility to Mexico City overnight, where they will receive expeditious customs clearance. From there, they will be securely transferred to designated customer service centers for customer pickup. Standard Service includes individual package track and trace from origin to final customer

pickup. Normal delivery times will be 2 to 3 business days from dispatch in the U.S. to availability for customer pickup in Mexico City.

##### *Singapore*

The Postal Service will offer two delivery options to Singapore. Premium Service shall receive a level of service comparable to Express Mail International Service (EMS) service in Singapore. It will include track and trace for individual packages and delivery throughout Singapore within 1 to 2 business days after clearing customs.

Standard Service shall receive normal postal handling and delivery throughout Singapore within 3 business days after clearing customs, and shall include electronic proof of delivery for individual packages.

The Postal Service will transport Premium Service and Standard Service packages from the customer's plant or designated GPL processing facility to Singapore via airlift. Packages will be dispatched to flights either the evening that processing is complete or the next morning. Arrival in Singapore is expected within 36 hours after dispatch.

#### *F. Rates*

##### *Mexico*

The base rates for GPL service to Mexico are set forth below. The Postal Service will charge the base rates, in 1-pound increments, for the first 100,000 packages mailed in a 12-month period. Once the customer has mailed 100,000 packages, postage for the next packages mailed by the customer in the same 12-month period will be reduced by 3% from the base rates.

#### GLOBAL PACKAGE LINK SERVICE TO MEXICO

Weight not over (pounds)	Annual volume—first 100,000 packages—no discount	
	Premium	Standard
1 .....	\$7.50	\$5.00
2 .....	9.00	6.00
3 .....	10.50	7.00
4 .....	12.00	8.00
5 .....	13.50	9.00
6 .....	15.00	10.50
7 .....	16.00	11.50
8 .....	17.50	12.50
9 .....	19.00	13.50
10 .....	20.50	14.50
11 .....	22.00	15.50
12 .....	23.00	16.50
13 .....	24.50	17.50
14 .....	26.00	18.50
15 .....	27.00	19.50
16 .....	28.50	20.50
17 .....	30.00	21.50

#### GLOBAL PACKAGE LINK SERVICE TO MEXICO—Continued

Weight not over (pounds)	Annual volume—first 100,000 packages—no discount	
	Premium	Standard
18 .....	31.00	22.50
19 .....	32.50	23.50
20 .....	33.50	24.50
21 .....	35.00	25.00
22 .....	36.00	26.00
23 .....	37.50	27.00
24 .....	38.50	28.00
25 .....	40.00	29.00
26 .....	41.00	30.00
27 .....	42.50	31.00
28 .....	43.50	32.00
29 .....	44.50	32.50
30 .....	46.00	33.50
31 .....	47.00	34.50
32 .....	48.00	35.50
33 .....	49.00	36.50
34 .....	50.50	37.00
35 .....	51.50	38.00
36 .....	52.50	39.00
37 .....	53.50	40.00
38 .....	54.50	40.50
39 .....	55.50	41.50
40 .....	56.50	42.50
41 .....	58.00	43.50
42 .....	59.00	44.00
43 .....	60.00	45.00
44 .....	61.00	46.00
45 .....	62.00	46.50
46 .....	62.50	47.50
47 .....	63.50	48.50
48 .....	64.50	49.00
49 .....	65.50	50.00
50 .....	66.50	50.50
51 .....	67.50	51.50
52 .....	68.50	52.50
53 .....	69.00	53.00
54 .....	70.00	54.00
55 .....	71.00	54.50
56 .....	72.00	55.50
57 .....	72.50	56.00
58 .....	73.50	57.00
59 .....	74.50	57.50
60 .....	75.00	58.50
61 .....	76.00	59.00
62 .....	76.50	60.00
63 .....	77.50	60.50
64 .....	78.50	61.50

Number of pieces in contract year	Discount
1–100,000 .....	None.
100,001+ .....	3% of base rate.

##### *Singapore*

The base rates for GPL service to Singapore are set forth below. The Postal Service will charge the base rates, in 1-pound increments, for the first 100,000 packages mailed in a 12-month period. Once the customer has mailed 100,000 packages, postage for the next packages mailed by the customer in the same 12-month period will be reduced by 3% from the base rates.

