station program director or manager, or an officer of the licensee.

NOTE 1. Sources of programs are defined as follows:

A local program (L) is any program originated or produced by the station, employing live talent more than 50% of the time, and using the studios or other facilities of the station. A local program recorded or filmed by the station for later broadcast shall be classified as local. Programs primarily featuring phonograph records, syndicated or feature films or taped or transcribed programs, shall not be classified as local even though a station personality appears incidentally to introduce such material.

A record program (REC) (Radio only) is any program, not falling within the definition of "local" above, which utilizes phonograph records, electrical transcriptions or taped music, with or without commentary by a local announcer, or other station personnel.

A network program (N) is any program furnished to the station by a network (national, regional or special) such as Public Broadcasting System, National Public Radio, etc.

Other Programs (OTHER) are any programs not defined above, including, without limitation, syndicated film, taped or transcribed programs, and feature films.

NOTE 2: Types of educational programs are defined as follows:

Instructional (I) includes all programs designed to be utilized by any level of educational institution in the regular instructional program of the institution. In-school, in-service for teachers, and college credit courses are examples of instructional programs.

General Educational (GEN) is an educational program for which no formal credit is given.

Performing Arts (A) is a program, live or recorded, in which the performing aspect predominates such as drama or concert, opera, or dance.

News (NS) programs include reports dealing with the current local, national and international events, including weather and stock market reports; and commentary, analysis, or sports news when it is an integral part of a news program.

Public Affairs (PA) includes programs dealing with local, state, regional, national, or international issues or problems, including, but not limited to, talks, commentaries, discussions, speeches, political programs, documentaries, mini-documentaries, panels, roundtables, vignettes, and extended coverage (whether live or recorded) of public events or proceedings, such as local council meetings, Congressional hearings, and the like.

Light Entertainment (LE) includes programs consisting of popular music or other light entertainment.

Other (O) includes all programs not falling within the definitions of Instructional, General Education, Performing Arts, News, Public Affairs or Light Entertainment. Sports programs should be reported as "Other."

NOTE 3: Definition of a public service announcement. A public service announcement is one which promotes programs, activities, or services of Federal, State, or local governments (e.g. recruiting, sales of bonds, etc.) or the programs, activities or services of nonprofit organizations (e.g., UGF, Red Cross, Blood Donations, etc.), and other announcements regarded as serving community interests, excluding time signals, routine weather announcements, and promotional announcements. See, however, § 73.503(d) with respect to the preclusion of announcements promoting the sale of a product or service.)

4. Section 73.670(a) is amended to read as follows:

§ 73.670 Program log.

(a) A program log shall be kept in accordance with the provisions of § 73.669, for each broadcast day, which, in this context, means from the station's sign-on to its sign-off, or from midnight to midnight for stations operating 24 hours a day. A station licensed or operating as noncommercial educational shall maintain its program log in accordance with the provisions of § 73.582 (Subpart C).

* * * * *

[FR Doc.76-38177 Filed 12-28-76;8:45 am]

Title 49—Transportation

CHAPTER VI—URBAN MASS TRANSPORTATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

PART 604—CHARTER BUS OPERATIONS

Amendments

On April 1, 1976, the Urban Mass Transportation Administration (UMTA) published final regulations in the FEDERAL REGISTER (41 FR 14122) on charter bus operations by UMTA-assisted transit operators. The purpose of these amendments is to make clarifying changes and to correct inadvertent errors contained in those regulations.

The final paragraph of the preamble is amended to make clear that the charter regulations are final and not proposed regulations issued as a new Part 604 of 49 CFR Chapter VI.

Section 604.3 is amended to add a new definition of the term "Interested party" which was inadvertently left out of the regulations when they were published on April 1, 1976. Likewise, a new § 604.4 is added which establishes a public hearing requirement. Section 604.0 appeared in the index of the April 1, 1976 regulations but for some reason was not printed in the body of the regulations.

A considerable amount of concern has been voiced concerning § 604.15(a) of the regulations as they presently exist. That concern has been that UMTA has attempted to broaden the scope of section 3(f) of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1602) by applying the charter regulations to charter service inside an applicant's service area. This has never been UMTA's intention. Section 604.15 is therefore amended to make clear that the procedures required by that section apply only to applicants who engage in charter service outside of their urban area.

