

interested parties to respond to the notice.

DATES: Written comments must be received by January 25, 2000.

ADDRESSES: Send written comments to: Chief, Regulations Division, Bureau of Alcohol, Tobacco and Firearms, PO Box 50221, Washington, DC 20091-0221 (Attn: Notice No. 882).

FOR FURTHER INFORMATION CONTACT:

Jennifer Berry, Regulations Division, Bureau of Alcohol, Tobacco and Firearms, 650 Massachusetts Avenue, NW, Washington DC, 20226, (202) 927-8210.

SUPPLEMENTARY INFORMATION:

Background

On September 29, 1999, ATF published a notice of proposed rulemaking in the **Federal Register** soliciting comments from the public and industry. The notice proposed to establish the Diamond Mountain viticultural area in Napa County, California. The comment period for Notice No. 882 closes on November 29, 1999.

However, ATF received a request from Diamond Mountain Vineyard, a winery in Calistoga, California, to extend the comment period an additional 60 days. Diamond Mountain Vineyard is located within both Napa and Sonoma Counties, partially within the proposed boundaries of the Diamond Mountain viticultural area. According to the winery, it had been unable to get timely and complete information on the specifics of the proposal and therefore it needs additional time to prepare its comments.

In consideration of the above, ATF finds that an extension of the comment period is warranted and is extending the comment period until January 28, 2000.

Disclosure

Copies of Notice 882 and written comments will be available for public inspection during normal business hours at: ATF Reference Library, Liaison and Public Information, Room 6480, 650 Massachusetts Avenue, NW, Washington, DC.

Drafting Information: The author of this document is Jennifer Berry, Regulations Division, Bureau of Alcohol, Tobacco, and Firearms.

List of Subjects in 27 CFR Part 9

Administrative practices and procedures, Consumer protection, Viticultural areas, and Wine.

Authority and Issuance

This notice extending the comment period for the Diamond Mountain

viticultural area is issued under the authority of 27 U.S.C. 205.

Signed: November 22, 1999.

John W. Magaw,

Director.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 147

[CGD08-99-023]

RIN 2115-AF93

Safety Zone; Outer Continental Shelf Platforms in the Gulf of Mexico

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish safety zones around seven high-production, manned oil and natural gas platforms in the Outer Continental Shelf in the Gulf of Mexico. The seven platforms need to be protected from vessels operating outside the normal shipping channels and fairways. Placing safety zones around the platforms will significantly reduce the threat of allisions, oil spills and releases of natural gas. The proposed regulation prevents all vessels from entering or remaining in specified areas around the platforms except for the following: An attending vessel; a vessel under 100 feet in length overall not engaged in towing; or a vessel authorized by the Eighth District Commander. The proposed safety zones are necessary to protect the safety of life, property and environment.

DATES: Comments must be received on or before January 25, 2000.

ADDRESSES: Comments can be mailed to Commander, Eighth Coast Guard District (m), Hale Boggs Federal Bldg., 501 Magazine Street, New Orleans LA 70130, or may be delivered to Room 1341 at the same address between 8 A.M. and 3:30 P.M., Monday through Friday, except federal holidays. The telephone number is (504) 589-6271. Comments will become a part of the public docket and will be available for copying and inspection at the same address.

FOR FURTHER INFORMATION CONTACT: LCDR Roderick Walker, Project Manager for Eighth District Commander, telephone (504) 589-3043.

SUPPLEMENTARY INFORMATION:

Request for Comments

We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking (CGD08-99-023), indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound format, no larger than 8½ by 11 inches, suitable for copying. If you would like to know they reached us, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change this proposed rule in view of them.

Public Meeting

We do not now plan to hold a public meeting. But you may submit a request for a meeting by writing to Commander, Eighth Coast Guard District (m) at the address under **ADDRESSES** explaining why one would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the **Federal Register**.

