

Room 10S07, Alexandria, VA 22332-5000, ATTN: MT-DAC.

**FOR FURTHER INFORMATION CONTACT:** Mr. Frank Galluzzo, (703) 428-2327.

**SUPPLEMENTARY INFORMATION:** The Defense Transportation Tracking System (DTTS) provides satellite tracking of domestic motor shipments while enroute (between origin and destination) and increases security and response capability for AA&E shipments in the event of accident or incident. SNS is a transportation protective service that permits Department of Defense (DOD) to obtain periodic in-transit reports and messages on shipment movements in the DTTS. Since its inception in February 1989, the DTTS has been expanded to cover a large number of shipments involving Security Risk Categorized (CAT) munitions. It is the DOD policy to track all CAT I through IV and Uncategorized Munitions shipments using SNS. Included in these categories are most types of arms, ammunition and explosives shipped by DOD or DOD contractor-sponsored shipments.

On July 6, 1993 MTMC published a **Federal Register** notice July 6, 1993 (58 FR 36188) stating that motor carriers would be required to include SNS charges for AA&E shipments in their transportation line haul rates, and that SNS charges as an accessorial service would no longer be accepted for these shipments. In response to industry comments MTMC stated in a **Federal Register** notice on January 3, 1994 (59 FR 75) that charges for SNS would continue to be expressed as a separate accessorial charge and considered along with linehaul rates and other accessorial charges to determine the overall low rate carrier for rating and routing purposes. The primary basis for the MTMC decision to continue separate SNS charges was stated to be that the SNS program objectives for AA&E shipments had not been completely implemented, but that MTMC's policy would continue to be procurement of services and selection of a carrier based on existing criteria.

MTMC has reconsidered the policy of separate SNS charges, and now proposes that SNS accessorial charges be discontinued for AA&E shipments. SNS services would still be required on AA&E shipments. However, in lieu of an accessorial charge, each carrier would include all costs of providing satellite tracking service in the carrier's basic linehaul transportation rate. At one time many munitions shipments did not require SNS service. Transportation Officers ordered SNS as needed, on a shipment-by-shipment basis. Thus, it

was not logical or economical to include such charges in the linehaul rate. An agreed stipulation signed in December 1994 by the Munitions Carriers Conference and the United States provided that SNS would be continued at that time as a separate accessorial charge. The stipulation also provided that it would not prevent MTMC from making any policy change which it determines to be necessary to protect the public interest or the fiscal and operational requirements of the DOD.

MTMC now proposes to change this policy for AA&E shipments since it is expected to result in operational efficiencies and lower overall transportation costs to the public, thus furthering the public interest and protecting the fiscal requirement of the DOD. Satellite tracking devices are now in universal use by motor carriers. MTMC requires satellite tracking be provided routinely on all DOD motor freight shipments of arms, ammunition and similarly classified commodity categories. There is no longer any reason to maintain a separate accessorial charge for a service that is considered essential to these shipments and can be included in the carriers' basic linehaul rate.

MTMC requirements and standards for SNS and related services can be found at [www.mtmc.army.mil](http://www.mtmc.army.mil) in the MTMC Freight Traffic Rules Publication No. 1B dated October 19, 2001.

This proposed policy change applies only to the movement of AA&E shipments. MTMC will continue to maintain an accessorial service in the Freight Traffic Rules Publication No. 1Bb for shippers to order motor surveillance service (SNS) for certain types of shipments which require this type of surveillance. Typically these shipments may include historical and high value articles, one of a kind items or other items of a unique nature that require SNS during the transportation process. SNS for these articles will be ordered by the shipper on a case-by-case basis and only from carriers who provide this service and have a rate on file with MTMC. MTMC will develop and publish a in the Freight Traffic Rules Publication No. 1B an accessorial item for this service.