**Global Package Link to Singapore**

Weight not over (pounds)	Annual volume—first 100,000 packages—no discount	
	Premium	Standard
1 .....	\$13.50	\$10.50
2 .....	17.00	14.00
3 .....	20.50	17.00
4 .....	24.00	20.50
5 .....	28.50	24.50
6 .....	32.00	28.00
7 .....	36.00	31.50
8 .....	39.50	35.00
9 .....	44.00	38.50
10 .....	47.50	42.00
11 .....	51.00	45.50
12 .....	55.00	49.00
13 .....	59.00	52.50
14 .....	63.00	56.50
15 .....	66.50	60.00
16 .....	70.50	63.50
17 .....	74.50	67.00
18 .....	78.50	70.50
19 .....	82.00	74.00
20 .....	86.00	78.00
21 .....	90.00	81.00
22 .....	93.50	84.50
23 .....	101.50	90.50
24 .....	105.50	94.00
25 .....	109.00	97.00
26 .....	112.50	100.50
27 .....	116.50	104.00
28 .....	120.00	107.50
29 .....	123.50	110.50
30 .....	127.00	114.00
31 .....	131.00	117.50
32 .....	134.50	121.00
33 .....	138.00	124.00
34 .....	146.50	130.00
35 .....	150.00	133.50
36 .....	153.50	137.00
37 .....	157.50	140.00
38 .....	161.00	143.50
39 .....	164.50	147.00
40 .....	168.50	150.50
41 .....	172.00	153.50
42 .....	175.50	157.00
43 .....	179.00	160.50
44 .....	183.00	163.50
45 .....	191.00	169.50
46 .....	194.50	173.00
47 .....	198.50	176.50
48 .....	202.00	179.50
49 .....	205.50	183.00
50 .....	209.50	186.50
51 .....	213.00	190.00
52 .....	216.50	193.00
53 .....	220.00	196.50
54 .....	224.00	200.00
55 .....	227.50	203.50
56 .....	235.50	209.00
57 .....	239.50	212.50
58 .....	243.00	216.00
59 .....	246.50	219.50
60 .....	250.50	222.50
61 .....	254.00	226.00
62 .....	257.50	229.50
63 .....	261.00	233.00
64 .....	265.00	236.00
65 .....	268.50	239.50
66 .....	272.00	243.00

Number of pieces in contract year	Discount
1–100,000 .....	None
100,001+ .....	3% of base rate.

**III. Conclusion**

Accordingly, the Postal Service hereby adopts GPL service to Mexico and Singapore, on an interim basis, at the rates set forth in the schedules above. 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 rulemaking (5 U.S.C. 553), the Postal Service invites interested persons to submit written data, views, or arguments concerning this interim rule.

The Postal Service adopts the following 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**

International postal service, Foreign relations.

**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. Effective August 26, 1997, subchapter 620 and the Individual Country Listing pages for Mexico and Singapore in the International Mail Manual are amended as follows:

**6 Special Programs**

\* \* \* \* \*

**621.3 Availability**

Global Package Link service is available only to Brazil, Canada, Chile, China, People's Republic of, Germany, Japan, Mexico, the United Kingdom, and Singapore.

\* \* \* \* \*

**622 Qualifying Mailers**

\* \* \* \* \*

**622.2 Linking Information Systems**

[Add item n. to list of package specific information.]

n. Postage and handling charge per order.

\* \* \* \* \*

**623 General**

\* \* \* \* \*

**623.3 Size and Weight Limits**

[Replace first sentence in paragraph with: "The weight limits for Global Package Link service are 70 pounds for Chile, China, and Germany; 66 pounds for Brazil, Canada, Singapore, and the United Kingdom; 64 pounds for Mexico; and 44 pounds for Japan."]

\* \* \* \* \*

**626 Services Available**

\* \* \* \* \*

**626.12 Standard Service**

Standard service is available to Japan, Canada (Ground Courier for Canada), Singapore, and the United Kingdom. Packages sent through standard service are transported to the destination country by air (or a combination of air/ground to Canada) for delivery. The mailer can track standard service packages through dispatch from the Global Package Link processing facility for Japan and through delivery for Canada and the United Kingdom. In Mexico, standard service provides for customer pickup of parcels at selected, secured, customer service centers with tracking to pickup.