Background and Purpose

Shell Offshore, Inc. requested that the Coast Guard establish safety zones around the following Shell platforms in the Gulf of Mexico: Boxer located at position 27-56-48N, 90-59-48W; Bullwinkle Platform located at position 27-53-01N, 90-54-04W; Ursa Tension Leg Platform (Ursa TLP) located at position 28-09-14.497N, 89-06-12.790W; West Delta 143 Platform located at position 28-39-42N, 89-33-05W; Mars Tension Leg Platform (Mars TLP) located at position 28-10-10.290N, 89-13-22.35W with two supply boat mooring buoys at positions 28-10-18.12N, 89-12-52.08W (Northeast) and 28-9-49.62N, 89-12-57.48W (Southeast); Ram-Powell Tension Leg Platform (Ram-Powell TLP) located at position 29-03-52.2N, 88-05-30W with two supply boat mooring buoys at positions 29-03-52.2N, 88-05-12.6W (Northeast) and 29-03-28.2N, 88-05-10.2W (Southeast); and Auger Tension Leg Platform (Auger TLP) located at position 27-32-45.4N, 92-26-35.09W with two supply boat mooring buoys at positions 27-32-38.1N, 92-26-.048W (East Buoy) and 27-32-58.14N, 92-27-4.92W (West Buoy).

The request for the safety zones was made due to the high level of shipping activity around the platforms and the

safety concerns for both the personnel aboard the platforms and the environment. Shell Offshore, Inc. indicated that the location, production level and personnel levels on board the seven platforms make it highly likely that any allision with the platforms would result in a catastrophic event. The seven platforms are high production oil and gas drilling platforms producing from 100,000 to 250,000 Barrels of oil per day. All are manned with crews ranging from approximately 130 to 156 people. Each of the platforms is also near the edge of a shipping safety fairway or fairway intersection.

The safety zones established by this regulation are in the deepwater area of the Gulf of Mexico. For the purposes of this regulation it is considered to be waters of 304.8 meters (1,000 feet) or greater depth extending to the limits of the Exclusive Economic Zone (EEZ) contiguous to the territorial sea of the United States and extending to a distance up to 200 nautical miles from the baseline from which the breadth of the sea is measured. Navigation in the area of the proposed safety zones consists of large commercial shipping vessels, fishing vessels, cruise ships, tugs with tows and the occasional recreational vessel. The deepwater area also includes an extensive system of fairways. The fairways include the Gulf of Mexico East-West fairway, the entrance/exit route of the Mississippi River, and the Houston-Galveston Safety Fairway. Significant amounts of vessel traffic occur in or near the various fairways in the deepwater area. The oil producing platforms covered by this regulation are also located in close proximity to the fairways.

The Coast Guard has reviewed Shell Offshore Inc.'s concerns and agrees that the risk of allision to the platforms and the potential for loss of life and damage to the environment resulting from such an accident warrant the establishment of these safety zones. The proposed regulation would significantly reduce the threat of allisions, oil spills, and releases of natural gas and increase the safety of life, property and the environment in the Gulf of Mexico.

Regulatory Evaluation

This proposed rule is not a significant regulatory action under Executive Order 12866 and is not significant under the "Department of Transportation Regulatory Policies and Procedures" (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this rule to be so minimal that a full regulatory evaluation is unnecessary.

The impacts on routine navigation are expected to be minimal.

Collection of Information

This proposed rule contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism Assessment

The Coast Guard has analyzed this proposed rule under the principles and criteria contained in Executive Order 13132 and has determined that it does not have federalism implications under that Order.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) governs the issuance of Federal regulations that require unfunded mandates. An unfunded mandate is a regulation that requires a State, local, or tribal government or the private sector to incur direct costs without the Federal Government's having first provided the funds to pay those costs. This proposed rule would not impose an unfunded mandate.

Taking of Private Property

This proposed rule would not effect a taking of private property or otherwise have taking implications under E.O. 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This proposed rule meets applicable standards in sections 3(a) and 3(b)(2) of E.O. 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this proposed rule under E.O. 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not concern an environmental risk to health or risk to safety that may disproportionately affect children.

