appropriate numerical sequence according to the section number under the column indicated:

§ 178.2 Listing of OMB Control Numbers.

19 CFR Section	Description	OMB control No.
*	* * *	*
§ 12.143 ..	Declaration of exception from import sanctions.	1515-0166
*	* * *	*

Carol Hallett,

Commissioner of Customs.

Approved: August 22, 1990.

John P. Simpson,

Acting Assistant Secretary of the Treasury.

[FR Doc. 90-21515 Filed 9-12-90; 8:45 am]

BILLING CODE 4820-02-M

19 CFR Part 101

[T.D. 90-69]

Extension of Laredo, TX, Port Limits

AGENCY: U.S. Customs Service, Treasury.

ACTION: Final rule.

SUMMARY: This document amends the Customs Regulations to extend the boundaries of the Laredo, Texas, port of entry. The extension of boundaries is part of the ongoing efforts of Customs to improve the efficiency of its field operations.

EFFECTIVE DATE: October 15, 1990.

FOR FURTHER INFORMATION CONTACT: Linda Walfish, Office of Workforce Effectiveness and Development, Office of Inspection and Control (202) 566-9425.

SUPPLEMENTARY INFORMATION:

Background

As part of a continuing program to obtain more efficient use of its personnel, facilities, and resources, and to provide better service, Customs is amending § 101.3, Customs Regulations (19 CFR 101.3), to extend the geographical limits of the port of entry of Laredo, Texas. The extension of the port limits enables Customs to service proposed points of entry without establishing separate port administrations. The new boundary encompasses the city of Laredo, the Laredo International Airport, the proposed international bridge between the U.S. and Columbia, Nuevo Leon, Mexico, and the proposed Union Pacific Railroad switching yard.

The revised boundary is as follows: Beginning at the intersection of the extended road of Chapote-Mezas Road and the easterly water's edge of the Rio Grande River; then in a northeasterly direction along the projected extension of Chapote-Mezas Road to its intersection with F.M. 1472; then in a southeasterly direction to the intersection of Las Tiendas Road and San Juan Road; then in a northeasterly direction along San Juan Road to its intersection with U.S. Highway 83 and Webb Road; then in a southeasterly direction along Webb Road to its intersection with Interstate Highway 35; then in a southeasterly direction to San Ignacio Road at a point 17 miles northeast from the intersection of Interstate Highway 35 and San Ignacio Road; then in a southeasterly direction to the intersection of State Highway 359 and Rubio; then in a southwesterly direction to Mangana-Hein Road at the point in tract 1, portion 42 of Webb County, Texas, where the road begins a westerly direction; then in a westerly direction along Mangana-Hein Road to its intersection with U.S. Highway 83; then proceeding in a westerly direction along a projected extension of Mangana-Hein Road to its intersection with the easterly water's edge of the Rio Grande River; then in a northwesterly direction along the meanders of the Rio Grande River to its intersection with the projected extension of Chapote-Mezas and Point-of-Beginning.

Comments

Notice of the proposed amendment was published in the **Federal Register** on November 29, 1989 (54 FR 49078). One comment was received favoring the extension of the port limits.

Authority

Customs ports of entry are established under the authority vested in the President by section 1 of the Act of August 1, 1914, 38 Stat. 623, as amended (19 U.S.C. 2), and delegated to the Secretary of the Treasury by E.O. No. 10289, September 17, 1951 (3 CFR 1949-1953 Comp., Ch.II), and pursuant to authority provided by Treasury Department Order No. 101-5, February 17, 1987 (52 FR 6282).

Executive Order 12291 and Regulatory Flexibility Act

Because this document relates to agency organization, it is not subject to E.O. 12291. Accordingly, a regulatory impact analysis and the review prescribed by that E.O. are not required. Similarly, the provisions of the Regulatory Flexibility Act (5 U.S.C. 603, 604) are not applicable to this document.

Drafting Information

The principal author of this document was Michael Smith, Regulations and Disclosure Law Branch, Office of Regulations and Rulings, U.S. Customs Service. However, personnel from other offices participated in its development.

List of Subjects in 19 CFR Part 101

Customs duties and inspection, Organization and functions (Government agencies).

Amendment to the Regulations

Part 101, Customs Regulations (19 CFR part 101) is amended as set forth below:

PART 101—GENERAL PROVISIONS

1. The authority citation for part 101, Customs Regulations (19 CFR part 101), continues to read as follows:

Authority: 5 U.S.C. 301; 19 U.S.C. 2, 66, 1202 (General Note 8, Harmonized Tariff Schedule of the United States), 1623, 1624.

