

Word, or text (.TXT) files. Supporting documentation submitted as spreadsheets is acceptable as Quattro Pro or Excel files. A submitter requesting that information contained in a comment be treated as confidential business information must certify that such information is business confidential and would not customarily be released to the public by the submitter. A non-confidential version of the comment must also be provided. For any document containing business confidential information, the file name of the business confidential version should begin with the characters "BC-", and the file name of the public version should begin with the character "P-". The "P-" or "BC-" should be followed by the name of the submitter. Submissions should not include separate cover letters; information that might appear in a cover letter should be included in the submission itself. To the extent possible, any attachments to the submission should be included in the same file as the submission itself, and not as separate files.

All comments should be addressed to Sybia Harrison, Special Assistant to the Section 301 Committee, and sent (i) electronically, to the following e-mail address: FR0606@ustr.eop.gov, with "Special 301 Review" in the subject line, or (ii) by fax, to (202) 395-9458, with a confirmation copy sent electronically to the e-mail address above.

Public inspection of submissions: Within one business day of receipt, non-confidential submissions will be placed in a public file, open for inspection at the USTR reading room, Office of the United States Trade Representative, Annex Building, 1724 F Street, NW., Room 1, Washington, DC. An appointment to review the file must be scheduled at least 48 hours in advance and may be made by calling Jacqueline Caldwell at (202) 395-6186. The USTR reading room is open to the public from 10 a.m. to 12 noon and from 1 p.m. to 4 p.m., Monday through Friday.

Victoria Espinel,

Acting Assistant USTR for Intellectual Property.

[FR Doc. E6-426 Filed 1-13-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Proposed Highway in Pennsylvania

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Limitation on Claims for Judicial Review of Actions by FHWA.

SUMMARY: This notice announces actions taken by the FHWA and other Federal agencies that are final within the meaning of 23 USC 139(1)(1). The actions relate to a proposed highway project, Mon/Fayette Expressway, PA Route 51 in Large PA to I-376 in Monroeville and Pittsburgh in Allegheny County, Pennsylvania and those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, the FHWA is advising the public of final agency actions subject to 23 USC 139(1)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before July 21, 2006. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT:

Karyn Vandervoort, Environmental Program Manager, Federal Highway Administration, 228 Walnut Street, Room 508, Harrisburg, PA 17101-1720, between 8 a.m. and 4 p.m., (717) 221-2276, karyn.vandervoort@fhwa.dot.gov or David Willis, Environmental Manager, Pennsylvania Turnpike Commission, P.O. Box 67676, Harrisburg, PA 17106-7676 between 9 a.m. and 3 p.m., (717) 939-9551, dwillis@paturndpike.com

SUPPLEMENTARY INFORMATION: Notice is hereby given that the FHWA have taken final agency actions by issuing licenses, permits and approvals for the following highway project in the Commonwealth of Pennsylvania: a four-lane, limited access, tolled highway extending approximately 24 miles from PA 51 in Large, Pennsylvania north to the Parkway East (I-376) in the Municipality of Monroeville and west along the north shore of the Monongahela River to a connection with the Parkway East at Bates Street and Second Avenue (PA Route 885) in the City of Pittsburgh. The highway will improve access to neighborhoods, emergency providers and economic redevelopment areas; relieve existing and future congestion; improve major highway linkages, and improve vehicular and pedestrian safety. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Final Environmental Impact Statement (FEIS) for the project, approved on January 8, 2004, in the FHWA Record of Decision

(ROD) issued on December 7, 2004, and in other documents in the FHWA administrative record. The FEIS, ROD, and other documents in the FHWA administrative record file are available by contacting the FHWA or the Pennsylvania Turnpike Commission at the addresses provided above. The FHWA ROD can be viewed and downloaded from the project Web site at <http://www.paturndpike.com>.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. National Environmental Policy Act (NEPA) [42 U.S.C. 4321-4351].

2. Federal-Aid Highway Act [23 U.S.C. 109].

3. Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303].

4. Clean Air Act, 42 U.S.C. 7401-7671(q).

5. Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*].

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 USC § 139(1)(1).

Issued on: January 10, 2006.

James A. Cheatham,

Division Administrator, Harrisburg.

[FR Doc. 06-367 Filed 1-13-06; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number 2006 23377]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel TRIPLE TROUBLE.

