

not open for maritime traffic, from 7:30 a.m. to 11:00 a.m. on April 12, 2015. The bridges shall operate in accordance to 33 CFR 117.1059 at all other times.

Vessels able to pass through the bridges in the closed-to-navigation position may do so at anytime. The bridges will be required to open, if needed, for vessels engaged in emergency response operations during this closure period. Waterway usage on this part of the Snohomish River and Steamboat Slough includes vessels ranging from commercial tug and barge to small pleasure craft. Mariners will be notified and kept informed of the bridges' operational status via the Coast Guard Notice to Mariners publication and Broadcast Notice to Mariners as appropriate.

In accordance with 33 CFR 117.35(e), the drawbridges must return to their regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: March 3, 2015.

**Steven M. Fischer,**

*Bridge Administrator, Thirteenth Coast Guard District.*

[FR Doc. 2015-06034 Filed 3-16-15; 8:45 am]

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG-2015-0108]

#### Drawbridge Operation Regulation; Sloop Channel, Jones Beach, NY

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of deviation from drawbridge regulation.

**SUMMARY:** The Coast Guard has issued a temporary deviation from the operating schedule that governs the operation of the Wantagh State Parkway Bridge, mile 15.4, across Sloop Channel at Jones Beach, New York. This deviation is necessary to facilitate public safety during a public event, the Jones Beach Park's Air Show. This deviation allows the bridge to remain closed for an hour and a half on each day of the air show to help reduce vehicular traffic delays.

**DATES:** This deviation is effective between 4:30 p.m. and 6 p.m. on May 23 and May 24, 2015.

**ADDRESSES:** The docket for this deviation, [USCG-2015-0108] is available at <http://www.regulations.gov>.

Type the docket number in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12-140, on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this temporary deviation, call or email Ms. Judy Leung-Yee, Project Officer, First Coast Guard District, telephone (212) 514-4330, [judy.k.leung-ye@uscg.mil](mailto:judy.k.leung-ye@uscg.mil). If you have questions on viewing the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone (202) 366-9826.

**SUPPLEMENTARY INFORMATION:** The Wantagh State Parkway Bridge across Sloop Channel, mile 15.4, at Jones Beach, New York, has a vertical clearance in the closed position of 16 feet at mean high water and 19.5 feet at mean low water. The existing bridge operating regulations are found at 33 CFR 117.5.

The waterway is transited by seasonal recreational vessels of various sizes.

The bridge owner, New York State Parks, Recreation and Historic Preservation, requested a temporary deviation from the normal operating schedule to facilitate public safety during the annual Jones Beach Park's Air Show over Memorial Day Weekend.

Under this temporary deviation, the Wantagh State Parkway Bridge may remain in the closed position between 4:30 p.m. and 6 p.m. on May 23 and May 24, 2015.

There are no alternate routes for vessel traffic. The vertical clearance under the bridge is 16 feet at mean high water and 19.5 feet at mean low water. The bridge may be opened in the event of an emergency.

The Coast Guard will inform the users of the waterways through our Local and Broadcast Notice to Mariners of the change in operating schedule for the bridges so that vessels can arrange their transits to minimize any impact caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: March 3, 2015.

**C.J. Bisignano,**

*Supervisory Bridge Management Specialist, First Coast Guard District.*

[FR Doc. 2015-06148 Filed 3-16-15; 8:45 am]

**BILLING CODE 9110-04-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG-2015-0127]

#### Drawbridge Operation Regulation; Columbia River, Celilo, OR and Wishram, WA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of temporary deviation from drawbridge regulation.

**SUMMARY:** The Coast Guard has issued a temporary deviation from the operating schedule that governs the Burlington Northern Santa Fe Railway Bridge, also known as the Celilo Bridge, across the Columbia River, mile 201.2, at Celilo, OR and Wishram, WA. The deviation is necessary to replace lift span rail joints. This deviation allows the bridge to remain in the closed-to-navigation position during maintenance activities.

**DATES:** This deviation is effective without actual notice March 13, 2015 until 3 p.m. For the purposes of enforcement, actual notice will be used from 7 a.m. on March 9, 2015, until 3 p.m. March 13, 2015.

**ADDRESSES:** The docket for this deviation, [USCG-2015-0127] is available at <http://www.regulations.gov>. Type the docket number in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this temporary deviation, call or email Mr. Steven Fischer, Bridge Administrator, Coast Guard Thirteenth District; telephone 206-220-7282, email [d13-pf-d13bridges@uscg.mil](mailto:d13-pf-d13bridges@uscg.mil). If you have questions on viewing the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone 202-366-9826.

**SUPPLEMENTARY INFORMATION:** Burlington Northern Santa Fe (BNSF) Railway requested this deviation to facilitate the installation of new rail joints on the lift span. BNSF has scheduled this installation to coincide with the U.S. Army Corps of Engineers lock outages on the Columbia River. The Celilo Bridge crosses the Columbia River at mile 201.2 and provides 18.8 feet of vertical clearance above Columbia River Datum 0.0 while in the closed position. Under normal operations, this bridge opens as required by 33 CFR 117.869. The deviation period is from 7 a.m. to 3 p.m. daily on March 9, 2015 through March 13, 2015. This deviation allows the lift span of the BNSF Railway Bridge across the Columbia River, mile 201.2, to remain in the closed-to-navigation position, and need not open for maritime traffic during the periods listed above. The bridge shall operate in accordance to 33 CFR 117.869 at all other times. Waterway usage on this part of the Columbia River includes vessels ranging from commercial tug and barge to small pleasure craft.