Finally, § 604.20(b) is amended to make clear that a grantee need develop certifications of costs, statements of proposed or existing charter bus operations and a cost allocation plan to be sent to private carriers only if that grantee intends to engage in charter service outside of its urban area.

In view of the technical nature of today's amendments, notice and comment concerning the amendments are unnecessary.

In consideration of the foregoing, (1) the new Part 604 of Chapter VI of Title 49 CFR, which was inadvertently issued on March 29, 1976, as a proposed new Part 604 of 49 CFR Chapter IV, is hereby reissued and republished by reference as final regulations, effective March 29, 1976; (2) Part 604 of Chapter VI of title 49 CFR is amended as follows, effective March 29, 1976.

Issued in Washington, D.C., December 22, 1976.

ROBERT E. PATRICELLI,
Urban Mass Transportation Administrator.

The final paragraph of the preamble to Part 604—Charter Bus Operations is amended to read as follows:

In consideration of the foregoing, a new Part 604 of 49 CFR Chapter VI is added as set forth below, effective March 29, 1976.

Issued on March 29, 1976.

2. Section 604.3 is amended to add, in appropriate alphabetical order, the following definition:

§ 604.3 Definitions.

* * * * *

"Interested party" means an individual, partnership, corporation, association or public or private organization that has a financial interest which is adversely affected by the act or acts of a grantee with respect to charter bus operations.

* * * * *

3. A new § 604.4 is added to read as follows:

§ 604.4 Public hearing requirement.

Each applicant who engages or wishes to engage in charter bus operations outside of its urban area shall afford an adequate opportunity for the public to consider such operations at the time the applicant conducts public hearings to consider the economic, social or environmental effects of its requested Federal financial assistance under section 3(d) of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1602(d)).

4. Section 604.15 is amended in paragraph (a) to read as follows:

§ 604.15 Notice.

(a) Each applicant who engages or wishes to engage in charter bus operations outside of its urban area shall include the following in its application: * * *

* * * * *

5. Section 604.20 is amended in paragraph (b) to read as follows:

§ 604.20 Modification of prior agreements.

* * * * *

(b) The grantee, if it engages or wishes to engage in charter bus operations outside of its urban area, shall develop a certification of costs for its charter bus operations and send it with a

statement of its proposed or existing charter operations and a cost allocation plan to private charter bus operators who originate service in the grantee's urban area.

* * * * *

[FR Doc.76-38163 Filed 12-28-76;8:45 am]

CHAPTER X—INTERSTATE COMMERCE COMMISSION

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[Service Order No. 1163, Amdt. 7]

PART 1033—CAR SERVICE

Missouri Pacific Railroad Co. Authorized To Operate Over Tracks of Union Pacific Railroad Co.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 21st day of December, 1976.

Upon further consideration of Service Order No. 1163 (38 FR 32259; 39 FR 18280, 41854; 40 FR 24005, 56443; 41 FR 22067, and 48343), and good cause appearing therefor:

It is ordered, That: Service Order No. 1163. Missouri Pacific Railroad Company authorized to operate over tracks of Union Pacific Railroad Company Service Order No. 1163 be, and it is hereby, amended by substituting the following paragraph (e) for paragraph (e) thereof:

(e) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., January 31, 1977, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., December 31, 1976.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17 (2). Interprets or applies Secs. 1(10–17), 15 (4), and 17(2), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10–17), 15(4), and 17 (2).)

It is further ordered, That a copy of this amendment shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association; and that notice of this amendment be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board, Members, Joel E. Burns, Lewis R. Teeple, and Thomas J. Byrne.

ROBERT L. OSWALD,
Secretary.

[FR Doc.76-38214 Filed 12-28-76;8:45 am]

[Service Order No. 1213-A]

PART 1033—CAR SERVICE

St. Louis-San Francisco Railway Co. Authorized To Operate Over Tracks of the Kansas City Southern Railway Co.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 21st day of December, 1976.

Upon further consideration of Service Order No. 1213 (40 FR 21959, 53592; 41 FR 19325 and 50448), and good cause appearing therefor:

§ 1033.1213 [Deleted]

It is ordered, That: § 1033.1213 Service Order 1213-A, St. Louis-San Francisco Railway Company authorized to operate over tracks of the Kansas City Southern Railway Company be, and it is hereby, vacated and set aside.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17 (2). Interprets or applies Secs. 1(10–17), 15 (4), and 17(2), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10–17), 15(4), and 17 (2).)

