

CFR 431.154 to clarify that the test procedures at appendixes J1 and J2 must be used to determine compliance with the CCW energy conservation standards at redesignated 10 CFR 431.156(a) and (b), respectively.

#### Procedural Issues and Regulatory Review

The regulatory reviews conducted for this rulemaking are those set forth in the December 3, 2014 final rule that originally codified amendments to DOE's test procedures for commercial clothes washers. 79 FR 71624. The amendments from that final rule became effective January 2, 2015. *Id.*

Pursuant to the Administrative Procedure Act, 5 U.S.C. 553(b), DOE has determined that notice and prior opportunity for comment on this rule are unnecessary and contrary to the public interest. The amended CCW standards codified at 10 CFR 431.156(c) correspond to the "amended standards based on appendix J2 efficiency metrics published after December 3, 2014" referenced in 10 CFR 431.154. This correction is needed to ensure clarity regarding the amended CCW standards for which the appendix J2 test procedure must be used. This final rule also removes obsolete regulatory provisions.

#### List of Subjects in 10 CFR Part 431

Administrative practice and procedure, Energy conservation, Household appliances.

Issued in Washington, DC, on March 28, 2016.

**Kathleen Hogan,**

*Deputy Assistant Secretary, Energy Efficiency and Renewable Energy.*

For the reasons stated in the preamble, DOE amends part 431 of chapter II, subchapter D, of title 10 of the Code of Federal Regulations, by making the following correcting amendments:

#### PART 431—ENERGY EFFICIENCY PROGRAM FOR CERTAIN COMMERCIAL AND INDUSTRIAL EQUIPMENT

■ 1. The authority citation for part 431 continues to read as follows:

**Authority:** 42 U.S.C. 6291–6317.

■ 2. Section 431.154 is revised to read as follows:

#### § 431.154 Test procedures.

The test procedures for clothes washers in appendix J1 to subpart B of part 430 of this chapter must be used to test commercial clothes washers to determine compliance with the energy

conservation standards at § 431.156(a). The test procedures for clothes washers in appendix J2 to subpart B of part 430 of this chapter must be used to determine compliance with the energy conservation standards at § 431.156(b).

#### § 431.156 [Amended]

■ 3. Section 431.156 is amended by removing paragraph (a) and redesignating paragraphs (b) and (c) as paragraphs (a) and (b), respectively.

[FR Doc. 2016–08120 Filed 4–7–16; 8:45 am]

**BILLING CODE 6450–01–P**

#### DEPARTMENT OF HOMELAND SECURITY

##### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG–2016–0275]

#### Drawbridge Operation Regulation; Annisquam River and Blynman Canal, Gloucester, MA

**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 Blynman (SR127) Bridge across the Annisquam River and Blynman Canal at mile 0.0 at Gloucester, MA. This deviation is necessary to facilitate public safety during a public event, the annual Saint Peter's Fiesta 5K Road Race. This deviation allows the bridge to remain closed for thirty minutes to facilitate public safety.

**DATES:** This deviation is effective from 6:15 p.m. to 6:45 p.m. on June 23, 2016.

**ADDRESSES:** The docket for this deviation, [USCG–2016–0275] 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.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this temporary deviation, call or email Mr. Jim Rousseau, First Coast Guard District Bridge Branch, Coast Guard; telephone 617–223–8619, email [James.L.Rousseau2@uscg.mil](mailto:James.L.Rousseau2@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The Blynman (SR 127) Bridge across the Annisquam River and Blynman Canal, mile 0.0, at Gloucester, Massachusetts, has a vertical clearance in the closed position of 8.2 feet at mean high water and 16 feet at mean low water. The

existing bridge operating regulations are found at 33 CFR 117.586.

The owner of the bridge, Massachusetts Department of Transportation, requested a temporary deviation from the normal operating schedule to facilitate a public event, the Annual Saint Peter's Fiesta 5K Road Race.