§ 101.3 [Amended]

2. Section 101.3(b), Customs Regulations (19 CFR 101.3(b)) is amended by adding immediately after "LAREDO" in the column headed "Ports of Entry, in the Laredo, Texas, Customs District of the Southwest Region, the phrase, "including the territory described in T.D. 90-69.".

Carol Hallett,

Commissioner of Customs.

Approved: August 27, 1990.

John P. Simpson,

Acting Assistant Secretary of the Treasury.

[FR Doc. 90-21400 Filed 9-12-90; 8:45 am]

BILLING CODE 4820-02-M

19 CFR Part 192

[T.D. 90-71]

Exportation of Self-Propelled Vehicles

AGENCY: U.S. Customs Service, Treasury.

ACTION: Final rule.

SUMMARY: This document amends the Customs Regulations by removing the 3-day advance presentation requirement for self-propelled vehicles exported at land border points and by requiring, instead, that such vehicles be presented to Customs only on the day of actual exportation. The amendment is intended to avoid storage and related problems at land border ports occasioned by the 3-day requirement.

EFFECTIVE DATE: September 13, 1990.

FOR FURTHER INFORMATION CONTACT: Bruce Nunziata, Office of Inspection and Control, (202-566-2140).

SUPPLEMENTARY INFORMATION:

Background

On April 16, 1989, Customs published as T.D. 89–46, 54 FR 15402, regulations implementing the provisions of section 205 of the Trade and Tariff Act of 1984 (Pub. L. 98–573), codified at 19 U.S.C. 1672a, which is intended to prevent the importation or exportation of stolen self-propelled vehicles, vessels, aircraft, and parts thereof. The regulations, contained in part 192 of the Customs Regulations (19 CFR part 192), are directed specifically to used self-propelled vehicles and set forth the procedures which must be followed for the lawful exportation of, as well as the penalties and liabilities for the unlawful importation or exportation of, such vehicles.

Section 192.2 of those regulations (19 CFR 192.2) concerns the procedural requirements for lawful exportation of used self-propelled vehicles. Paragraph (a) sets forth the basic requirement that the person attempting to export the vehicle must present to Customs, at the port of exportation, both the vehicle and a document which describes the vehicle and includes the Vehicle Identification Number (VIN) or other product identification number if no VIN exists. Paragraph (b) specifies the types of documentation that must be presented to Customs to establish lawful ownership, *e.g.*, an original or certified copy of the Certificate of Title and two facsimiles thereof. Paragraph (c) concerns the time for presenting the vehicle and documentation to Customs: where the vehicle is to be transported by vessel or aircraft, presentation of both vehicle and documentation must take place at least three days prior to landing, and in the case of a vehicle to be transported by rail, highway, or under its own power (*i.e.*, to be exported at a land border point), the vehicle and documentation must be presented "3 days prior to exportation of the vehicle." Paragraph (d) sets forth the procedures for authentication of the presented documentation by Customs.

The 3-day advance presentation requirement was included in section 192.2 in order to ensure that there would be sufficient time, prior to actual exportation, to verify ownership documents, make required vehicle identification checks, examine the vehicle as necessary, authenticate documentation, and forward documentation to the National Automobile Theft Bureau for recordkeeping purposes. However, in actual practice, advance presentation of vehicles at land border locations has given rise to certain problems not anticipated when the final regulations were promulgated.

These problems result from a lack of adequate and secure storage facilities to hold the vehicles during the 3-day period. Customs facilities at land border ports of entry in many cases are inadequate for this purpose. Exporters and their agents have complained that, as a result, Customs sometimes refuses to accept vehicles presented in accordance with the regulatory time limits, requiring instead that the vehicle be brought back to Customs at a later date (*i.e.*, on the day of actual exportation), thereby causing the exporter to incur additional transportation, loading and unloading expenses. Moreover, the absence of adequate storage space often results in vehicles being left unattended on roadsides near ports of entry, and this in turn has led to potentially dangerous roadside conditions and has increased the risk of vandalism and theft of the unattended vehicles.