\* \* \* \* \*

**Insurance and Indemnity**

\* \* \* \* \*

**626.322 Mexico and the United Kingdom**

Packages sent through Standard service to the Mexico and United Kingdom are insured against loss, damage, or rifling at no additional cost. Indemnity payments are subject to the provisions of DMM S500. Standard service packages are not insured against delay in delivery. Neither indemnity payments nor postage refunds will be made in the event of delay.

**626.323 Singapore**

Packages sent through Standard service to Singapore may be insured at an additional cost (see 320). Standard service packages to Singapore are not insured against delay in delivery. Neither indemnity payments nor postage refunds will be made in the event of delay.

\* \* \* \* \*

**626.4 Customs**

\* \* \* \* \*

**Payment of Customs Duty****626.431 All Countries Except Japan, the People's Republic of China, and Singapore**

For all countries except Japan, the People's Republic of China, and

Singapore, the Postal Service will arrange payment of customs duty on behalf of the recipient at the time the merchandise enters the country of destination. Any banking costs or foreign exchange fees applicable to the customs payments will be charged back to the mailer. The Postal Service will notify the mailer electronically of the amount of duty and fees paid and the mailer will reimburse the Postal Service in a manner and within a time frame agreed to by the mailer and the Postal Service. Because of the need to have funds available for customs at the time of clearance in Brazil, Chile, and Mexico, mailers must make an advance deposit prior to first mailing to cover anticipated duties and taxes in addition to postage. For subsequent mailings, this account must be replenished by the mailer after the actual amount of duties and taxes are assessed. The mailer is responsible for collecting duties and taxes from the recipient (this can be done when payment for the order is made). For Mexico, GPL mailers will pay customs the day after the shipments arrive in customs, through a pre-authorized Automated Clearing House debit program (ACH). GPL mailers must agree to allow the USPS to debit their designated bank account through the ACH debit program to pay these charges.

**626.432 Japan, the People's Republic of China, and Singapore** In Japan, the People's Republic of China, and Singapore, any customs duties and fees will be collected from the recipient at the time of delivery.

\* \* \* \* \*

Individual Country Listing for Mexico: [Add the rate chart below.]

#### Global Package Link Service to Mexico

Weight not over (pounds)	Annual volume—first 100,000 packages—no discount	
	Premium	Standard
1 .....	\$7.50	\$5.00
2 .....	9.00	6.00
3 .....	10.50	7.00
4 .....	12.00	8.00
5 .....	13.50	9.00
6 .....	15.00	10.50
7 .....	16.00	11.50
8 .....	17.50	12.50
9 .....	19.00	13.50
10 .....	20.50	14.50
11 .....	22.00	15.50
12 .....	23.00	16.50
13 .....	24.50	17.50
14 .....	26.00	18.50
15 .....	27.00	19.50
16 .....	28.50	20.50
17 .....	30.00	21.50
18 .....	31.00	22.50

Weight not over (pounds)	Annual volume—first 100,000 packages—no discount	
	Premium	Standard
19 .....	32.50	23.50
20 .....	33.50	24.50
21 .....	35.00	25.00
22 .....	36.00	26.00
23 .....	37.50	27.00
24 .....	38.50	28.00
25 .....	40.00	29.00
26 .....	41.00	30.00
27 .....	42.50	31.00
28 .....	43.50	32.00
29 .....	44.50	32.50
30 .....	46.00	33.50
31 .....	47.00	34.50
32 .....	48.00	35.50
33 .....	49.00	36.50
34 .....	50.50	37.00
35 .....	51.50	38.00
36 .....	52.50	39.00
37 .....	53.50	40.00
38 .....	54.50	40.50
39 .....	55.50	41.50
40 .....	56.50	42.50
41 .....	58.00	43.50
42 .....	59.00	44.00
43 .....	60.00	45.00
44 .....	61.00	46.00
45 .....	62.00	46.50
46 .....	62.50	47.50
47 .....	63.50	48.50
48 .....	64.50	49.00
49 .....	65.50	50.00
50 .....	66.50	50.50
51 .....	67.50	51.50
52 .....	68.50	52.50
53 .....	69.00	53.00
54 .....	70.00	54.00
55 .....	71.00	54.50
56 .....	72.00	55.50
57 .....	72.50	56.00
58 .....	73.50	57.00
59 .....	74.50	57.50
60 .....	75.00	58.50
61 .....	76.00	59.00
62 .....	76.50	60.00
63 .....	77.50	60.50
64 .....	78.50	61.50

Number of pieces in contract year	Discount	
1–100,000 .....	None.	
100,001+ .....	3% of base rate.	