It is further ordered, That this order shall become effective at 11:59 p.m., December 21, 1976; that copies of this order and direction shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association; and 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 at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board, members Joel E. Burns, Lewis R. Teeple, and Thomas J. Byrne.

ROBERT L. OSWALD,
Secretary.

[FR Doc.76-38215 Filed 12-28-76;8:45 am]

[Ex Parte No. MC-37 (Sub-No. 26)]

COMMERCIAL ZONES AND TERMINAL AREAS

Miscellaneous Amendments

• *Purpose:* The purpose of this document is to notify the public that the Interstate Commerce Commission is modifying its regulations in order to expand commercial zones and motor carrier and freight forwarder terminal areas. •

By order served August 11, 1975, the Interstate Commerce Commission instituted the above-entitled proceeding in order to solicit public views regarding the possibility of modifying its regulations in order to expand commercial zones (49 CFR Part 1048) and motor carrier and freight forwarder terminal areas (49 CFR Part 1049). The Commission invited interested persons to submit written comments on this matter on or before October 14, 1975. Based upon a careful analysis of the representations received in response to the above request and upon an evaluation of other pertinent data, the Commission proposed certain rules and regulations in its Interim Report in this proceeding, served January 12, 1976. An additional 60 day period was set aside for written comments on the rules and regulations proposed in the Interim Report, which time was subsequently extended to April 14, 1976. Based upon an analysis of the representations filed by motor carriers, freight forwarders, shippers, and other interested parties, and an evaluation of economic, demographic, and environmental data, the Commission has promulgated the rules and regulations set forth below.

These rules (1) expand commercial zones and terminal areas pursuant to a new population-mileage formula, (2) specifically define certain zones which require greater limits than the proposed population-mileage boundaries, (3) restore the exemption to the New York, N.Y., Los Angeles, Calif., and St. Louis, Mo.-East St. Louis, Ill., commercial zones and to municipalities in Westchester and Nassau Counties, N.Y., and to certain described municipalities in New Jersey within 20 miles of New York, N.Y., (4) specifically define commercial zones of consolidated governments, (5) define the commercial zones of certain "twin cities," (6) eliminate existing confusing specific commercial zones descriptions, and (7) modify the existing rules for interpreting certificates and permits to comport with the changes made in (1) through (6) above. Generally, it has been found that the new commercial zones better reflect the economic and social development of American municipalities than the old zones, that they permit urban expansion, that they provide shippers located beyond the existing zones an equality of competition with shippers located within the existing zones, that they permit linehaul and existing exempt operations to become more efficient, and that any adverse effect to certificated short-haul carriers caused by added competition will be outweighed by the benefits of this action.

(Secs. 552, 553, and 559 of the Administrative Procedure Act (5 U.S.C. 552, 553, and 559) and sections 202, 203, 204, 207, 209, 402, 403, and 404 of the Interstate Commerce Act (49 U.S.C. 302, 303, 304, 307, 309, 1002, 1003, and 1004).)

By the Commission.

ROBERT L. OSWALD,
Secretary.

Accordingly, 49 CFR 1041, 1048, and 1049 are hereby modified in the following manner:

PART 1041—INTERPRETATION—CERTIFICATES AND PERMITS

1. Section 1041.21 is revised as follows:

§ 1041.21 Operating authority to serve particular unincorporated community, construction.

A certificate or permit issued to a motor carrier of property pursuant to the provisions of Part II of the Interstate Commerce Act (49 U.S.C. 301 et seq.) or to any freight forwarder under Part IV of the act (49 U.S.C. 1001 et seq.) authorizing service at a particular unincorporated community having a post office of the same name shall be construed as authorizing service at all points which are within the United States and not beyond the territorial limits, if any, fixed in such certificate or permit on the authority granted, as follows: (a) All points within 3 miles of the post office in such unincorporated community if it has a population of less than 2,500; within 4 miles if it has a population of 2,500 but less than 25,000; and within 6 miles if it has a population of 25,000 or more, (b) at all points in any municipality any part of which is within the limits described in paragraph (a) of the section and (c) at points in any municipality wholly surrounded, or so surrounded except for a water boundary by any municipality included under the terms of paragraph (b) of this section. (49 Stat. 543, as amended, 544, as amended, 546, as amended; 49 U.S.C. 302, 303, 304).

