economic, will be to the pleasure boat operators who have in past years lined the riverbanks during past raft races. They have in the past created safety hazards and much congestion in this area of the river during the raft race. Based upon this assessment, it is certified in accordance with section 805(b) of the Regulatory Flexibility Act (5 U.S.C. 605(b)), that this regulation, if promulgated, will not have a significant economic impact on a substantial number of small entities. Also, the regulation has been reviewed in accordance with Executive Order 12291 of February 17, 1981, on Federal Regulation and has been determined not to be a major rule under the terms of that order.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Security measures, Vessels, Waterways.

PART 165—[AMENDED]

In consideration of the foregoing, Part 165 of Title 33, Code of Federal Regulations is amended by adding a new § 165.T501 to read as follows:

§ 165.T501 Safety Zone.

(a) *Location:* The following area is a safety zone: The Northeast Cape Fear River from the Hilton Bascule Bridge down river to Point Peter and the Cape Fear River from Point Peter down river to Cape Fear Towing.

(b) *Regulations:* (1) In accordance with General Regulation in § 165.20 of this part, entry into or remaining in this zone is prohibited unless authorized by the Captain of the Port.

(33 U.S.C. 1225 and 1231; 33 CFR 160.5. 49 CFR 1.46)

Dated: September 5, 1984.

D.L. McCord,

Acting CDR, U.S. Coast Guard.

[FR Doc. 84-25313 Filed 9-21-84; 8:45 am]

BILLING CODE 4910-14-M

VETERANS ADMINISTRATION

DEPARTMENT OF DEFENSE

38 CFR Part 21

Post-Vietnam Era Veterans Educational Assistance Program; Change of Program

AGENCY: Veterans Administration and Department of Defense.

ACTION: Final regulation.

SUMMARY: This regulation, issued jointly by the VA (Veterans Administration) and the Department of Defense, states that all of the provisions of 38 CFR 21.4234 apply to veterans who are receiving educational assistance under VEAP (the Post-Vietnam Era Veterans' Educational Assistance Program) and who wish to change their program of education. This should eliminate confusion which has arisen in this area.

EFFECTIVE DATE: August 27, 1984.

FOR FURTHER INFORMATION CONTACT: June C. Schaeffer (225), Assistant Director for Policy and Program Administration, Education Service, Department of Veterans Benefits, Veterans Administration, 810 Vermont Ave, NW., Washington, DC 20420 (202-389-2092).

SUPPLEMENTARY INFORMATION: On pages 13892 and 13893 of the **Federal Register** of April 9, 1984 there was published a notice of intent to amend part 21 to clarify the regulation governing changes of program for VEAP recipients.

Interested people were given 30 days to submit comments, suggestions or objections. The VA received no comments, suggestions or objections. Accordingly, the agency is making the proposal final without change.

The VA and the Department of Defense have determined that this regulation is not a major rule as that term is defined by Executive Order 12291, entitled "Federal Regulation". The annual effect on the economy will be less that $100 million. The regulation will not result in any major increases in costs or prices for anyone. It will have no significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic or export markets.

The Administrator of Veterans' Affairs and the Secretary of Defense hereby certify that this regulation will not have a significant economic impact on a substantial number of small entities as they are defined in the Regulatory Flexibility Act (RFA), 5 U.S.C. 601-612. Pursuant to 5 U.S.C. 605(b), this regulation, therefore, is exempt from the initial and final analyses requirements of sections 603 and 604.

This certification can be made because this regulation contains a technical change which does not affect basic VA policy. It will have no significant economic impact on small entitites, i.e., small businesses, small private and nonprofit organizations and small governmental jurisdictions.

The Catalog of Federal Domestic Assistance number for the program affected by this regulation is 64.120.

List of Subjects in 38 CFR Part 21

Civil rights, Claims, Grant programs—education, Loan programs—education, Reporting and recordkeeping requirements, Schools, Veterans, Vocational education, Vocational rehabilitation.

Approved: August 8, 1984.

By direction of the Administrator.

Everett Alvarez, Jr.,

Deputy Administrator.

Approved: August 27, 1984.

Edgar A. Chavarrie,

Deputy Assistant Secretary of Defense.

PART 21—VOCATIONAL REHABILITATION AND EDUCATION

The Veterans Administration is amending 38 CFR Part 21 as set forth below:

Section 21.5232 is revised as follows:

§ 21.5232 Change of program.