Customs believes that the regulations should be amended to obviate these problems. The best approach would be to amend § 192.2(c) to require presentation of the vehicle at land border points only on the day of actual exportation; the requirement for 3-day advance presentation of documentation would remain unchanged. In view of the fact that the documentation verification procedure is the mechanism whereby a stolen vehicle is identified, and because the inspection of the vehicle serves only to verify that the exported vehicle is the same as the one described on the verified documentation, Customs does not believe that any enforcement capabilities would be compromised if the vehicles were presented and inspected only on the day of exportation. The new procedure would be limited to land borders and thus would not apply to vehicles transported by vessel or aircraft, as to which the problems described above have not arisen.

Executive Order 12291

This document does not meet the criteria for a "major rule" as specified in E.O. 12291. Accordingly, no regulatory impact analysis has been prepared.

Regulatory Flexibility Act

Because no notice of proposed rulemaking is required for this final rule, the provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) do not apply.

Inapplicability of Public Notice and Delayed Effective Date Requirements

Because this amendment reduces the burden on, and does not take away any existing rights or privileges from, the public, pursuant to 5 U.S.C. 553(b)(B), notice and public procedure are unnecessary, and for the same reasons, pursuant to 5 U.S.C. 553(d)(2), a delayed effective date is not required.

Drafting Information

The principal author of this document was Francis W. Foote, Regulations and Disclosure Law Branch, U.S. Customs Service. However, personnel from other offices participated in its development.

List of Subjects in 19 CFR Part 192

Customs duties and inspection, Exports, Imports, Vehicles.

Amendments to the Regulations

Part 192, Customs Regulations (19 CFR part 192), is amended as set forth below:

PART 192—EXPORT CONTROL

1. The authority citation for part 192 continues to read as follows:

Authority: 19 U.S.C. 66, 1624, 1627a, 1646a.

2. Section 192.2(c) is revised to read as follows:

§ 192.2 Requirements for exportation.

* * * * *

(c) *When presented.* If the vehicle is to be transported by vessel or aircraft, the documentation and vehicle must be presented at least 3 days prior to lading. If the vehicle is to be transported by rail, highway, or under its own power, the documentation must be presented 3 days prior to exportation of the vehicle, and the vehicle must be presented on the day of exportation.

* * * * *

Carol Hallett,

Commissioner of Customs.

Approved: August 29, 1990.

John P. Simpson,

Acting Assistant Secretary of the Treasury.

[FR Doc. 90–21513 Filed 9–12–90; 8:45 am]

BILLING CODE 4820–02–M

DEPARTMENT OF THE INTERIOR

Minerals Management Service

30 CFR Part 250

RIN 1010-AB47

Oil and Gas and Sulphur Operations in the Outer Continental Shelf; Safety and Pollution-Prevention Equipment

AGENCY: Minerals Management Service, Interior.

ACTION: Final rule.

SUMMARY: Current rules governing offshore oil and gas operations require that safety and pollution-prevention equipment (i.e., surface safety valves (SSV), underwater safety valves (USV), and subsurface safety valves (SSSV)) be manufactured in accordance with a quality assurance program specified in the rule. The Minerals Management Service (MMS) has reviewed and has determined that the changes in the third edition of the American Petroleum Institute (API) Spec Q1 and addendum d to SPPE-1-1988 are minor and do not require public review because they do not have a significant impact on the current documents incorporated by reference.

This final rule amends the existing rule by updating the two recognized quality assurance programs that are incorporated by reference into 30 CFR 250.126. The API quality assurance program, API Spec Q1, is updated from the 1988 edition to the 1990 edition and the American Society of Mechanical Engineers/American National Standards Institute (ASME/ANSI) quality standard, SPPE-1-1988, is updated to include "Addenda" SPPE-1d-1990.

DATES: This regulation is effective October 15, 1990. The incorporation by reference of certain publications listed in the regulations is approved by Director of the Federal Register as of October 15, 1990, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

FOR FURTHER INFORMATION CONTACT: Marshall L. Courtois, Chief, Offshore Inspection and Enforcement Division; Minerals Management Service; Mail Stop 4800, 381 Elden Street, Herndon, Virginia 22070-4817, or telephone (703) 787-1576.

SUPPLEMENTARY INFORMATION: On March 22, 1990, MMS issued a notice of final rulemaking (NFR) (55 FR 10614) that amended 30 CFR 250.126 to recognize the second edition of API's quality assurance program (API Spec Q1) and to update the ASME/ANSI quality assurance program from the 1985 edition to the 1988 edition with addenda a, b, and c. This NFR became effective on April 23 1990.