§ 1041.22 [Deleted]

2. Section 1041.22 is deleted.

§ 1041.23 [Redesignated]

3. Section 1041.23 is redesignated as § 1041.22.

PART 1048—COMMERCIAL ZONES

§§ 1048.1 through 1048.41 [Deleted]

4. Sections 1048.1 through 1048.41 are deleted.

5. A new section 1048.1 is added.

§ 1048.1 Albany, N.Y.

The zone adjacent to, and commercially a part of Albany, N.Y., within which transportation by motor vehicle, in interstate or foreign commerce, not under common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond such zone, is partially exempt from regulation under section 203(b)(8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)) includes and is comprised of all points as follows:

(a) The municipality of Albany, N.Y., itself.

(b) All points within a line drawn eight miles beyond the municipal limits of Albany.

(c) All points in that area more than eight miles beyond the municipal limits of Albany bounded by a line as follows: Beginning at that point on the western boundary of Cohoes, N.Y., where it crosses the line described in paragraph (b) of this section, thence along the western and northern boundary of Cohoes to the Mohawk River thence along such river to the northern boundary of the Town of Waterford thence along the northern and eastern boundaries of the Town of Waterford to the northern boundary of the City of Troy (all of which city is included under the next provision).

(d) All of any municipality any part of which is within the limits of the combined areas defined in paragraphs (b) and (c) of this section, and

(e) All of any municipality wholly surrounded, or so surrounded except for a water boundary, by the municipality of Albany or any other municipality included under the terms of paragraph (d) of this section.

6. A new § 1048.2 is added.

§ 1048.2 Beaumont, Tex.

The zone adjacent to, and commercially a part of Beaumont, Tex., within which transportation by motor vehicle, in interstate or foreign commerce, not under common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond such zone, is partially exempt from regulation under section 203(b)(8) of the Interstate Commerce Act [49 U.S.C. 303(b)(8)] includes and is comprised of all points as follows:

(a) The municipality of Beaumont, Tex., itself;

(b) All points within a line drawn 8 miles beyond the municipal limits of Beaumont;

(c) Points in Jefferson County and Orange County, Tex.;

(d) All of any municipality any part of which is within the limits of the combined areas defined in paragraphs (b) and (c) of this section, and

(e) All of any municipality wholly surrounded, or so surrounded except for a water boundary, by the municipality of Beaumont or by any other municipality included under the terms of paragraph (d) of this section.

7. A new § 1048.3 is added.

§ 1048.3 Charleston, S.C.

The zone adjacent to, and commercially a part of Charleston, S.C., within which transportation by motor vehicle, in interstate or foreign commerce, not under common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond such zone, is partially exempt from regulation under section 203(b)(8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)) includes and is comprised of all points as follows:

(a) The municipality of Charleston, S.C., itself;

(b) All points within a line drawn 6 miles beyond the municipal limits of Charleston;

(c) Those points in Charleston County, S.C., which are not within the areas described in paragraph (b) of this section; and those points in Berkley County, S.C., which are not within the areas described in paragraph (b) of this section, and which are west of South Carolina Highway 41.

(d) All of any municipality any part of which is within the limits of the combined areas defined in paragraphs (b) and (c) of this section, and

(e) All of any municipality wholly surrounded, or so surrounded except for a water boundary, by the municipality of Charleston or by any other municipality included under the terms of paragraph (d) of this section.

§ 1048.4 Charleston, W. Va.

The zone adjacent to, and commercially a part of Charleston, W. Va., within which transportation by motor vehicle, in interstate or foreign commerce, not under common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond such zone, is partially exempt from regulation under section 203(b)(8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)) includes and is comprised of all points as follows:

(a) The municipality of Charleston, W. Va., itself;

(b) All points within a line drawn 6 miles beyond the municipal limits of Charleston;

(c) Those points in Kanawha County, W. Va., which are not within the area described in paragraph (b) of this section; and those points in Putman County, W. Va., south of West Virginia Highway 34;

(d) All of any municipality any part of which is within the limits of the combined areas defined in paragraphs (b) and (c) of this section, and

(e) All of any municipality wholly surrounded, or so surrounded except for a water boundary, by the municipality of Charleston or by any other municipality included under the terms of paragraph (d) of this section.

8. A new § 1048.5 is added.

§ 1048.5 Lake Charles, La.