Vessels able to pass through the bridge in the closed positions may do so at anytime. The BNSF Railway Bridge will not be able to open for emergencies, and there is no immediate alternate route for vessels to pass. The Coast Guard will also inform the users of the waterways through our Local and Broadcast Notices to Mariners of the change in operating schedule for the bridge so that vessels can arrange their transits to minimize any impact caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: March 5, 2015.

**Steven M. Fischer,**

*Bridge Administrator, Thirteenth Coast Guard, District.*

[FR Doc. 2015-05886 Filed 3-13-15; 11:15 am]

**BILLING CODE 9110-04-P**

## POSTAL SERVICE

### 39 CFR Part 111

#### Clarification of Content Eligibility for Standard Mail Marketing Parcels

**AGENCY:** Postal Service™.

**ACTION:** Final rule.

**SUMMARY:** The Postal Service is revising *Mailing Standards of the United States Postal Service*, Domestic Mail Manual to

(DMM®) to reaffirm basic eligibility standards for Standard Mail Marketing Parcels.

**DATES:** *Effective date:* April 16, 2015.

**FOR FURTHER INFORMATION CONTACT:** Lizabeth Dobbins at 202-268-3789, John F. Rosato at 202-268-8597, or Suzanne Newman at 202-695-0550.

#### **SUPPLEMENTARY INFORMATION:**

##### **I. Proposed Rule**

The Postal Service published a proposed rule (80 FR 1872-1873) on January 14, 2015, with a comment period ending February 13, 2015, to recertify the definition of Standard Mail Marketing Parcels, remind customers about the basic eligibility and address format standards, and ensure compliance with the rule that this product line not be used for fulfillment.

*Background:* Previously the Postal Service published standards for the use of the Marketing Parcel product which limited its use to non-fulfillment activity. We affirmed that definition in *Postal Bulletin* 22327 (December 29, 2011), and reaffirmed it in *Postal Bulletin* 22406 (January 8, 2015).

Specifically, Standard Mail Marketing Parcels were designed for mailers to send non-requested items or samples to potential customers. Our intent was to build a low cost prospecting vehicle; therefore, the Postal Service built in factors to minimize handling costs. One factor, the alternative addressing format, was required so that the current resident became the recipient of the mailpiece if the named addressee moved from that address. This avoided extra delivery and forwarding costs. Another factor was the specification of size restrictions, including the requirement that pieces needed to be similar in shape and weight if sent in a single mailing.

Building upon the original intent, and to keep this product a viable and cost-effective promotional vehicle, we are adding stronger language to the DMM on content eligibility and address format for Standard Mail Marketing Parcels.

This includes clarification that all Standard Mail Marketing Parcels (regular and nonprofit) must bear an alternate addressing format and cannot be used for “fulfillment purposes” (*i.e.* the sending of items specifically purchased or requested by the customer of a mailer). The one exception to this rule is if the customer of a mailer elects to receive certain samples in connection with the purchase of an item, those samples may be sent separately from the purchased item as a Standard Mail Marketing Parcel. Moreover, the alternate address format must be on the same line as the addressee’s name, or on

the address line directly above or below the addressee’s name as identified in DMM 602.3.4.

##### **II. Comments and Responses**

We received feedback from five commenters, who raised three distinct issues.

(1) *Statement:* One commenter had no issues with the definition and wondered why it was an issue.

*Response:* It came to the attention of the Postal Service that this product was being improperly used for fulfillment, since it was so inexpensive.

(2) *Statement:* Four commenters stated they had no issue with the content eligibility requirement but requested that a “grace” period be established to give them time to adjust their business models.

*Response:* The Postal Service appreciates that some customers may have misused the product, as designed, and appreciates the challenges of adjusting business models. Therefore the Postal Service will review requests for a “grace period” on a case by case basis.

(3) *Statement:* Three commenters requested additional time to adjust their existing contract agreements.

*Response:* As stated above, the Postal Service will review requests for a “grace period” on a case by case basis.

The Postal Service appreciates the forthrightness of the commenters in explaining how they do business using this product. In response to these concerns, the Postal Service has determined that it is appropriate to relax the proposed rule in one respect. Since the samples will not be required to be identical in weight, if a customer elects to receive certain samples in connection with the purchase of an item, those samples may be sent separately from the purchased item as a Standard Mail Marketing Parcel as long as the transactions are linked.

##### **List of Subjects in 39 CFR Part 111**

Administrative practice and procedure, Postal Service.

The Postal Service adopts the following changes to *Mailing Standards of the United States Postal Service*, Domestic Mail Manual (DMM), incorporated by reference in the *Code of Federal Regulations*. See 39 CFR 111.1. Accordingly, for the reasons stated in the preamble, 39 CFR part 111 is amended as follows:

##### **PART 111—[AMENDED]**

■ 1. The authority citation for 39 CFR part 111 continues to read as follows: