

standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

#### Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01 and Commandant Instruction M16475.ID, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f), and have concluded this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This rule is categorically excluded, under figure 2–1, paragraph (34) (g), of the Instruction because it involves the establishment of a safety zone. A final environmental analysis checklist and a categorical exclusion determination are available in the docket where indicated under **ADDRESSES**. We seek any comments or information that may lead to the discovery of a significant environmental impact from this rule.

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

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

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

#### PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

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

**Authority:** 33 U.S.C. 1231; 46 U.S.C. Chapters 701, 3306, 3703; 50 U.S.C. 191, 195; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

■ 2. Add § 165.T09–0462 to read as follows:

#### § 165.T09–0462 Safety Zone; Marine Week Cleveland, Lake Erie, Cleveland, OH

(a) *Location.* The safety zone will encompass a portion of Lake Erie and Cleveland Harbor near Burke Lakefront Airport from position 41°30′20″ N and

081°42′20″ W, to 41°30′50″ N and 081°42′49″ W, to 41°32′09″ N and 081°39′49″ W, to 41°31′53″ N and 081°39′24″ W, then return to the original position (NAD 83).

(b) *Effective and Enforcement Period.* This regulation is effective from 10 a.m. on June 15, 2012 until 3:30 p.m. on June 17, 2012. It will be enforced from 10 a.m. to 11:30 a.m. and 3 p.m. to 4:30 p.m. on June 15, 2012, 2 p.m. to 3:30 p.m. on June 16, 2012, and 2 p.m. to 3:30 p.m. on June 17, 2012.

(c) *Regulations.* (1) In accordance with the general regulations in § 165.23 of this part, entry into, transiting, or anchoring within this safety zone is prohibited unless authorized by the Captain of the Port Buffalo or his designated on-scene representative.

(2) This safety zone is closed to all vessel traffic, except as may be permitted by the Captain of the Port Buffalo or his designated on-scene representative.

(3) The “on-scene representative” of the Captain of the Port Buffalo is any Coast Guard commissioned, warrant or petty officer who has been designated by the Captain of the Port Buffalo to act on his behalf.

(4) Vessel operators desiring to enter or operate within the safety zone shall contact the Captain of the Port Buffalo or his on-scene representative to obtain permission to do so. The Captain of the Port Buffalo or his on-scene representative may be contacted via VHF Channel 16. Vessel operators given permission to enter or operate in the safety zone must comply with all directions given to them by the Captain of the Port Buffalo, or his on-scene representative.

Dated: May 21, 2012.

**S.M. Wischmann,**

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

[FR Doc. 2012–13687 Filed 6–5–12; 8:45 am]

**BILLING CODE 9110–04–P**

#### POSTAL SERVICE

#### 39 CFR Part 111

#### POSTNET Barcode Discontinuation

**AGENCY:** Postal Service.™

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects an earlier revision to the *Mailing Standards of the United States Postal Service*, Domestic Mail Manual (DMM®) which discontinued price eligibility based on the use of POSTNET™ barcodes on all types of mail. The correction adds DMM

revisions that were inadvertently omitted in the original final rule.

**DATES:** *Effective date:* January 28, 2013.

**FOR FURTHER INFORMATION CONTACT:** Bill Chatfield, 202–268–7278 or Jeff Freeman, 202–268–2922.

#### SUPPLEMENTARY INFORMATION:

#### Background

On May 3, 2012, the Postal Service published a final rule in the **Federal Register** (77 FR 26185–26191) to discontinue price eligibility for POSTNET barcodes for all types of mail. This revision adds DMM revisions (regarding Periodicals automation letters and flats) that were inadvertently omitted in the original final rule, but does not change any of the DMM revisions previously published in that rule.

#### Implementation

Effective January 28, 2013, the Postal Service will discontinue price eligibility for the use of POSTNET barcodes and allow only Intelligent Mail barcodes (IMbs) for automation price eligibility purposes, including Qualified Business Reply Mail (QBRM) prices. The Postal Service understands that some mailers currently use POSTNET barcodes and we are committed to providing information to and working with individual mailers and software providers to ensure that the use of an Intelligent Mail barcode is achievable for all mailing customers.

#### Change for Letters and Flats

For the past several years, both USPS and the mailing industry have used the IMb to gain information about letters and flats as they move from induction to delivery. As of January 28, 2013, the use of the IMb will be required for all automation letters, including Business Reply Mail® letters that qualify for Qualified Business Reply Mail prices, Permit Reply Mail letters, and automation flats.

The Postal Service adopts the following additional changes to *Mailing Standards of the United States Postal Service*, Domestic Mail Manual (DMM), which is 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 further 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); 13 U.S.C 301–307; 18 U.S.C. 1692–1737; 39 U.S.C. 101, 401, 403, 404, 414, 416, 3001–3011, 3201–3219, 3403–3406, 3621, 3622, 3626, 3632, 3633, and 5001.