**Luz D. Ortiz,**

*Army Federal Register Liaison Officer.*

[FR Doc. 01-31005 Filed 12-14-01; 8:45 am]

**BILLING CODE 3710-08-M**

## DEPARTMENT OF DEFENSE

### Department of the Army; Corps of Engineers

#### Availability of Draft Supplemental Environmental Impact Statement (DSEIS) For Proposed Changes to the Chickamauga Lock Project, Hamilton County, TN

**AGENCY:** Army Corps of Engineers, DoD.

**ACTION:** Notice of availability.

**SUMMARY:** The Corps of Engineers, Nashville District, and the Tennessee Valley Authority (Cooperating Agency) has prepared a Draft Supplemental Environmental Impact Statement (DSEIS) to the 1995 Environmental Impact Statement titled Chickamauga Dam—Navigation Lock Project Final Environmental Impact Statement (FEIS). This supplement is necessary to provide information unknown and not required at the time the FEIS was completed.

**DATES:** Written comments must be received by the Corps of Engineers on or before January 29, 2002.

**ADDRESSES:** Written comments on issues to be considered in the SEIS shall be mailed to: Wayne Easterling or Patty Coffey, Project Planning Branch, Nashville District Corps of Engineers, PO Box 1070 (PM-P), Nashville, Tennessee 37202-1070.

**FOR FURTHER INFORMATION CONTACT:** For additional information concerning the notice, please contact Wayne Easterling, Environmental Team, (615) 736-7847, or Patty Coffey, Environmental Team, (615) 736-7865.

**SUPPLEMENTARY INFORMATION:** 1. The intent of the Supplemental EIS is to provide National Environmental Policy Act coverage for the Chickamauga Lock project on issues that were unknown or not required when the original EIS was prepared. The original EIS for Chickamauga Lock was completed in 1995 and a Record of Decision signed in 1996. The original EIS considered four alternatives including no action (closing the existing lock), constructing a new 110 × 600 foot lock (preferred alternative), constructing a new 60 × 360 foot lock (replacement in kind) and constructing a new 75 × 400 foot lock. The SEIS now proposed will cover cumulative effects and compliance with section 106 of the Historic Preservation Act. Coordination with the U.S. Fish and Wildlife Service will include a Biological Assessment/Opinion for Endangered Species Act and a Fish and Wildlife Coordination Act Report.

2. This notice serves to solicit comments from the public; federal, state and local agencies and officials; Indian

Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received by us will be considered during the preparation of this Supplemental Environmental Impact Statement.

**Luz D. Ortiz,**

*Army Federal Register Liaison Officer.*

[FR Doc. 01-31004 Filed 12-14-01; 8:45 am]

**BILLING CODE 3710-GF-M**

## DEPARTMENT OF EDUCATION

### Notice of Proposed Information Collection Requests

**AGENCY:** Department of Education.

**ACTION:** Correction notice.

**SUMMARY:** On December 4, 2001, a 60-day notice inviting comment from the public was published for "An Assessment of the Rehabilitation Services Administration (RSA) Pre-Service Training Program" in the **Federal Register** (Volume 66, Number 233) dated December 4, 2001. The title of this collection has been changed to "An Evaluation of the Rehabilitation Services Administration (RSA) Training Program Responsiveness to State VR Agency Needs for Qualified Personnel". The study title, as currently drafted, does not indicate the conduct of an evaluation nor does it reflect the full scope of the surveys and data collection. The first sentence of the abstract has also been changed to read, "This study evaluates the impact of RSA's Training Program on the supply of qualified rehabilitation counselors needed by State agencies and will identify possible policy options." The second and last sentence of the abstract remains the same. The Leader, Regulatory Information Management, Office of the Chief Information Officer, hereby issues a correction notice as required by the Paperwork Reduction Act of 1995.

Dated: December 11, 2001.

**John Tressler,**

*Leader, Regulatory Information Management Group, Office of the Chief Information Officer.*

[FR Doc. 01-30959 Filed 12-14-01; 8:45 am]

**BILLING CODE 4000-01-P**

## DEPARTMENT OF ENERGY

### Notice of Wetlands Involvement for the Portsmouth Gaseous Diffusion Plant Reindustrialization Program

**AGENCY:** Office of Environmental Management, DOE.

**ACTION:** Notice of wetland involvement.

**SUMMARY:** The U.S. Department of Energy (DOE) is proposing to implement a Reindustrialization Program at the Portsmouth Gaseous Diffusion Plant (PORTS) in Piketon, Ohio. The PORTS facility contains a number of wetlands. The Reindustrialization Program would enable DOE to transfer real and personal property (*i.e.*, underutilized, surplus, or excess PORTS land and facilities) by lease and/or disposal (*e.g.*, sale, donation, transfer to another federal agency, or exchange). The Southern Ohio Diversification Initiative (SODI) is the local community reuse organization actively involved in seeking new uses of the DOE's PORTS excess or underutilized land and facilities. DOE is presently proposing to transfer a parcel of land (approximately 340 acres in size) to SODI for these purposes. The land in consideration includes several wetlands. More detail on these wetlands is provided in the supplementary information.

