

ANSI ASC X.12 transaction set (TS) 214, Motor Carrier shipment Status Message, version 4010 (using the COC Implementation Convention). The minimum data set (events) to be provided to GTN are:

1. TSP departed pick-up location with Shipment (Date and exact time)
2. Arrived at Terminal Location (if it happens).
3. Departed Terminal Location (if it happens).
4. En-route to Delivery Location (every 24 hours, send this status and the current location).
5. Completed Unloading at Delivery (Location Date and exact time).

*Service Elements & Standard Events* 1, 2, 3, and 5 status will be reported as follows:

- Expected Service status within 4 hours of the event occurring.
- Normal service within 12 hours of the event occurring.

*Performance Standard:* TSP compliance shall be measured based on the timeliness and accuracy of the information based on the time stamp of transmission of the information and actual occurrence and date and event.

Failing to comply with this requirement may result in being deemed as non responsive, incapable of performing the requirement or a performance failure; thereby making a TSP subject to possible administrative actions to include disqualification or placement in nonuse status.

*Exemptions:*

- Shipments other than monitor.
- Shipments requiring satellite monitoring.

*System*

GFM to FTN or; Carrier/Service Provider to GTN.

*Miscellaneous*

- Each TSP will be required to access the Freight Carrier Registration Program and identify within 90 days the ITV method they will use (e.g. GFM ITV to ITN or Carrier Service Provider to GTN).
- TSP electing the “Carrier/Service Provider to GTN” method must complete a trading partner agreement (TPA). The TPA information can be accessed via SDDC Web page at <http://www.sddc.army.mil/sddc/Content/Pub249/TP/pdf>.
- Reporting shipment status through DTTS, meets the ITV requirement stated herein.
- ITV information for multiple truckload shipments documented on a single bill of lading shall be provided as follows; pick-up date equals the departure date of the first vehicle;

delivery date equals the original date of the last vehicle. These procedures shall remain in effect until such time as DOD systems are capable of distinguishing individual truckload event status information.

—*Implementation Phase:* The TSP shall be compliant within 90 days of this notification.

**Regulatory Flexibility Act**

—This action is not considered rulemaking within the meaning of Regulatory Flexibility Act, 5 U.S.C. 601–612

**Paperwork Reduction Act**

The Paperwork Reduction Act, 44 U.S.C. 405 *et seq.*, does not apply because no information collection or record keeping requirements are imposed on contractors, offerors or members of the public.

**Brenda S. Bowen,**

*Army Federal Register Liaison Officer.*  
[FR Doc. 07–144 Filed 1–17–07; 8:45 am]

**BILLING CODE 3710–08–M**

**DEPARTMENT OF DEFENSE**

**Department of the Army**

**Availability for Non-Exclusive, Exclusive, or Partially Exclusive Licensing of U.S. Patent Concerning Advanced Video Controller System**

**AGENCY:** Department of the Army, DoD.

**ACTION:** Notice.

**SUMMARY:** In accordance with 37 CFR 404.6 and 404.7, announcement is made of the availability for licensing of the invention set forth in U.S. Patent Application No. 11/313,050 entitled “Advanced Video Controller System,” filed on December 20, 2005. Foreign rights are also available. The United States Government, as represented by the Secretary of the Army, has rights in this invention.

**ADDRESSES:** Commander, U.S. Army Research Development and Engineering Command, ATTN: AMSRD–AMR–AS–PT–TR, Bldg 5400, Redstone Arsenal, AL 358989–5000.

**FOR FURTHER INFORMATION CONTACT:** For patent issues, Mr. George Winborne, Patent Attorney, (256) 955–8118. For licensing issues, Dr. Russ Alexander, Office of Research & Technology Applications, (256) 955–6018.

**SUPPLEMENTARY INFORMATION:** The present invention pertains to a video game control system where the actual physical motion and orientation of a

player is automatically replicated and appreciated in a video environment.

**Brenda S. Bowen,**

*Army Federal Register Liaison Officer.*

[FR Doc. 07–143 Filed 1–17–06; 8:45 am]

**BILLING CODE 3710–08–M**

**DEPARTMENT OF DEFENSE**

**Department of the Army; Corps of Engineers**

**Withdrawal of Notice of Intent To Prepare an Environmental Impact Statement for the TransAlta Pit 7 Mine Completion Project at Centralia, WA**

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

**ACTION:** Notice of intent; withdrawal.

**SUMMARY:** The permit applicant, TransAlta Centralia Mining LLC (TCM) has greatly reduced the scope of its proposed coal mining project at Centralia, Washington. Therefore, the U.S. Army Corps of Engineers (Corps) is withdrawing its Notice of Intent to prepare an environmental impact statement (EIS).

**FOR FURTHER INFORMATION CONTACT:** Mr. Jonathan Smith at the U.S. Army Corps of Engineers, Seattle Regulatory Branch, 4735 E. Marginal Way South, Seattle, Washington 98134, (206) 764–6910, or e-mail

[Jonathan.Smith@nws02.usace.army.mil](mailto:Jonathan.Smith@nws02.usace.army.mil). Mr. Mark Cline, at the Washington Department of Ecology, 300 Desmond Drive, SE., Lacey, Washington 98503, or e-mail [mcl1461@ecy.wa.gov](mailto:mcl1461@ecy.wa.gov)

**SUPPLEMENTARY INFORMATION:** The Corps and Washington State Department of Ecology (Ecology) published a notice of intent in the April 7, 2006, issue of the **Federal Register** (71 FR 17840) to prepare an EIS on TCM’s proposed Pit 7 Mining Project. Since that time, TCM’s proposed project has evolved from a coal mining project, affecting over 100 acres of wetlands and streams, to a railroad upgrade project for importing coal from existing, already permitted mines in Montana and Wyoming. This modified proposal appears likely to affect less than three acres of wetlands. Therefore, the Corps and Ecology plan to conduct an environmental assessment of the proposed rail upgrade project during the first half of year 2007. An EIS would be prepared only if results of the environmental assessment indicate potentially significant, adverse environmental impacts.