GPL Service to Mexico is limited to metropolitan Mexico City.

\* \* \* \* \*

#### Individual Country Listing for Singapore

[Add the rate chart below]

#### GLOBAL PACKAGE LINK TO SINGAPORE

Weight not over (pounds)	Annual volume—first 100,000 packages—no discount	
	Premium	Standard
1 .....	\$13.50	\$10.50

#### GLOBAL PACKAGE LINK TO SINGAPORE—Continued

Weight not over (pounds)	Annual volume—first 100,000 packages—no discount	
	Premium	Standard
2 .....	17.00	14.00
3 .....	20.50	17.00
4 .....	24.00	20.50
5 .....	28.50	24.50
6 .....	32.00	28.00
7 .....	36.00	31.50
8 .....	39.50	35.00
9 .....	44.00	38.50
10 .....	47.50	42.00
11 .....	51.00	45.50
12 .....	55.00	49.00
13 .....	59.00	52.50
14 .....	63.00	56.50
15 .....	66.50	60.00
16 .....	70.50	63.50
17 .....	74.50	67.00
18 .....	78.50	70.50
19 .....	82.00	74.00
20 .....	86.00	78.00
21 .....	90.00	81.00
22 .....	93.50	84.50
23 .....	101.50	90.50
24 .....	105.50	94.00
25 .....	109.00	97.00
26 .....	112.50	100.50
27 .....	116.50	104.00
28 .....	120.00	107.50
29 .....	123.50	110.50
30 .....	127.00	114.00
31 .....	131.00	117.50
32 .....	134.50	121.00
33 .....	138.00	124.00
34 .....	146.50	130.00
35 .....	150.00	133.50
36 .....	153.50	137.00
37 .....	157.50	140.00
38 .....	161.00	143.50
39 .....	164.50	147.00
40 .....	168.50	150.50
41 .....	172.00	153.50
42 .....	175.50	157.00
43 .....	179.00	160.50
44 .....	183.00	163.50
45 .....	191.00	169.50
46 .....	194.50	173.00
47 .....	198.50	176.50
48 .....	202.00	179.50
49 .....	205.50	183.00
50 .....	209.50	186.50
51 .....	213.00	190.00
52 .....	216.50	193.00
53 .....	220.00	196.50
54 .....	224.00	200.00
55 .....	227.50	203.50
56 .....	235.50	209.00
57 .....	239.50	212.50
58 .....	243.00	216.00
59 .....	246.50	219.50
60 .....	250.50	222.50
61 .....	254.00	226.00
62 .....	257.50	229.50
63 .....	261.00	233.00
64 .....	265.00	236.00
65 .....	268.50	239.50
66 .....	272.00	243.00

Number of pieces in contract year	Discount
1-100,000 .....	None.
100,001+ .....	3% of base rate.

\* \* \* \* \*

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

[FR Doc. 97-22696 Filed 8-25-97; 8:45 am]

BILLING CODE 7710-12-P

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[MO 032-1032; FRL-5877-3]

### Approval and Promulgation of Implementation Plans; State of Missouri

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

**ACTION:** Final rule.

**SUMMARY:** The EPA is approving revisions to Missouri's federally enforceable operating permit (FESOP) program contained in Missouri rule 10 CSR 10-6.065. These revisions are designed to ease the administrative burden on the state and on affected sources without relaxing environmental requirements.

**DATES:** This rule is effective on September 25, 1997.

**ADDRESSES:** Copies of the documents relevant to this action are available for public inspection during normal business hours at the: Environmental Protection Agency, Air Planning and Development Branch, 726 Minnesota Avenue, Kansas City, Kansas 66101; and the EPA Air & Radiation Docket and Information Center, 401 M Street, SW., Washington, DC 20460.

**FOR FURTHER INFORMATION CONTACT:** Joshua A. Tapp at (913) 551-7606.

**SUPPLEMENTARY INFORMATION:** On March 13, 1996, Missouri submitted a request to amend the State Implementation Plan (SIP) to incorporate revisions to the FESOP program which generally affect intermediate sources. These revisions include a provision which delays the permit application deadlines by ten months for smaller intermediate sources, and a provision which allows qualifying intermediate sources to apply for general permits. Both of these revisions are designed to ease the administrative burden on the state and on intermediate sources without relaxing environmental requirements.