The API recently replaced its second edition of API Spec Q1 with the third edition, dated June 1, 1990. In an effort to incorporate the most current editions of the quality assurance programs recognized in § 250.126, MMS reviewed this new edition of determine if the changes between editions were significant and if the 1990 edition should be adopted in place of the 1988 edition that is currently incorporated by reference in the § 250.126. The MMS determined that the incorporation by reference of the third edition of API's quality assurance program does not differ significantly from the quality assurance programs presently incorporated by reference in § 250.126; therefore, this action does not require public review.

The third edition contains several minor changes from the 1988 edition, including reorganization of the foreword and policy sections, minor revisions to clarify several definitions, editorial changes, corrections, deletion of Appendix I, and some minor changes to the quality assurance program. The most notable change in the third edition is the revised procedure that allows the use of nonconforming materials and products provided they still can accomplish their design function. The handling of nonconforming parts was an area of expressed concern in the comments received during MMS's evaluation of the second edition of the API quality assurance program to determine whether it should be adopted as an acceptable alternative to the approved ASME/ANSI quality assurance program. Incorporation of the third edition of the API quality assurance program will result in the handling of nonconforming materials and products in a manner similar to the manner in which such materials are treated under the ASME/ANSI quality assurance program.

The MMS also reviewed ASME/ANSI SPPE-1d-1990, the fourth semiannual addendum to SPPE-1-1988, and determined that it does not represent a significant modification of SPPE-1-1988 and thus does not require public review prior to adoption.

Executive Order 12291

The Department of the Interior (DOI) has determined that this rule will not cause an increase in costs or prices for consumers or industry; therefore, this rule does not constitute a major rule under Executive Order 12291, and a Regulatory Impact Analysis is not required. The DOI has also determined that this amendment will not have a significant economic effect on a substantial number of small entities because, in general, the entities that engage in activities offshore are not considered small due to the complexity and financial resources necessary to conduct such activities.

Information Collection Requirements

This rule does not contain collections of information which require approval by the Office of Management and Budget in 44 U.S.C. 3501 *et seq.*

Takings Implication Assessment

This rule does not represent a governmental action capable of interference with constitutionally protected property rights. Thus a Takings Implication Assessment need not be prepared pursuant to Executive Order 12630, Government Action and Interference with Constitutionally Protected Property Rights.

National Environmental Policy Act

The DOI has also determined that this action does not constitute a major Federal action affecting the quality of the human environment; therefore, an Environmental Impact Statement is not required.

Author

This document was prepared by William S. Hauser, Offshore Rules and Operations Division, MMS.

List of Subjects in 30 CFR Part 250

Continental shelf, Environmental impact statements, Environmental protection, Government contracts, Incorporation by reference, Investigations, Mineral royalties, Oil and gas development and production, Oil and gas exploration, Oil and gas reserves, Penalties, Pipelines, Public lands-mineral resources, Public lands-right-of-way, Reporting and recordkeeping requirements, Sulphur development and production, Sulphur exploration, Surety bonds.

Dated: June 15, 1990.

Barry Williamson,

Director, Minerals Management Service.

For the reasons set out in the preamble, title 30, chapter II, subchapter B of the Code of Federal Regulations is amended as set forth below.

PART 250—[AMENDED]

1. The authority citation for part 250 continues to read as follows:

Authority: Sec. 204, Pub. L. 95-372, 92 Stat. 629 (43 U.S.C. 1334).

2. In § 250.1 paragraphs (c)(5) and (d)(1) are revised as follows:

§ 250.1 Documents incorporated by reference.

* * * * *

(c) * * *

(5) ASME/ANSI SPPE-1-1988 and SPPE-1a-1988, SPPE-1b-1989, SPPE-1c-1989, and SPPE-1d-1990 (addenda), Quality Assurance and Certification of Safety and Pollution Prevention Equipment Used in Offshore Oil and Gas Operations, Incoporated by Reference at § 250.126 paragraphs (c)(2), (e)(1), and (e)(3).

* * * * *

(d) * * *

(1) API Spec Q1, Specification for Quality Programs, Third Edition, June 1990, API Stock No. 811-00001, Incorporated by Reference at: § 250.126(c)(3).

* * * * *

3. In § 250.126, paragraphs (c)(2), (e)(1), and (e)(3) are revised to read as follows:

§ 250.126 Quality assurance and performance of safety and pollution prevention equipment.