The zone adjacent to, and commercially a part of Lake Charles, La., within which transportation by motor vehicle, in interstate or foreign commerce, not under common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond such zone, is partially exempt from regulations under section 203(b)(8) of the Interstate Commerce Act (40 U.S.C. 303(b)(8)) includes and is comprised of all points as follows:

(a) The municipality of Lake Charles, La., itself;

(b) All points within a line drawn 6 miles beyond the municipal limits of Lake Charles;

(c) Those points in Calcasieu Parish, La., which are not within the area described in paragraph (b) of this section; and which are east of Louisiana Highway 27 (western section);

(d) All of any municipality any part of which is within the limits of the combined areas defined in paragraphs (b) and (c) of this section, and

(e) All of any municipality wholly surrounded, or so surrounded except for a water boundary, by the municipality of

Lake Charles or by any other municipality included under the terms of paragraph (d) of this section.

9. A new § 1048.6 is added.

§ 1048.6 Pittsburgh, Pa.

The zone adjacent to, and commercially a part of Pittsburgh within which transportation by motor vehicle, in interstate or foreign commerce, not under common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond such zone, is partially exempt from regulation under section 203(b)(8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)) includes and is comprised of all points as follows:

(a) The municipality of Pittsburgh, Pa., itself;

(b) All points within a line drawn 15 miles beyond the municipal limits of Pittsburgh;

(c) Those points in Allegheny County, Pa., which are not within the area described in paragraph (b) of this section;

(d) All of any municipality any part of which is within the limits of the combined areas defined in paragraphs (b) and (c) of this section, and

(e) All of any municipality wholly surrounded, or so surrounded except for a water boundary, by the municipality of Pittsburgh by any other municipality included under the terms of paragraph (d) of this section.

10. A new § 1048.7 is added.

§ 1048.7 Pueblo, Colo.

The zone adjacent to and commercially a part of Pueblo, Colo., within which transportation by motor vehicle, in interstate or foreign commerce, not under common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond such zone, is partially exempt from regulations under section 203(b)(8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)) includes and is comprised of all points as follows:

(a) The municipality of Pueblo, Colo., itself;

(b) All points within a line drawn 6 miles beyond the municipal limits of Pueblo;

(c) Those points in Pueblo County, Colo., which are not within the area described in paragraph (b) of this section;

(d) All of any municipality any part of which is within the limits of the combined areas defined in paragraphs (b) and (c) of this section, and

(e) All of any municipality wholly surrounded, or so surrounded except for a water boundary, by the municipality included under the terms of paragraph (d) of this section.

11. A new § 1048.8 is added.

§ 1048.8 Ravenswood, W. Va.

The zone adjacent to, and commercially a part of Ravenswood, W. Va., within which transportation by motor vehicle, in interstate or foreign commerce, not under common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond such zone, is partially exempt from regulation under section 203(b)(8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)) includes and is comprised of all points as follows:

(a) The municipality of Ravenswood, W. Va., itself;

(b) All points within a line drawn 4 miles beyond the municipal limits of Ravenswood;

(c) Those points in Jackson County, W.Va., which are not within the area described in paragraph (b) of this section, and which are north of U.S. Highway 33.

(d) All of any municipality any part of which is within the limits of the combined areas defined in paragraphs (b) and (c) of this section, and

(e) All of any municipality wholly surrounded, or so surrounded except for a water boundary, by the municipality of Ravenswood or by any other municipality included under the terms of paragraph (d) of this section.

12. A new § 1048.9 is added.

§ 1048.9 Seattle, Wash.

The zone adjacent to, and commercially a part of Seattle, Wash., within which transportation by motor vehicle, in interstate or foreign commerce, not under common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond such zone, is partially exempt from regulation under section 203(b)(8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)) includes and is comprised of all points as follows:

(a) The municipality of Seattle, Wash., itself;

(b) All points within a line drawn 15 miles beyond the municipal limits of Seattle;

(c) Those points in King County, Wash., which are not within the area described in paragraph (b) of this section, and which are west of a line beginning at the intersection of the line described in paragraph (b) of this section and Washington Highway 18, thence northerly along Washington Highway 18 to junction of Interstate Highway 90, thence westerly along Interstate Highway 90 to junction Washington Highway 203, thence northerly along Washington Highway 203 to the King County line; and those points in Snohomish County, Wash., which are not within the area described in paragraph (b) of this section and which are west of Washington Highway 9.