SUMMARY: As authorized by Public Law 105-383 and Public Law 107-295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief

description of the proposed service, is listed below. The complete application is given in DOT docket 2005–23377 at <http://dms.dot.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Public Law 105–383 and MARAD's regulations at 46 CFR Part 388 (68 FR 23084; April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR Part 388.

DATES: Submit comments on or before February 16, 2006.

ADDRESSES: Comments should refer to docket number MARAD–2006 23377. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL–401, Department of Transportation, 400 7th St., SW., Washington, DC 20590–0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., e.t., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Joann Spittle, U.S. Department of Transportation, Maritime Administration, MAR–830 Room 7201, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202–366–5979.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel TRIPLE TROUBLE is:

Intended Use: “‘6-pack’ fishing license.”

Geographic Region: Gulf of Mexico, Florida Coast.

Dated: January 9, 2006.

By order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. E6–412 Filed 1–13–06; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

Pipeline Safety: Notice to Operators of Natural Gas and Hazardous Liquid Pipelines To Integrate Operator Qualification Regulations into Excavation Activities

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice; issuance of Advisory Bulletin.

SUMMARY: PHMSA is issuing this advisory bulletin to pipeline operators to reinforce the need for safe excavation practices and recommend that pipeline operators integrate the Operator Qualification regulations into their marking, trenching, and backfilling operations to prevent excavation damage mishaps.

ADDRESSES: This document can be viewed on the PHMSA home page at: <http://www.phmsa.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Joy Kadnar, (202) 366–0568, or by e-mail at Joy.Kadnar@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

In the past few years PHMSA has seen recurring similarities in pipeline incidents involving excavation. In November 2005, a pipeline company contractor struck a 2-inch tap off an 18-inch natural gas transmission pipeline that was operating at more than 800 pounds per square inch gauge (psig). In October 2005, near an elementary school in Chantilly, Virginia, pipeline operator personnel struck the pipeline while excavating it in a Class 3 populated area. This incident resulted in the evacuation of more than 850 school children and area residents. In June 2005, a pipeline company contractor knocked a 2-inch pipe nipple off a 30-inch natural gas transmission pipeline while uncovering it. The pipeline was operating at more than 800 psig. In January 2005, contractor personnel being supervised by a pipeline operator struck a six-inch valve on a hazardous liquid pipeline while modifying it in preparation for an inline inspection. This accident resulted in a release of about 700 barrels of crude oil. In November 2004, a serious hazardous liquid pipeline accident in Walnut Creek, California, resulted in five deaths and several injuries. This accident was caused by a contractor installing a water main in the vicinity of a hazardous liquid pipeline. PHMSA is also aware of

several incidents that occurred in the last three years on pipeline facilities owned by local distribution companies where pipelines have been struck near schools and locations where people congregate.

Investigations by PHMSA and its State partners revealed that the pipeline operators involved in these incidents did not comply with Federal pipeline safety regulations or their own operator qualifications programs. Investigations found similar problems, such as:

- Pipeline operators did not follow their own construction, ditching, and backfilling specifications for existing pipelines, such as machine excavation, which is prohibited within two feet of existing pipelines;
- Construction inspectors working for pipeline operators failed to assist their own employees, their own contractors, and third-party construction contractors in verifying the staked locations of the existing pipeline facilities; and,
- Pipeline “as-built” drawings were not verified and made available to the excavators at construction sites before or during excavation activity.

From these investigations PHMSA also determined that, in many cases, pipeline operators did not correctly mark all pipelines in the vicinity of the construction and did not confirm whether all individuals performing the covered tasks were qualified. In one instance, the spotter assigned to the task at the excavation site did not have the necessary qualifications for observing excavation and backfilling tasks. In another instance, the pipeline operator did not follow its own maintenance manual that requires the company representative to review the location of the pipeline prior to excavation. The pipeline company representative did not verify that the location of the pipeline was correctly marked.

II. Advisory Bulletin (ADB–06–01)

To: Owners and Operators of Natural Gas and Hazardous Liquid Pipeline Systems

Subject: Notification on Safe Excavation Practices and the use of Qualified Personnel to oversee all Excavations and Backfilling Operations

Advisory: Excavation damage continues to be one of the three leading causes of pipeline damage. PHMSA has seen an increase in pipeline operators damaging their own pipeline facilities. To protect excavators and private citizens from injury and to guard the integrity of buried pipelines and other underground facilities, PHMSA reminds operators to ensure all procedures and processes to perform excavation and backfilling are followed. Only qualified