* * * * *

(c) * * *

(2) Be certified by the manufacturer as having been produced under a quality assurance program that meets the requirements of ASME/ANSI SPPE-1-1988 and addenda a, b, c, and d, or

* * * * *

(e) * * *

(1) Equipment certified under paragraph (c)(2) shall be reported in accordance with section OE-2670 of ASME/ANSI SPPE-1-1988 and addenda a, b, c, and d.

* * * * *

(3) Equipment certified under both paragraphs (c)(2) and (c)(3) shall be reported in accordance with both section OE-2670 of ASME/ANSI SPPE-1-1988 and addenda a, b, c, and d, and section 2 of appendix C of API Spec 14A or API Spec 14D, as appropriate.

* * * * *

[FR Doc. 90-21560 Filed 9-12-90; 8:45 am]

BILLING CODE 4310-MR-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD1-90-040]

Drawbridge Operation Regulations; Newtown Creek, NY (East Branch), et al.

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: At the request of the New York City Department of Transportation (NYCDOT), the Coast Guard is changing the regulations governing the following four bridges: Grand Street/Avenue drawbridge over the East Branch of Newtown Creek at mile 3.1 between the boroughs of Brooklyn and Queens, New York; the Roosevelt Island drawbridge over the East River at mile 6.4 between Roosevelt Island and Queens, New York; and, the Borden Avenue and Hunters Point Avenue drawbridges over Dutch Kills at miles 1.2 and 1.4, respectively, in Queens, New York. The changes allow the NYCDOT to man and operate these NYC moveable highway bridges on an advance notice basis with a roving team normally based at the Grand Street/Avenue bridge across Newtown Creek (East Branch). These changes are being made to provide timely openings and achieve more efficient utilization of manpower. This action will relieve the bridge owner of the burden of having a person constantly available to open the draw of the Grand Street/Avenue bridge and will still provide for the reasonable needs of navigation.

EFFECTIVE DATE: These regulations become effective October 15, 1990.

FOR FURTHER INFORMATION CONTACT: William C. Heming, Bridge Administrator, First Coast Guard District, (212) 668-7170.

SUPPLEMENTARY INFORMATION: On May 17, 1990, the Coast Guard published proposed rules (55 FR 20477) concerning this amendment. The Commander, First Coast Guard District, also published the proposal as a Public Notice 1-718 dated 7 June 1990. In each notice interested persons were given until 2 July and 28 June 1990, respectively, to submit comments.

Drafting Information

The drafters of these regulations are Waverly W. Gregory, Jr., project officer, and Lieutenant John Gately, project attorney.

Discussion of Comments

The only comments received were made by the requesting agency; the NYCDOT. In response to comments received, several minor changes have been made to the proposed regulations. These include: (1) A change from Borden Avenue to Grand Street/Avenue bridge as the base of operation for the roving patrol due to the recent increase in the number of vessel transits caused by reactivation of a closed facility; (2) increase from one hour to two hours advance notice for openings of the Roosevelt Island bridge to facilitate adequate coordination with New York City Fire, Police and Emergency Medical Service (EMS) personnel (this bridge provides the only vehicular access to this heavily populated island); (3) and, change the point of contact for advance notice to reflect recent New York City Department of Transportation organizational changes.

Economic Assessment and Certification

These regulations are considered to be non-major under Executive Order 12291 on Federal Regulation, and nonsignificant under the Department of Transportation regulatory policies and procedures (44 FR 11034; February 26, 1979). The economic impact has been found to be so minimal that a full regulatory evaluation is unnecessary. This opinion is based on the fact that the regulation will not prevent the passage of vessels but just require giving advance notice of arrival at Grand Street/Avenue bridge. Additionally, less notice is required for the other three bridges than presently required. Since the economic impact of this regulation is expected to be minimal, the Coast Guard certifies that it will not have a significant economic impact on a substantial number of small entities.

Federalism Implication Assessment

This action has been analyzed under the principles and criteria in Executive Order 12612, and it has been determined that this rule does not have sufficient federalism implications to warrant preparation of a federal assessment.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

In consideration of the foregoing, part 117 of title 33, Code of Federal Regulations, is amended as follows:

PART 117—DRAWBRIDGE OPERATION 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).

§ 117.777 [Removed]

2. Section 117.777 is removed and §§ 117.781 and 117.801 are revised to read as follows:

§ 117.781 East River.

The following requirements apply to the Roosevelt Island bridge, mile 6.4 at New York City, as follows:

(a) Public vessels of the United States Government, state or local vessels used for public safety, and vessels in distress