Environmental Assessment

The Coast Guard considered the environmental impact of this proposal and concluded that under section 2–1, paragraph (34)(g) of Commandant Instruction M16475.C this proposal is categorically excluded from further environmental documentation.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this regulation

will have a significant economic impact on a substantial number of small entities. "Small entities" include small business and not-for-profit organizations that are independently owned and operated, are not dominant in their field and that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632). Since alternate routes are available for the small number of vessels to be affected by this proposed regulation, the Coast Guard expects the impact of this regulation on small entities to be minimal. Therefore, the Coast Guard certifies under 5 U.S.C. 605(b) that this proposed regulation will not have a significant economic impact on a substantial number of small entities.

If, however, you think that your business or organization qualifies as a small entity and that this proposed rule will have a significant economic impact on your business or organization, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and in what way and to what degree this proposed rule will economically affect it.

List of Subjects in 33 CFR Part 147

Marine safety, Navigation (water), Outer Continental Shelf.

Regulation

In consideration of the foregoing, the Coast Guard proposes to amend part 147 of title 33, Code of Federal Regulations as follows:

PART 147—[AMENDED]

1. The authority citation for part 147 continues to read as follows:

Authority: 14 U.S.C. 85; 43 U.S.C. 1333; and 49 CFR 1.46

§ 147.1101 [Redesignated as § 147.20]

2. Section 147.1101 is redesignated § 147.20.

3. New § 147.801 through § 147.813 are added to read as follows:

§ 147.801 BOXER Platform safety zone

(a) *Description.* The area within 500 meters (1640.4 feet) from each point on the structure's outer edge, not to extend into the adjacent East-West Gulf of Mexico Fairway is a safety zone.

(b) *Regulation.* No vessel may enter or remain in this safety zone except:

- (1) An attending vessel;
- (2) A vessel under 100 feet in length overall not engaged in towing; or
- (3) A vessel authorized by the Commander, Eighth Coast Guard District.

§ 147.803 BULLWINKLE Platform safety zone

(a) *Description.* The area within 500 meters (1640.4 feet) from each point on the structure's outer edge is a safety zone.

(b) *Regulation.* No vessel may enter or remain in this safety zone except:

- (1) An attending vessel;
- (2) A vessel under 100 feet in length overall not engaged in towing; or
- (3) A vessel authorized by the Commander, Eighth Coast Guard District.

§ 147.805 URSA TENSION LEG Platform safety zone

(a) *Description.* The area within 500 meters (1640.4 feet) from each point on the structure's outer edge is a safety zone.

(b) *Regulation.* No vessel may enter or remain in this safety zone except:

- (1) An attending vessel;
- (2) A vessel under 100 feet in length overall not engaged in towing; or
- (3) A vessel authorized by the Commander, Eighth Coast Guard District.

§ 147.807 WEST DELTA 143 Platform safety zone

(a) *Description.* The area within 500 meters (1640.4 feet) from each point on the structure's outer edge, not to extend into the adjacent Mississippi River Approach Fairway is a safety zone.

(b) *Regulation.* No vessel may enter or remain in this safety zone except:

- (1) An attending vessel;
- (2) A vessel under 100 feet in length overall not engaged in towing; or
- (3) A vessel authorized by the Commander, Eighth Coast Guard District.

§ 147.809 MARS TENSION LEG Platform safety zone

(a) *Description.* The area within 500 meters (1640.4 feet) from each point on the structure's outer edge and the area within 500 meters (1640.4 feet) of each of the supply boat mooring buoys is a safety zone.

(b) *Regulation.* No vessel may enter or remain in this safety zone except:

- (1) An attending vessel;
- (2) A vessel under 100 feet in length overall not engaged in towing; or
- (3) A vessel authorized by the Commander, Eighth Coast Guard District.

§ 147.811 RAM-POWELL TENSION LEG Platform safety zone

(a) *Description.* The area within 500 meters (1640.4 feet) from each point on the structure's outer edge and the area within 500 meters (1640.4 feet) of each of the supply boat mooring buoys is a safety zone.

