or 7512" following "withdrawal document," and by substituting "delivery ticket, customs Form 6043" for "cartage or lighterage ticket for goods carted or lightered, customs Form 6043–A, 6043–C, 7502–A, 7506, or 7512"; the last sentence is amended by substituting "delivery ticket, customs Form 6043" for "cartage and lighterage ticket, customs Form 6043–A" and by substituting "delivery ticket" for "cartage and lighterage ticket". As amended the paragraphs will read:

§ 21.9 Tickets for goods carted or lightered.

(a) When merchandise is carted or lightered and received in a bonded store or bonded warehouse, the representative of the proprietor shall check the goods against the delivery ticket, customs Form 6043, or copy of warehouse or rewarehouse permit, customs Form 7502–A, used in lieu of a ticket, and countersign such ticket or copy of the permit. A receipt shall be taken for all goods delivered from public store or bonded store. Such receipt may be taken on the delivery ticket, customs Form 6043 or on the appraising officer's release ticket at the time delivery is made. Customs Form 6043 may also be used as a receipt for goods delivered from customs custody in any other case where the district director of customs deems such receipt necessary. In case of withdrawals from bonded warehouse for consumption, the merchandise shall be released only to or upon the order of the proprietor of the warehouse, who shall acknowledge such release on customs Form 7505–A or 7505–B.

(b) The cartman or lighterman shall countersign the ticket, receipts, extra copy of warehouse or rewarehouse permit, or the copy of the entry or withdrawal document, customs Form 7502–A, 7506, or 7512, used in lieu of a delivery ticket, customs Form 6043, in the space provided as a receipt for the goods, noting any bad order or discrepancy. When available, the importing carrier's tally slip for the merchandise shall be attached to the delivery ticket, customs Form 6043, or the copy of customs Form 7502–A, 7506, or 7512 used in lieu of a delivery ticket, which accompanies the merchandise while it is being so carted or lightered in bond, for the use of customs officers only at destination.

(80 Stat. 379, R.S. 251, section 624, 46 Stat. 759; 5 U.S.C. 301, 19 U.S.C. 66, 1624)

These amendments shall become effective on the date of their publication in the FEDERAL REGISTER.

[SEAL] LESTER D. JOHNSON,
Commissioner of Customs.

Approved: May 22, 1968.

MATTHEW J. MARKS,
Acting Assistant Secretary of the Treasury.

[F.R. Doc. 68–6371; Filed, May 28, 1968; 8:48 a.m.]

[T.D. 68–137]

PART 13—EXAMINATION, MEASUREMENT, AND TESTING OF CERTAIN PRODUCTS

Notification, Test of Sugar

Section 13.8(a), Customs Regulations, concerning the notification of the importer as to the average test of sugar as well as the test of each lot of sugar in his importation of sugar, molasses, and/or sirup, amended.

An employee has called attention in an approved suggestion submitted under the incentive awards program that the completion of customs Form 6463 to notify an importer of sugar, molasses, and sirup of the average test of his importation and the quantity and test of each lot from which such average is obtained results in an unnecessary expenditure of time and duplication of effort. The suggestor points out that the information used to complete that form is obtained from the Laboratory Report, customs Form 6415, which is completed in all cases involving importation of the stated commodities. The suggestor recommends that customs Form 6463 be abolished and a copy of customs Form 6415 be used in its place.

To give effect to the suggestion, the first sentence of § 13.8(a) is amended to read:

§ 13.8 Review of tests of sugar, molasses, and sirup.

(a) When the test of the sugar has been determined, the importer shall be immediately notified of the average test of the importation and also the quantity and test of each lot from which such average test is obtained by means of a copy of the Laboratory Report, customs Form 6415. * * *

(R.S. 251, sec. 624, 46 Stat. 759; 19 U.S.C. 66, 1624)

[SEAL] LESTER D. JOHNSON,
Commissioner of Customs.

Approved: May 20, 1968.