(d) All of any municipality any part of which is within the limits of the combined areas defined in paragraphs (b) and (c) of this section, and

(e) All of any municipality wholly surrounded, or so surrounded except for a water boundary, by the municipality of Seattle or by any other municipality including under the terms of paragraph (d) of this section.

13. A new § 1048.10 is added.

§ 1048.10 Washington, D.C.

The zone adjacent to, and commercially a part of Washington, D.C., within which transportation by motor vehicle, in interstate or foreign commerce, not under common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond such zone, is partially exempt from regulation under section 203(b)(8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)) includes and is comprised of all points as follows:

(a) The municipality of Washington, D.C., itself;

(b) All points within a line drawn 15 miles beyond the municipal limits of Washington, D.C.

(c) Those points in Fairfax County, Va., which are not within the area described in paragraph (b) of this section, and Dulles International Airport;

(d) All of any municipality any part of which is within the limits of the combined areas defined in paragraphs (b) and (c) of this section, and

(e) All of any municipality wholly surrounded, or so surrounded except for a water boundary, by the municipality of Washington, D.C., or by any other municipality included under the terms of paragraph (d) of this section.

14. A new § 1048.11 is added.

§ 1048.11 Twin Cities.

For the purpose of determining commercial zones, utilizing the general population-mileage formula as set forth in § 1048.101, each of the following combinations of cities shall be considered as a single municipality (a) having a population equal to the sum of their combined populations, and (b) having boundaries comprised of their combined corporate limits, with the common portion thereof disregarded:

(1) Bluefield, Va.-W. Va.
(2) Bristol, Va.-Tenn.
(3) Davenport, Iowa, and Rock Island and Moline, Ill.
(4) Delmar, Del.-Md.
(5) Harrison, Ohio-West Harrison, Ind.
(6) Junction City, Ark.-La.
(7) Kansas City, Mo.-Kansas City, Kans.
(8) Minneapolis-St. Paul, Minn.
(9) St. Louis, Mo.-East St. Louis, Ill.
(10) Texarkana, Ark.-Tex.
(11) Texhoma, Tex.-Okla.
(12) Union City, Ind.-Ohio.

15. A new § 1048.12 is added.

§ 1048.12 Consolidated Governments.

The zone adjacent to and commercially a part of a consolidated government within which transportation by motor vehicle, in interstate or foreign commerce, not under common control, management, or arrangement for a continuous carriage or shipment to or from a point beyond the zone, is partially exempt from regulation under section 203(b)(8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)) includes and is comprised of all points as follows:

(a) All points within the boundaries of the consolidated government.

(b) All points beyond the boundaries of the consolidated government which were at any time within the commercial zone of the formerly independent core municipality.

(c) When the present population of the formerly independent core municipality is identifiable, all points beyond the boundaries of the consolidated government which are within the territory determined by the most recent population-mileage formula measured from the limits of the formerly independent core municipality.

(d) All of any municipality wholly surrounded, or so surrounded except for a water boundary, by the consolidated government or by any other municipality included under the terms of paragraphs (a), (b), or (c) of this section.

16. A new § 1048.13 is added.

§ 1048.13 New Jersey Area in which ex-maritime and ex-rail traffic will share in New York, N.Y., commercial zone.

The exemption provided by section 203(b)(8) of the Interstate Commerce Act, of transportation by motor vehicle, in interstate or foreign commerce, is hereby expressly extended to transportation which is performed wholly between points in New Jersey south of Interstate 495 and New Jersey Highway 3, east of the Garden State Parkway, and north of the Raritan River, on the one hand, and, on the other, points in the New York, N.Y., commercial zone as determined by application of § 1048.101, restricted to shipments that have had a prior or will have subsequent movement by rail or by water.

17. A new § 1048.15 is added.

§ 1048.15 Los Angeles, Calif., Harbor Zone.

The Los Angeles, Calif., Harbor Zone shall include all points within a line beginning at the Pacific Ocean and extending easterly along Rosencrans Avenue to its point of intersection with the western municipal limits of Compton, thence in an easterly direction along the northern municipal limits of Compton to the point where the eastern municipal limits of Compton and Rosencrans Avenue intersect, thence along Rosencrans Avenue in an easterly direction to its intersection with California Highway 19, thence extending southerly along California Highway 19 to its intersection with California Highway 91, thence easterly along California Highway 91 to the Los Angeles-Orange County line, thence south along said County line to the Pacific Ocean.