In the administration of benefits payable under Chapter 32, title 38, United States Code, the Veterans Administration will apply § 21.4234 in the same manner as it is applied in the administration of Chapters 34 and 36. (38 U.S.C. 1641)

[FR Doc. 84-25237 Filed 9-21-84; 8:45 am]

BILLING CODE 8320-01-M

POSTAL SERVICE

39 CFR Part 10

Express Mail International Service to Norway

AGENCY: Postal Service.

ACTION: Final action on Express Mail International Service to Norway.

SUMMARY: Pursuant to an agreement with the postal administration of Norway, the Postal Service intends to begin Express Mail International Service with Norway at postage rates indicated in the tables below. Service is scheduled to begin on October 23, 1984.

EFFECTIVE DATE: October 23, 1984.

FOR FURTHER INFORMATION CONTACT: Leon W. Perlinn [202] 245-4414.

SUPPLEMENTARY INFORMATION: By a notice published in the **Federal Register** on August 20, 1984 (49 FR 33025), the Postal Service announced that it was proposing to begin Express Mail International Service to Norway. Comments were invited on published

rate tables, which are proposed amendments to the International Mail Manual (incorporated by reference in the Code of Federal Regulations, 39 CFR 10.1), and which are to become effective on the date service begins. No comments were received.

Accordingly, the Postal Service states that it intends to begin Express Mail International Service with Norway on October 23, 1984 at the rates indicated in the table below.

List of Subjects in 39 CFR Part 10

Postal service, Foreign relations.

NORWAY.—EXPRESS MAIL INTERNATIONAL SERVICE

Custom designed service [1] [2]		On demand service [2]	
Up to and including		Up to and including	
Pounds	Rate	Pounds	Rate
1	$28.00	1	$20.00
2	31.70	2	23.70
3	35.40	3	27.40
4	39.10	4	31.10
5	42.80	5	34.80
6	46.50	6	38.50
7	50.20	7	42.20
8	53.90	8	45.90
9	57.60	9	49.60
10	61.30	10	53.30
11	65.00	11	57.00
12	68.70	12	60.70
13	72.40	13	64.40
14	76.10	14	68.10
15	79.80	15	71.80
16	83.50	16	75.50
17	87.20	17	79.20
18	90.90	18	82.90
19	94.60	19	86.60
20	98.30	20	90.30
21	102.00	21	94.00
22	105.70	22	97.70
23	109.40	23	101.40
24	113.10	24	105.10
25	116.80	25	108.80
26	120.50	26	112.50
27	124.20	27	116.20
28	127.90	28	119.90
29	131.60	29	123.60
30	135.30	30	127.30
31	139.00	31	131.00
32	142.70	32	134.70
33	146.40	33	138.40
34	150.10	34	142.10
35	153.80	35	145.80
36	157.50	36	149.50
37	161.20	37	153.20
38	164.90	38	156.90
39	168.60	39	160.60
40	172.30	40	164.30
41	176.00	41	168.00
42	179.70	42	171.70
43	183.40	43	175.40
44	187.10	44	179.10

[1] Rates in this table are applicable to each piece of International Custom Designed Express Mail shipped under a Service Agreement providing for tender by the customer at a designated Post Office.

[2] Pickup is available under a Service Agreement for an added charge of $5.60 for each pickup stop, regardless of the number of pieces picked up. Domestic and international Express Mail picked up together under the same Service Agreement incurs only one pickup charge.

A transmittal letter making these changes in the pages of the International Mail Manual will be published in the Federal Register as provided in 39 CFR 10.3 and will be transmitted to subscribers automatically.

(39 U.S.C. 401, 404, 407)

W. Allen Sanders,

Associate General Counsel, Office of General Law and Administration.

[FR Doc. 84-25247 Filed 9-21-84; 8:45 am]

BILLING CODE 7710-12-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 60

[AD-FRL-2620-3]

Standards of Performance for New Stationary Sources; Reference Methods; Revision To Method 12 for Inorganic Lead To Add a Method of Additions Procedure

Correction

In FR Doc. 84-21131 beginning on page 33842 in the issue of Friday, August 24, 1984, make the following correction: In column three, the equation at the bottom of the page should read:

$$C_s = C_a \frac{A_s}{A_t - A_s}$$

BILLING CODE 1505-01-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

46 CFR Part 170

[CGD 79-023]

Subdivision and Stability Regulations

AGENCY: Coast Guard, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects three incorrect definitions in the final rule issued November 4, 1983.

