

EFFECTIVE DATE: September 15, 1995.

FOR FURTHER INFORMATION CONTACT: Jenetha M. Hickson, Alternate Liaison Officer, (202) 898-3807.

SUPPLEMENTARY INFORMATION: In preparing the final rule for publication in the Federal Register, typographical errors were inadvertently made. Accordingly, the final rule is corrected as follows:

§ 327.9 [Corrected]

1. On page 42741, second column, in § 327.9, in the fifth line of paragraph (b)(3)(i), "paragraph (c)(2)(i) through (iv)" is corrected to read "paragraph (b)(2)(i) through (iv)".

2. On page 42741, third column, in § 327.9:

a. In the second line of paragraph (c)(2) introductory text "§ 327.7(a)(3)" is corrected to read "§ 327.7(a)(2)"; and

b. In the second line of paragraph (c)(3), "§ 327.7(b)(3)" is corrected to read "§ 327.7(b)(2)".

Dated: December 22, 1995.

Federal Deposit Insurance Corporation.

Robert E. Feldman,

Deputy Executive Secretary.

[FR Doc. 95-31412 Filed 12-27-95; 8:45 am]

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DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 101

[T.D. 96-4]

Name Change for Consolidated Port of Philadelphia

AGENCY: Customs Service, Treasury.

ACTION: Final rule.

SUMMARY: This document amends the Customs Regulations to change the name of the Consolidated Port of Philadelphia to the Consolidated Port of the Delaware River and Bay, and to identify the participating ports within the consolidated port. This change is being made to more clearly reflect that the port encompasses Wilmington, Delaware and other cities and territory as well as Philadelphia, Pennsylvania.

EFFECTIVE DATE: January 29, 1996.

FOR FURTHER INFORMATION CONTACT: A. Donald Gilman, Office of Congressional and Public Affairs, (202) 927-1169.

SUPPLEMENTARY INFORMATION:

Background

Section 101.3, Customs Regulations (19 CFR 101.3), lists as one of Customs ports of entry Philadelphia-Chester, Pa.

and Wilmington, De. This port includes the named cities and includes Camden, Gloucester City and Salem, New Jersey and territory described in T. D. 84-195. The port of entry is popularly known as the Consolidated Port of Philadelphia.

After a meeting with trade community representatives from both Wilmington, Delaware and Philadelphia, Pennsylvania, Customs proposed in a document published in the Federal Register (60 FR 47505) on September 13, 1995, that the name of the consolidated port should be changed to the Consolidated Port of the Delaware River and Bay. The name change would reflect that the port encompasses Wilmington, Delaware and other cities and territory as well as Philadelphia, Pennsylvania. As noted in the proposal, the Wilmington, Delaware trade community strongly favors such a name change, and the Philadelphia trade community has not expressed any objection to that suggestion.

Comments Received

A total of seven entities responded to the proposal. All seven were in favor of the name change.

Conclusion

After review of the comments and further consideration, Customs has determined to proceed with changing the name of the port.

Accordingly, Customs is amending section 101.3, Customs Regulations (19 CFR 101.3) to change the name of the port of Philadelphia-Chester, Pa. and Wilmington, De., popularly known as the Consolidated Port of Philadelphia, to the Consolidated Port of the Delaware River and Bay, and to identify the participating ports within the consolidated port.

Territory of the Consolidated Port

The geographical limits of the consolidated port are as follows:

The ports of Philadelphia, Pennsylvania (comprising the territory within the corporate limits of Philadelphia, Pennsylvania, and Camden, Gloucester City, and Salem, New Jersey; the territory within the limits of the Boroughs of Brooklawn, National Park, and Paulsboro, and the Townships of West Deptford and Greenwich, all in New Jersey; the Borough of Folcroft and the Townships of Darby and Tinicum, all in Pennsylvania; and the territory between the Delaware River and U. S. Highway No. 13, in Bucks County, Pennsylvania, from the corporate limits of Philadelphia to and including Morrisville, Pennsylvania; and the territory between the Delaware River

and U. S. Highway No. 130 and U. S. Highway No. 206, in Camden, Burlington, and Mercer Counties, New Jersey, from the corporate limits of Camden, New Jersey, to and including Trenton, New Jersey); Chester, Pennsylvania (comprising the territory within the corporate limits of Chester, Pennsylvania; the territory within the limits of the Boroughs of Marcus Hook, Trainer, Upland, Parkside, and Eddystone, and the Townships of Lower Chichester and Ridley, all in Pennsylvania; and the territory extending along the Pennsylvania side of the Delaware River from Darby Creek to the Delaware State line, a distance of approximately 10 miles); and Wilmington, Delaware (comprising the territory within the corporate limits of Wilmington, Delaware; the territory within the limits of New Castle, Newport, and Claymont, Delaware; the territory within the limits of Carneys Point and Deep Water Point, New Jersey; and the territory lying between U. S. Highway No. 13 and the Delaware River, from the corporate limits of Wilmington to the Chesapeake and Delaware Canal, Delaware.)

Regulatory Flexibility Act

Although this document was issued for public comment, it is not subject to the notice and public procedure requirements of 5 U.S.C. 553 because it relates to agency management and organization. Accordingly, the document is not subject to the regulatory analysis requirements of 5 U.S.C. 603 and 604.

Executive Order 12866

Agency organization matters such as this are exempt from Executive Order 12866.

Drafting Information

The principal author of this document was Janet L. Johnson, Regulations Branch. However, personnel from other offices participated in its development.

List of Subjects in Part 101

Customs duties and inspection, Harbors, Organization and functions (Government agencies), Seals and insignia, Vessels.

Amendments to the Regulations

For the reasons set forth in the preamble, part 101 of the Customs Regulations (19 CFR 101) is amended as set forth below.

PART 101—GENERAL PROVISIONS

1. The general authority citation for Part 101 and the relevant specific