JOSEPH M. BOWMAN,
Assistant Secretary of the Treasury.

[F.R. Doc. 68–6372; Filed, May 28, 1968; 8:48 a.m.]

Title 23—HIGHWAYS AND VEHICLES

Chapter II—Vehicle and Highway Safety

PART 255—INITIAL FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Motor Vehicle Safety Standard No. 110, Tire Selection and Rims—Passenger Cars; Correction

In F.R. Doc. 68–4491 appearing at page 5949 of the issue of Thursday, April 18, 1968, subparagraph (b) was inadvertently omitted from paragraph S.4.4.1 of Motor Vehicle Safety Standard No. 110. Therefore, immediately following subparagraph (a), insert the following subparagraph:

(b) In the event of rapid loss of inflation pressure with the vehicle traveling in a straight line at a speed of 60 miles per hour, retain the deflated tire until the vehicle can be stopped with a controlled braking application.

Issued in Washington, D.C., on May 24, 1968.

LOWELL K. BRIDWELL,
Federal Highway Administrator.

[F.R. Doc. 68–6346; Filed, May 28, 1968; 8:46 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 15586]

MISCELLANEOUS AMENDMENTS TO CHAPTER

In the matter of amendment of Parts 2, 21, 74, and 91 of the Commission's rules and regulations relative to the licensing of microwave radio stations used to relay television signals to community antenna television systems.

In the second report and order in this proceeding, released on February 15, 1968, and published in the FEDERAL REGISTER on February 20, 1968, 33 F.R. 3176, the Commisssion denied the request of the Southwest Texas Educational Television Council for amendment of Part 91 of the Commission's rules to permit microwave stations authorized to relay broadcast station signals to community antenna television systems to "provide program service to local educational television stations," second report and order, FCC 68–126, paragraph 38, 39, 11 FCC 2d 709, 726. This request was made in a document that had been designated as a petition for rule making (RM–891), and though the request of the Council was denied, inadvertently the petition was not formally disposed of. Accordingly, paragraph 43 of the second report and order is corrected to read:

43. *It is further ordered,* That the various requests in the pleadings listed in the attached Appendix B and the petition of the Southwest Texas Educational Television Council (RM–891), to the extent that they may not have been granted herein, are otherwise denied.

Released: May 23, 1968.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 68–6364; Filed, May 28, 1968; 8:48 a.m.]

Title 49—TRANSPORTATION

Subtitle A—Office of the Secretary of Transportation

[OST Docket No. 14, Amdt. 93–1]

PART 93—AIRCRAFT ALLOCATION

Issuance of Aircraft Allocations

The purpose of this amendment is to provide authority for the Director, Office of Emergency Transportation, to make available to the public, upon request, the current listing of aircraft allocations under the Civil Reserve Air Fleet Program and to discontinue the requirement for its publication in the notices section of the FEDERAL REGISTER.

Air carriers and other persons having a direct interest in changes to the allocations of aircraft under the Civil Reserve Air Fleet Program are advised of those changes by "change notifications" issued by the Office of Emergency Transportation. A semiannual allocation summary is printed and distributed to interested parties. Publication in the FEDERAL REGISTER of the same information is considered to be an unnecessary duplication and added administrative expense.

Since this amendment relates to Departmental procedures and does not lessen public availability of aircraft allocation information, I find that notice and public procedure thereon is unnecessary and the amendment may be made effective in less than 30 days.

This amendment is made under the authority of section 9 of the Department of Transportation Act (49 U.S.C. 1657).

In consideration of the foregoing, effective May 21, 1968, the last sentence of § 93.1 of Part 93 of title 49 of the Code of Federal Regulations is amended to read as follows:

§ 93.1 Issuance of aircraft allocations.

* * * * *

The current listing of aircraft allocations may be obtained upon request from the Director, Office of Emergency Transportation, Department of Transportation, Washington, D.C. 20590.

Issued in Washington, D.C., on May 21, 1968.

ALAN S. BOYD,
Secretary of Transportation.