§ 1048.42 [Redesignated]

18. Section 1048.42 is redesignated as § 1048.14.

19. Section 1048.101(c) is amended as follows:

§ 1048.101 Commercial zones determined generally, with exceptions.

* * * * *

(c) * * *

(1) When the base municipality has a population less than 2,500 all unincorporated areas within 3 miles of its corporate limits and all of any other municipality any part of which is within 3 miles of the corporate limits of the base municipality.

(2) When the base municipality has a population of 2,500 but less than 25,000 all unincorporated areas within 4 miles of its corporate limits and all of any other municipality any part of which is within 4 miles of the corporate limits of the base muncipality.

(3) When the base municipality has a population of 25,000 but less than 100,000 all unincorporated areas within 6 miles of its corporate limits and all of any other municipality any part of which is within 6 miles of the corporate limits of the base municipality.

(4) When the base municipality has a population of 100,000 but less than 200,000 all unincorporated areas within 8 miles of its corporate limits and all of any other municipality any part of which is within 8 miles of the corporate limits of the base municipality.

(5) When the base municipality has a population of 200,000 but less than 500,000 all unincorporated areas within 10 miles of its corporate limits and all of any other municipality any part of which is within 10 miles of the corporate limits of the base municipality.

(6) When the base municipality has a population of 500,000 but less than 1 million, all unincorporated areas within 15 miles of its corporate limits and all of any other municipality any part of which is within 15 miles of the corporate limits of the base municipality.

(7) When the base municipality has a population of 1 million or more, all unincorporated areas within 20 miles of its corporate limits and all of any other municipality any part of which is within 20 miles of the corporate limits of the base municipality, and

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PART 1049—TERMINAL AREAS

20. Section 1049.2(a) is revised as follows:

§ 1049.2 Terminal areas of motor carriers and freight forwarders at unincorporated communities served.

* * * (a) all points in the United States which are located within the limits of the operating authority of the motor carrier of property or freight forwarder involved, and within 3 miles of the post office at such authorized unincorporated point if it has a population less than 2,500, within 4 miles if it has a population of 2,500 but less than 25,000, within 6 miles if it has a population of 25,000 or more; * * *

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Title 7—Agriculture

SUBTITLE A—OFFICE OF THE SECRETARY OF AGRICULTURE

[Amdt. 6]

PART 16—LIMITATION ON IMPORTS OF MEAT

Section 204 Import Regulations; Transshipment Restrictions With Respect to Australian and New Zealand Meat Entered During Calendar Year 1977

The regulations set forth in this subpart are amended to assist in carrying out agreements negotiated by the United States with governments of Australia and New Zealand pursuant to Section 204 of the Agricultural Act of 1956, as amended (7 U.S.C. 1854), with respect to the entry into the customs territory of the United States of certain meat during the calendar year 1977.

These agreements cover meat of Australian or New Zealand origin described in items 106.10 and 106.20 of the Tariff Schedules of the United States (TSUS) and meat which would fall within such description but for processing in Foreign-Trade Zones, territories or possessions of the United States prior to entry, or withdrawal from warehouse, for consumption in the United States customs territory.

The regulation is issued with the concurrence of the Secretary of State and the Special Representative for Trade Negotiations.

The regulation limits the entry into the customs territory of the United States of meat of Australian or New Zealand origin covered by TSUS items 106.10 and 106.20 to such meat exported from these countries as direct shipments or on through bills of lading to the United States. It also provides that meat which, but for processing in foreign trade zones, territories or possessions of the United States prior to entry or withdrawal from warehouse for consumption in the United States, would be considered such meat of Australian or New Zealand origin may not be entered into the customs territory of the United States unless exported as direct shipments or on through bills of lading to the United States from the foreign trade zone, territory or possession of the United States in which processed. The regulation requires the presentation at the time of entry into the customs territory of the United States of documentation to establish (1) that such conditions have been met and (2) the country from which the meat was exported in the form in which it would be classified TSUS 106.10 or 106.20.

It is essential that the action taken herewith be made effective January 1, 1977, when the agreements entered into by the United States with Australia and New Zealand become effective. Since the action taken herewith involves foreign affairs functions of the United States, this regulation falls within the foreign affairs exception to the notice and effective date provisions of 5 U.S.C. 553.