(b) *Regulation.* No vessel may enter or remain in this safety zone except:

- (1) An attending vessel;
- (2) A vessel under 100 feet in length overall not engaged in towing; or
- (3) A vessel authorized by the Commander, Eighth Coast Guard District.

§ 147.813 AUGER TENSION LEG Platform safety zone

(a) *Description.* The area within 500 meters (1640.4 feet) from each point on the structure's outer edge and an area within 500 meters (1640.4 feet) of each of the supply boat mooring buoys is a safety zone.

(b) *Regulation.* No vessel may enter or remain in this safety zone except:

- (1) An attending vessel;
- (2) A vessel under 100 feet in length overall not engaged in towing or fishing; or
- (3) A vessel authorized by the Commander, Eighth Coast Guard District.

Dated: November 12, 1999.

Paul J. Pluta,

Rear Admiral, U.S. Coast Guard, Commander, Eighth Coast Guard District.

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BILLING CODE 4910-15-U

POSTAL RATE COMMISSION**39 CFR Part 3001**

[Docket No. IM2000-1; Order No. 1270]

International Mail Report

AGENCY: Postal Rate Commission.

ACTION: Notice of proposed international mail rulemaking.

SUMMARY: This document announces a new docket to develop permanent rules related to the analysis of cost, revenue and volume data generated by the Postal Service's various international mail services. It also reviews responses to previous orders on this issue, sets forth a proposed rule, and invites public comment. Adoption of permanent rules will assist the Commission in preparing annual reports to Congress, as required by law.

DATES: Submit initial comments on or before December 27, 1999. Submit reply comments on or before January 10, 2000.

ADDRESSES: Send comments to Margaret P. Crenshaw, Secretary, Postal Rate Commission, 1333 H St. NW., Suite 300, Washington, DC 20268-0001.

FOR MORE INFORMATION CONTACT: Stephen L. Sharfman, General Counsel, 1333 H St. NW., Washington, DC 20268-0001 at 202-789-6820.

SUPPLEMENTARY INFORMATION:**Regulatory History**

On January 26, 1999, Commission Order No. 1226 in Docket No. IM99-1 was published in the **Federal Register** (64 FR 3991). Comments received in response to that order are discussed in the preamble. On June 30, 1999, the Commission issued its initial annual report to the Congress on international mail costs, revenues, and volumes. That report, and a series of orders related to its issuance, are also discussed in the preamble.

Background

On October 21, 1998, Public Law 105-277 was signed into law, adding section 3663 to the Postal Reorganization Act [39 U.S.C. 3663]. It requires that by July 1 of each year, the Commission "transmit to each House of Congress a comprehensive report of the costs, revenues, and volumes" accrued by the Postal Service "in connection with mail matter conveyed between the United States and other countries" for the prior fiscal year. To enable the Commission to carry out that directive, section 3663 requires the Postal Service to provide, by March 15, "such data as the Commission may require" to prepare that report. It states that the data provided "shall be in sufficient detail to enable the Commission to analyze the costs, revenues, and volumes for each international mail product or service, under the methods determined appropriate by the Commission for analysis of rates for domestic mail."

Initial United Parcel Service Petition for Rulemaking

On December 16, 1998, United Parcel Service (UPS) asked the Commission to institute a rulemaking in order to determine "(1) the data to be provided to the Commission by the United States Postal Service and (2) the methods to be used by the Commission in analyzing the costs, revenues, and volumes of each international mail product" to prepare the report required by section 3663. Petition of UPS to Institute Rulemaking Proceeding to Study International Costs and Revenues, filed December 16, 1998, at 3.

In support of its petition, UPS asserted that it has a vital interest in ensuring that the Postal Service's international products with which it competes are not subsidized by other Postal Service offerings. It observed that analyzing the costs, volumes, and revenues of international mail is a new responsibility for the Commission, and argued that in deciding what data and what methods to use, the Commission is