[F.R. Doc. 68–6327; Filed, May 28, 1968; 8:45 a.m.]

Chapter X—Interstate Commerce Commission

SUBCHAPTER B—PRACTICE AND PROCEDURE

[Ex Parte 55]

PART 1100—GENERAL RULES OF PRACTICE

Application Fee

Order. At a general session of the Interstate Commerce Commission held at its office in Washington, D.C., on the 17th day of May 1968.

There being under consideration the Commission's General Rules of Practice and for good cause appearing therefor:

It is ordered, That § 1100.11 of Chapter X of Title 49 of the Code of Federal Regulations be amended to read as follows:

§ 1100.11 Application fee. (Rule 11)

An application filed under Rule 9 must be accompanied by a fee of $25. Payment must be made either in cash, or by check, or money order payable to the Interstate Commerce Commission. The fee will be returned if applicant is not admitted to practice.

(Secs. 12, 17, 24 Stat. 383, as amended, 385, as amended; secs. 204, 205, 49 Stat. 546, as amended; secs. 304, 316, 54 Stat. 933, 946; secs. 403, 417, 56 Stat. 285, 297; 49 U.S.C. 12, 17, 304, 305, 904, 916, 1003, 1017)

It is further ordered, That this amendment shall be effective June 17, 1968.

And it is further ordered, That notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission, and by filing a copy with the Director, Office of the Federal Register.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 68–6362; Filed, May 28, 1968; 8:47 a.m.]

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[26 CFR Part 1]

INCOME TAX

Allocation of Income and Deductions Among Taxpayers

The proposed amendment to the regulations under section 482 of the Internal Revenue Code of 1954, relating to allocation of income and deductions appears in the FEDERAL REGISTER for April 16, 1968.

A public hearing on the provisions of this proposed amendment to the regulations will be held on Tuesday, June 18, 1968, at 10 a.m., e.d.s.t., in Room 3313, Internal Revenue Service Building, Constitution Avenue between 10th and 12th Streets NW., Washington, D.C.

Persons who plan to attend the hearing are requested to notify the Commissioner of Internal Revenue, Attention: CC:LR:T, Washington, D.C. 20224, by June 11, 1968. Notification of intention to attend the hearing may be given by telephone, 202–964–3935.

JAMES F. DRING,
Director, Legislation and Regulations Division.

[F.R. Doc. 68-6461; Filed, May 28, 1968; 10:46 a.m.]

DEPARTMENT OF THE INTERIOR

Oil Import Administration

[32A CFR Ch. X]

[Oil Import Reg. 1 (Rev. 5)]

OIL IMPORT REGULATION

Allocation of Imports; Low Sulphur Residual Fuel Oil, Districts I–IV

Presidential Proclamation 3279, as amended, has been modified by Proclamation 3794 (32 F.R. 10547) in an effort to help abate air pollution. Pursuant to the Secretary of the Interior's announced intention to grant allocations of crude oil and unfinished oils to refiners in Districts I–IV, who process crude oil or unfinished oils into low sulphur residual fuel oil to be used as fuel containing not more than 1.0 percent of sulphur by weight, I propose to recommend to the Secretary an amendment to Oil Import Regulation 1, as amended, which would add to the regulation a new section 10A as set forth below. Interested persons may submit written comments, suggestions, or objections with respect to the proposal to the Administrator, Oil Import Administration, Washington, D.C. 20240, on or before June 14, 1968.

ELMER L. HOEHN,
Administrator, Oil Import Administration.

MAY 23, 1968.

SEC. 10A Allocation of crude oil and unfinished oils—Districts I–IV based on production of low sulphur residual fuel oil to be used as fuel in Districts I–IV.