Additional revisions were made to clarify the meaning of the rule and

improve its enforceability. Specifically, these revisions clarify: (1) That public participation requirements are applicable; and (2) that sources are subject to enforcement action if they inappropriately apply for and obtain a general intermediate permit and it is later determined that they do not qualify. The revisions also clarify the meaning of the term "threshold level" by referencing a definition contained in a separate Missouri regulation.

Other revisions were contemporaneously made to rule 10 CSR 10-6.065. Most of these revisions affect Missouri's basic operating permit program for small sources. This program is not a federally approved program; therefore, the EPA is not acting on the revisions to the basic program.

Additional revisions affect Missouri's Title V operating permit program. These revisions were addressed in a separate action.

The EPA received no comments on its proposed approval of these revisions. For more information, the reader may refer to the EPA's proposed approval published in the **Federal Register** on August 21, 1996 at 61 FR 43202.

### I. Final Action

The EPA is approving revisions to Missouri rule 10 CSR 10-6.065. Specifically, the EPA is approving sections (1), (2), (3), (5), and (7), and subsections (4)(C)-(4)(G) and (4)(I)-(4)(Q) which pertain to the intermediate permit program. The EPA is taking no action on subsections (4)(A), (4)(B), and (4)(H) of Missouri rule 10 CSR 10-6.065 which pertain to Missouri's basic operating permit program. The EPA has taken separate action on revisions to sections of rule 10 CSR 10-6.065 which pertain to Missouri's Title V operating permit program including sections (1), (2), (3), (6), and (7).

Subsequent to the revision approved here, Missouri has revised rule 10 CSR 10-6.065 to update references to its "Definitions" rule, and to modify insignificant activity provisions in its intermediate operating permit program which is contained in rule 10 CSR 10-6.065. The EPA approved these revisions and incorporated them by reference into the SIP in a **Federal Register** document dated May 14, 1997 (see 62 FR 26405). This action is now codified in 40 CFR 52.1320(c)(96).

Rather than incorporate by reference into the SIP this earlier version of the Missouri Code of State Regulations which also contains the revisions approved today, the EPA is amending 40 CFR 52.1320(c)(96) to clarify that the state rules incorporated by reference at

40 CFR 52.1320(c)(96) include the revisions approved today.

Nothing in this action should be construed as permitting or allowing or establishing a precedent for any future request for revision to any SIP. Each request for revision to the SIP shall be considered separately in light of specific technical, economic, and environmental factors, and in relation to relevant statutory and regulatory requirements.

## II. Administrative Requirements

### A. Executive Order 12866

The Office of Management and Budget (OMB) has exempted this regulatory action from Executive Order 12866 review.

### B. Regulatory Flexibility Act

SIP approvals under section 110 and subchapter I, part D of the CAA do not create any new requirements but simply approve requirements that the state is already imposing. Therefore, because the Federal SIP approval does not impose any new requirements, the Administrator certifies that it does not have a significant impact on any small entities affected. Moreover, due to the nature of the Federal-state relationship under the CAA, preparation of a regulatory flexibility analysis would constitute Federal inquiry into the economic reasonableness of state action. The CAA forbids the EPA to base its actions concerning SIPs on such grounds (*Union Electric Co. v. U.S. E.P.A.*, 427 U.S. 246, 256-66 (S.Ct. 1976); 42 U.S.C. 7410(a)(2)).

### C. Unfunded Mandates

Under section 202 of the Unfunded Mandates Reform Act of 1995 ("Unfunded Mandates Act"), signed into law on March 22, 1995, the EPA must prepare a budgetary impact statement to accompany any proposed or final rule that includes a Federal mandate that may result in estimated costs to state, local, or tribal governments in the aggregate; or to private sector, of \$100 million or more. Under section 205, the EPA must select the most cost-effective and least burdensome alternative that achieves the objectives of the rule and is consistent with statutory requirements. Section 203 requires the EPA to establish a plan for informing and advising any small governments that may be significantly or uniquely impacted by the rule.

The EPA has determined that the approval action promulgated does not include a Federal mandate that may result in estimated costs of \$100 million or more to either state, local, or tribal