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

**Mailing Standards of the United States Postal Service, Domestic Mail Manual (DMM)**

\* \* \* \* \*

**700 Special Standards**

\* \* \* \* \*

**707 Periodicals**

\* \* \* \* \*

**12.0 Nonbarcoded (Presorted) Eligibility**

**12.1 Basic Standards**

\* \* \* \* \*

**12.1.3 Barcode Quality**

[Revise the text of 12.1.3 as follows:]  
Any Intelligent Mail barcode on a mailpiece must be correct for the delivery address and meet the standards in 708.4.0 and 708.3.0.

\* \* \* \* \*

**13.0 Carrier Route Eligibility**

**13.1 Basic Standards**

\* \* \* \* \*

**13.1.3 Barcode Quality**

[Revise the text of 13.1.3 as follows:]  
Any Intelligent Mail barcode on a mailpiece must be correct for the delivery address and meet the standards in 708.4.0 and 708.3.0.

\* \* \* \* \*

**14.0 Barcoded (Automation) Eligibility**

[Revise 14.1 to include the standards in current 14.1.1, with revised text as follows:]

**14.1 Basic Standards**

[Revise the introductory text of 14.1 as follows:]

All pieces in a Periodicals barcoded (automation) mailing must:

\* \* \* \* \*

[Revise the first sentence of item 14.1.1c as follows:]

c. Bear an accurate Intelligent Mail barcode encoded with the correct delivery point routing code, matching the delivery address and meeting the standards in 202.5.0 (for letters), 302.4.0 (for flats), and 708.4.0.

\* \* \* \* \*

[Delete the heading of current 14.1.1, and delete current 14.1.2, *Enclosed*

*Reply Cards and Envelopes, in its entirety.*]

\* \* \* \* \*

**14.5 Address Standards for Barcoded Pieces**

\* \* \* \* \*

**14.5.3 Numeric Delivery Point Barcode**

[Revise the text of 14.5.3 as follows:]

A numeric equivalent of the delivery point routing code is formed by adding two digits directly after the ZIP+4 code.

\* \* \* \* \*

We will publish an appropriate amendment to 39 CFR part 111 to reflect these changes.

**Stanley F. Mires,**

*Attorney, Legal Policy & Legislative Advice.*

[FR Doc. 2012–13636 Filed 6–5–12; 8:45 am]

**BILLING CODE 7710–12–P**

**ENVIRONMENTAL PROTECTION AGENCY**

**40 CFR Part 82**

**[EPA–HQ–OAR–2004–0488; FRL–9668–8]**

**RIN 2060–AM54**

**Protection of Stratospheric Ozone: Alternative for the Motor Vehicle Air Conditioning Sector Under the Significant New Alternatives Policy (SNAP) Program**

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

**ACTION:** Final rule.

**SUMMARY:** Pursuant to the U.S. Environmental Protection Agency (EPA)'s Significant New Alternatives Policy (SNAP) program, this action lists carbon dioxide (CO<sub>2</sub>) or R–744, as acceptable substitute, subject to use conditions, in the motor vehicle air conditioning (MVAC) end-use for motor vehicles (i.e., passenger cars, light-duty and heavy-duty vehicles) within the refrigeration and air-conditioning sector. This final rule only concerns the use of CO<sub>2</sub> in MVAC systems designed specifically for the use of CO<sub>2</sub> refrigerant. The substitute is non-ozone-depleting and therefore does not contribute to stratospheric ozone depletion.

**DATES:** This final rule is effective on August 6, 2012. The incorporation by reference of a certain publication listed in this rule is approved by the Director of the Federal Register as of May 31, 2011.

**ADDRESSES:** EPA has established a docket for this action under Docket ID

No. EPA–HQ–OAR–2004–0488. All documents in the docket are listed on the [www.regulations.gov](http://www.regulations.gov) Web site. Although listed in the index, some information is not publicly available, e.g., confidential business information (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 through [www.regulations.gov](http://www.regulations.gov) or in hard copy from the EPA Air and Radiation Docket, EPA/DC, EPA West, Room 3334, 1301 Constitution Ave. NW., Washington, DC. This 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, and the telephone number for the Air and Radiation Docket is (202) 566–1742.

**FOR FURTHER INFORMATION CONTACT:**

Yaidi Cancel, Stratospheric Protection Division, Office of Air and Radiation, MC 6205J, Environmental Protection Agency, 1200 Pennsylvania Ave. NW., Washington, DC 20460; telephone number: (202) 343–9512; fax number: (202) 343–2338; email address: [cancel.yaidi@epa.gov](mailto:cancel.yaidi@epa.gov).

**SUPPLEMENTARY INFORMATION:** This final action provides motor vehicle manufacturers and their suppliers with a refrigerant option subject to use conditions for motor vehicle air conditioning systems for use in new vehicles. The refrigerant discussed in this action, carbon dioxide (R–744, CO<sub>2</sub>) is non-ozone-depleting and has a global warming potential (GWP)<sup>1</sup> of 1.

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<sup>1</sup> GWP, is defined as the ratio of heat trapped by one unit mass of the greenhouse gas to that of one unit mass of CO<sub>2</sub> over a specified period of time. Consistent with the international standards under the United Nations Framework Convention on Climate Change (UNFCCC), all GWPs in this rule are given using a 100-year period (IPCC, 1996).