Under this temporary deviation, the Blynman (SR 127) Bridge may remain in the closed position for thirty minutes between 6:15 p.m. and 6:45 p.m. on Thursday June 23, 2016.

The waterways are transited by commercial and seasonal recreational vessels of various sizes. There is an alternate route for vessel traffic around Cape Ann. Also, vessels that can pass under the closed draws during this closure may do so at all times.

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 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: April 5, 2016.

**C.J. Bisignano,**

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

[FR Doc. 2016–08126 Filed 4–7–16; 8:45 am]

**BILLING CODE 9110–04–P**

#### DEPARTMENT OF HOMELAND SECURITY

##### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG–2016–0181]

#### Drawbridge Operation Regulation; North Landing River, Chesapeake, VA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of temporary deviation from drawbridge regulations; modification.

**SUMMARY:** The Coast Guard has modified a temporary deviation from the operating schedule that governs the S165 (North Landing Road) Bridge across the North Landing River, mile 20.2, at Chesapeake, VA. This modified deviation is necessary to perform emergency bridge repairs and provide for safe navigation. This modified

deviation allows the bridge to remain in the closed-to-navigation position.

**DATES:** This modified deviation is effective without actual notice from April 8, 2016 through 6 p.m. on June 30, 2016. For the purposes of enforcement, actual notice will be used from April 4, 2016, until April 8, 2016.

**ADDRESSES:** The docket for this deviation, [USCG–2016–0181] 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.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this modified temporary deviation, call or email Mr. Hal R. Pitts, Bridge Administration Branch Fifth District, Coast Guard, telephone 757–398–6222, email [Hal.R.Pitts@uscg.mil](mailto:Hal.R.Pitts@uscg.mil).

**SUPPLEMENTARY INFORMATION:** On March 11, 2016, the Coast Guard published a temporary deviation entitled “Drawbridge Operation Regulation; North Landing River, Chesapeake, VA” in the **Federal Register** (81 FR 12824). Under that temporary deviation, the north span of the bridge opened-to-navigation on the hour and half hour, upon request, from 6 a.m. to 7 p.m., and on demand from 7 p.m. to 6 a.m. Additionally under that deviation, the north and south spans of the bridge would open to navigation concurrently, with the south span only opening partially due to damage, upon request, for scheduled openings at 10 a.m., noon and 2 p.m., Monday through Friday.

The United States Army Corps of Engineers, Norfolk District Office, who owns and operates the S165 (North Landing Road) Bridge, has requested a modified temporary deviation from the currently published deviation to perform additional repairs to the south swing span of the bridge due to damage sustained as a result of a vessel allision with the bridge.

Under this modified temporary deviation, the north span of the bridge will open-to-navigation on the hour and half hour, upon request, from 6 a.m. to 7 p.m., and on demand from 7 p.m. to 6 a.m. The north and south spans of the bridge will open to navigation concurrently, with the south span only opening partially due to damage, upon request, for: (1) Scheduled openings at 9:30 a.m. for vessels transiting southeast, (2) 10:30 a.m. for vessels transiting northwest, and (3) at noon and 2 p.m. for two-way vessel traffic through the bridge, Monday through Friday. The horizontal clearance of the bridge with the south span closed-to-navigation is 38 feet and the horizontal

clearance of the bridge with the south span partially open-to-navigation is 70 feet. The modified temporary deviation is necessary to relieve vessel congestion and provide for safe navigation on the waterway. The bridge is a double swing draw bridge and has a vertical clearance in the closed position of 6 feet above mean high water.

The North Landing River is used by a variety of vessels including small U.S. government and public vessels, small commercial vessels, tug and barge, and recreational vessels. The Coast Guard has carefully considered the nature and volume of vessel traffic on the waterway in publishing this temporary deviation.