(a) As used in this section:

(1) "Low sulphur residual fuel oil" means residual fuel oil:

(i) Which is manufactured in Districts I–IV, and

(ii) Which contains not more than 1 percent of sulphur by weight, and

(iii) Which is delivered (either directly by the manufacturer or by others following its sale by him) to customers in Districts I–IV who must burn such fuel in order to comply with Federal, State, or local requirements;

(2) "Eligible applicant" means a person who is eligible for an allocation under section 10 of this regulation; and

(3) "Western Hemisphere" means North America, South America, and the West Indies.

(b) This section provides for the making of allocations of imports into Districts I–IV of crude oil and unfinished oils based upon the production and delivery in those districts of low sulphur residual fuel oil. Allocations under this section are in addition to allocations provided for under section 10 of this regulation. To the extent that the provisions of this section are inconsistent with the provisions of other sections of this regulation, the provisions of this section shall be controlling.

(c) An eligible applicant who manufactures low sulphur residual fuel oil either from crude oil imported pursuant to a license or from domestic crude oil shall receive an allocation of imports of crude oil equal to (1) 50 percent of the amount in barrels of such low sulphur residual fuel oil manufactured either from domestic crude oil or from crude oil imported under license from Western Hemisphere sources, and (2) 25 percent of the amount in barrels of such low sulphur residual fuel oil manufactured from crude oil imported under license from other than Western Hemisphere sources.

Example. Company A imports from Mid Eastern sources 1 million barrels of crude oil under its regular crude and unfinished oils license. From this crude oil Company A manufactures 400,000 barrels of residual fuel oil containing less than 1 percent sulphur. Company A sells the oil to terminal operator B, who in turn sells oil to various apartment houses in New York City; for this oil Company A would receive an additional 100,000 barrels of crude oil imports. Company A also manufactures from domestic crude 500,000 barrels of residual fuel oil containing 1 percent sulphur and sells this oil directly to the city of New York; for this residual fuel oil Company A would receive an additional 250,000 barrels of crude oil imports. Thus, Company A would get a total of 100,000 plus 250,000=350,000 barrels of additional allocations of imports of crude oil.

(d) An eligible applicant who manufactures low sulphur residual fuel oil by desulphurization of unfinished oils which were derived from crude oil produced in the Western Hemisphere and imported under a license shall receive an allocation of imports of residual fuel oil equal to the amount in barrels of the low sulphur residual fuel oil so manufactured. Residual fuel oil imported under such an allocation must be processed other than by blending by mechanical means.

Example. Under its regular crude oil and unfinished oil allocation Company X imports 1 million barrels of unfinished oil from Venezuela which is desulphurized to produce 800,000 barrels of residual fuel oil containing 1 percent sulphur by weight. Company X delivers the low sulphur oil to a public utility in New Jersey. Company X would receive an additional 800,000 barrels of imports of residual fuel oil. Company X must process other than by blending by mechanical means residual fuel oil imported under the allocation.

(e) An eligible applicant who produces low sulphur residual fuel oil by mechanically blending residual fuel oil to be used as fuel derived from crude oil produced in the Western Hemisphere and imported under a license with unfinished oils processed in his refinery capacity shall receive an allocation of imports of unfinished oils equal to the amount in barrels of the unfinished oils processed in his refinery and used in the production of the low sulphur residual fuel oil.

Example. Company Y manufactures 400,000 barrels of cutter stock in its refinery in Texas. The cutter stock is desulphurized to produce 400,000 barrels of cutter stock, which is blended by mechanical means with residual fuel oil to be used as fuel imported from Venezuela to produce a final blend of residual fuel oil to be used as fuel containing less than 1 percent of sulphur by weight. Company Y would receive an additional 400,000 barrels of unfinished oil imports.

(f) For the purpose of computing import allocations under section 10 of this regulation, crude oil or unfinished oils imported pursuant to an allocation under this section 10A or domestic oil received in exchange pursuant to the provisions of section 17 will not qualify as refinery inputs. However, the person receiving the imported crude oil or unfinished oils under an exchange agreement pursuant to section 17 may count such oils as refinery inputs.

(g) No allocation of imports of crude oil made pursuant to paragraphs (a),