**DATES:** Comments are due to the address below no later than January 2, 2002.

**ADDRESSES:** Comments should be addressed to Ms. Kristi Wiehle, U.S. Department of Energy, Portsmouth Gaseous Diffusion Plant, PO Box 700, 3930 U.S. Route 23, Perimeter Road, Piketon, OH 45661-0700. Comments may be faxed to (740) 897-5020.

**FOR FURTHER INFORMATION CONTACT:** Ms. Kristi Wiehle, U.S. Department of Energy, Portsmouth Gaseous Diffusion Plant, PO Box 700, 3930 U.S. Route 23, Perimeter Road, Piketon, OH 45661-0700, (740) 897-5020.

For Further Information on General DOE Wetland Environmental Review Requirements, contact: Carol M. Borgstrom, Director, Office of NEPA Policy and Assistance, EH-42, U.S. Department of Energy, 1000 Independence Avenue, SW., Washington, DC 200585, (202) 586-4600 or (800) 472-2756.

**SUPPLEMENTARY INFORMATION:** In accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality regulations (40 CFR parts 1500-1508) and the DOE NEPA Implementing Regulations (10 CFR 1021), DOE has prepared a draft Environmental Assessment (EA) to evaluate the proposed action. The draft EA was issued for public review and comment on May 9, 2001, via a notice placed in three Portsmouth area newspaper. As a part of the EA (DOE/EA-1346), DOE is including a wetlands assessment to assess the existing wetlands environment as well as the potential impact of the proposed Reindustrialization Program

implementation. (The wetlands assessment is available by contracting the PORTS representative named above.) DOE proposes to implement and conduct the Reindustrialization Program in a manner that avoids or minimizes potential adverse effects to the wetlands at the site. Reindustrialization would enable DOE to transfer real and personal property by lease and/or disposal. Under the program, DOE would transfer the property to a community reuse organization, to other federal agencies, or to other interested persons and entities, should DOE determine them suitable. Transferred land and facilities may then be developed or utilized for a range of industrial and commercial uses including, but not limited to manufacturing, warehousing, office/business park, rail and intermodal transportation, and retail and service operations.

Land and facilities presently available for transfer occupy approximately 526.1 hectares (ha) [1300 acres (ac)] or about 35% of the 1503 ha (3714 ac) of PORTS. For the most part, this area is comprised of previously industrialized areas, infrastructure corridors, roads, loading and parking areas, and open and forested buffer areas. Of the land available for transfer, there are 41 wetlands under the jurisdictional regulation of the U.S. Army Corps of Engineers and 4 non-jurisdictional wetlands totaling 13.92 ha (34.36 ac). In addition to regulation by the Corps, the State of Ohio also regulates wetlands in a "tiered" approach structured around avoidance, minimization, mitigation, and compensation, where avoidance is the most desirable means to protect and preserve the resource and compensation the least desirable. The majority of the wetlands are associated with wet fields, areas of previous disturbance, drainage ditches, or wet areas along roads and railway tracks.

The potential for and degree of impacts to the wetlands could result from a variety of actions that might occur, depending upon how the tenant or new owner proposes to use the land. Some or all of the wetlands could potentially experience impacts by development in the wetlands themselves or by Reindustrialization activities in nearby areas. The worst-case scenario would involve filling the wetlands. Other lesser impacts could result from siltation due to poor soil erosion control measures at nearby locations, spills or leaks of oil or other chemicals, overuse of pesticides or herbicides that could lead to contamination and potentially harm animal species that use the wetlands for cover or forage, etc., planting of exotic