During the closure times there will be limited opportunity for vessels which are able to safely pass through the bridge in the closed position to do so. Vessels able to safely pass through the bridge in the closed position may do so, after receiving confirmation from the bridge tender that it is safe to transit through the bridge. The north span of the bridge will be able to open for emergencies. 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 vessel operators can arrange their transit 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: April 4, 2016.

**Hal R. Pitts,**

*Bridge Program Manager, Fifth Coast Guard District.*

[FR Doc. 2016–08017 Filed 4–7–16; 8:45 am]

**BILLING CODE 9110–04–P**

## POSTAL REGULATORY COMMISSION

### 39 CFR Part 3020

[Docket Nos. MC2010–21 and CP2010–36]

#### Update to Product Lists

**AGENCY:** Postal Regulatory Commission.  
**ACTION:** Final rule.

**SUMMARY:** The Commission is updating the product lists. This action reflects a publication policy adopted by Commission order. The referenced policy assumes periodic updates. The updates are identified in the body of this document. The product lists, which is re-published in its entirety, includes these updates.

**DATES:** *Effective Date:* April 8, 2016.

*Applicability Dates:* January 5, 2016, Priority Mail Contract 171 (MC2016–48 and CP2016–63); January 5, 2016, Priority Mail Contract 170 (MC2016–47 and CP2016–62); January 6, 2016, Priority Mail Contract 176 (MC2016–54 and CP2016–69); January 6, 2016, Priority Mail Express Contract 31 (MC2016–61 and CP2016–76); January 6, 2016, Priority Mail Express, Priority Mail & First-Class Package Service Contract 7 (MC2016–55 and CP2016–70); January 6, 2016, Priority Mail Contract 177 (MC2016–57 and CP2016–72); January 6, 2016, Priority Mail & First-Class Package Service Contract 11 (MC2016–62 and CP2016–77); January 6, 2016, Priority Mail Contract 179 (MC2016–63 and CP2016–78); January 6, 2016, Priority Mail Contract 180 (MC2016–64 and CP2016–79); January 6, 2016, Priority Mail Contract 183 (MC2016–67 and CP2016–82); January 6, 2016, Priority Mail & First-Class Package Service Contract 10 (MC2016–58 and CP2016–73); January 6, 2016, Priority Mail Express & Priority Mail Contract 26 (MC2016–56 and CP2016–71); January 6, 2016, Priority Mail Contract 175 (MC2016–53 and CP2016–68); January 6, 2016, Priority Mail Contract 181 (MC2016–65 and CP2016–80); January 6, 2016, Priority Mail Contract 178 (MC2016–60 and CP2016–75); January 6, 2016, Priority Mail Express & Priority Mail Contract 27 (MC2016–59 and CP2016–74); January 6, 2016, Priority Mail Contract 184 (MC2016–66 and CP2016–81); January 7, 2016, Priority Mail Express, Priority Mail & First-Class Package Service Contract 8 (MC2016–72 and CP2016–87); January 7, 2016, Priority Mail & First-Class Package Service Contract 12 (MC2016–70 and CP2016–85); January 7, 2016, Priority Mail Contract 185 (MC2016–69 and CP2016–84); January 7, 2016, Priority Mail Contract 186 (MC2016–71 and CP2016–86); January 7, 2016, First-Class Package Service Contract 41 (MC2016–73 and CP2016–88); January 7, 2016, Priority Mail Contract 182 (MC2016–68 and CP2016–83); January 8, 2016, Priority Mail Contract 172 (MC2016–49 and CP2016–64); January 8, 2016, First-Class Package Service Contract 40 (MC2016–51 and CP2016–66); January 8, 2016, Priority Mail Contract 173 (MC2016–50 and CP2016–65); January 12, 2016, First-Class Package Service Contract 42 (MC2016–74 and CP2016–91); January 12, 2016, Parcel Select Contract 13 (MC2016–75 and CP2016–93); February 10, 2016, Priority Mail & First-Class Package Service Contract 13 (MC2016–76 and CP2016–98); February 12, 2016,