FOR FURTHER INFORMATION CONTACT: Lt. Albert W. Horsmon Jr., Commandant (G-MTH-5/13), Room 1308, U.S. Coast Guard Headquarters, Washington, D.C. 20593, (202) 426-2187.

Discussion of Correction

§ 170.170 [Amended]

In the Federal Register of November 4, 1983, page 51014, some definitions for the coefficient P in the inequality defining GM in § 170.170(a) are incorrect due to typographical errors. The second, third, and fourth definitions for P are corrected to read:

P = .055 + (L/1309)² metric tons/m² . . . for ocean service, Great Lakes winter service, or service on exposed waters.

P = .0033 + (L/14,200)² tons/ft² . . . for Great Lakes summer service or service on partially protected waters.

P = .036 + (L/1309)² metric tons/m² . . . for Great lakes summer service or service on partially protected waters.

Dated: September 18, 1984.

Clyde T. Lusk, Jr.,

Rear Admiral, U.S. Coast Guard, Chief, Office of Merchant Marine Safety.

[FR Doc. 84-25312 Filed 9-21-84; 8:45 am]

BILLING CODE 4910-14-M

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 1

Amendment of Part 1 of the Rules Concerning Practice and Procedure in the Private Radio Services

AGENCY: Federal Communications Commission.

ACTION: Final rule; correction.

SUMMARY: This document corrects an error in the Appendix to an amendment of the rules of practice and procedure in the Private Radio Services.

FOR FURTHER INFORMATION CONTACT: Robert DeYoung, Private Radio Bureau, (202) 632-7175

Mary Beth Hess, Private Radio Bureau, (202) 634-2443

SUPPLEMENTARY INFORMATION:

Erratum

Released: September 17, 1984.

In the matter of amendment of Part 1 of the Rules concerning Practice and Procedure in the Private Radio Services.

On July 24, 1984, the Commission released an Order (FCC 84-323) (August 2, 1984, 49 FR 30943) in the above-captioned proceeding. Section 1.925(f), (g) and (h) were printed incorrectly in the Appendix. Those paragraphs should read:

§ 1.925 Application for special temporary authorization, temporary permit or temporary operating authority.

* * * * *

(f) An applicant for a Ship Radio station license may operate the radio station pending issuance of the ship station authorization by the Commission for a period of 90 days, under a temporary operating authority, evidenced by a properly executed certification made on FCC Form 506-A.

(g) An applicant for a Business Radio station license utilizing an already authorized facility may operate the radio station for a period of 180 days, under a temporary permit, evidenced by

a properly executed certification made on FCC Form 572, after the mailing of a formal application for station license together with evidence of frequency coordination, if required, to the Commission. The temporary operation of stations, other than mobile stations, within the Canadian coordination zone will be limited to stations with a maximum of 5 watts effective radiated power and a maximum antenna height of 20 feet (6.1 meters) above average terrain.

(h) An applicant for a radio station license under Part 90, Subpart M, of this chapter to utilize an already existing Specialized Mobile Radio System (SMRS) facility or to utilize an already licensed transmitter may operate the radio station for a period of up to 180 days, under a temporary permit evidenced by a properly executed certification of FCC Form 572 after the mailing of a formal application for station license, provided that the antenna employed by the control station is a maximum of 20 feet (6.1 meters) above a man-made structure (other than an antenna tower) to which it is affixed.

* * * * *

Federal Communications Commission.

William J. Tricarico,

Secretary.

[FR Doc. 84-25264 Filed 9-21-84; 8:45 am]

BILLING CODE 6712-01-M

INTERSTATE COMMERCE COMMISSION

49 CFR Part 1140

[Ex Parte No. 402]

Reasonably Expected Costs

AGENCY: Interstate Commerce Commission.

ACTION: Final rules.

SUMMARY: In response to petitions we are modifying the regulations, published at 47 FR 83703, August 4, 1982, governing the computation of "reasonably expected costs" in connection with railroad surcharges on traffic that originates or terminates on light density lines. The modifications: (1) Explicitly provide that reasonably expected costs may be assigned to single-line traffic originating or terminating on the surcharged line and that surcharges may be applied to single-line as well as joint-line traffic; (2) clarify the intent of the existing regulations that the costs and revenues of overhead traffic be excluded from the computation of reasonably expected costs and provide a better method for excluding such costs; and (3) in connection with computation of the return on investment component of reasonably expected costs, (a) provide for the inclusion in the investment base of a working capital allowance and tax benefits, and (b) specify the use of the real (inflation adjusted) cost of capital and the average value of the investment base during the surcharge period.

EFFECTIVE DATE: These modifications are effective on October 23, 1984.

FOR FURTHER INFORMATION CONTACT:

Louis E. Gitomer, (202) 275-7245
Wayne A. Michel, (202) 275-7657, or
Tom Shick, (202) 275-7972

SUPPLEMENTARY INFORMATION: On August 4, 1982, final rules were issued for calculating the "reasonably expected costs" of operating a line for purposes of light-density line surcharges in accordance with section 217 of the Staggers Rail Act of 1980, 49 U.S.C. 10705a(b). In response to petitions we are reopening the proceeding and modifying the rules (1) to provide explicitly that the surcharge is applicable to, and reasonably expected costs may be assigned to, single-line as well as joint-line traffic originating or terminating on the surcharged line; (2) to clarify the rules to exclude the costs as well as revenues of overhead traffic in the computation of overhead costs, and to provide a better method for excluding such costs; and (3) to compute return on investment by applying the "real" (inflation adjusted) cost of capital to the average value of the investment base during the surcharge period, and to include working capital and tax benefits in the investment base.

A detailed discussion of these and other issues raised by the parties is available in the full decision. To purchase a copy of the full decision contact T.S. InfoSystems, Inc., Room 2227, Interstate Commerce Commission, Washington, DC 20423, or call 289-4357 (DC Metropolitan area) or toll free (800) 424-5403.

The changes to these rules will not have a significant economic impact on a substantial number of small entities. The general purpose of the changes is to provide greater accuracy in determining reasonably expected costs.

This action will not significantly affect either the quality of the human environment or energy conservation.

This notice of modification to the Final Rules is issued under 49 U.S.C. 10321, 10362, and 10705a and 5 U.S.C. 553.

Chapter X of Title 49 of the Code of Federal Regulations is amended as detailed in the appendix.

List of Subjects in 49 CFR Part 1140

Railroads, Uniform systems of accounts.

Decided: August 30, 1984.

By the Commission, Chairman Taylor, Vice Chairman Andre, Commissioners Sterrett and Gradison. Vice Chairman Andre concurred with a separate expression. Chairman Taylor was absent and did not participate.

James H. Bayne,

Secretary.

Vice Chairman Andre, Concurring:

In the computation of rate of return on investment, I would continue to use the nominal cost of capital rather than the methodology proposed by the majority. See my statement in Ex Parte No. 274 (Sub-No. 5), *Revision of Abandonment Regulations*, 367 I.C.C. 831, 845 (1983).

Appendix

PART 1140—[AMENDED]

49 CFR Part 1140 amended as follows:

1. Section 1140.2 is amended by adding text to follow the existing text in the introductory text of paragraph (b) and to paragraph (b)(7)(i); by revising the introductory text and paragraphs (B) through (E) in paragraph (b)(7)(ii); by revising paragraphs (b)(7)(iii) and (b)(8); by adding text to follow the existing text in paragraph (b)(12)(i); by revising the introductory text and paragraphs (B) through (E) of paragraph (b)(12)(ii); and by revising paragraph (b)(12)(iii) to read as follows:

§ 1140.2 Reasonably expected costs.

* * * * *

(b) * * *

The costs associated with overhead traffic are not considered to be reasonably expected costs of operating the line, and shall not be included in the total cost calculated under § 1140.2 of these regulations. However, in view of the difficulty of identifying and excluding from the operating expense accounts prescribed in § 1140.2 the costs of overhead traffic moving in mixed trains comprised of cars of both overhead traffic and traffic originating and/or terminating on the line, all costs associated with such mixed trains shall be included in such expense accounts and the *pro rata* share of the total costs (other than normalized maintenance) shall be assigned to shipments originating or terminating on the surcharged line through the proration procedures established in § 1140.3. Overhead traffic shall include all shipments that are not originated, terminated, or handled in interchange