

RETRIEVABILITY:

Information is retrieved by last name of recipient, social security number, grade, and/or service.

SAFEGUARDS:

Automated records are maintained in controlled areas accessible only to authorized personnel. Entry to these areas is restricted to personnel with a valid requirement and authorization to enter. Back-up data maintained at each location is stored in a locked room.

RETENTION AND DISPOSAL:

Records maintained by the Service Representatives in OSD Military Personnel are considered unit-level files for the Service elements and are maintained in accordance with the appropriate Service regulations.

SYSTEM MANAGER(S) AND ADDRESS:

Military Personnel, Washington Headquarters Services, Department of Defense, Room 5E556, 1155 Defense Pentagon, Washington, DC 20301-1155.

NOTIFICATION PROCEDURE:

Individuals seeking to determine whether information about themselves is contained in this system should address written inquiries to Military Personnel, Washington Headquarters Services, Department of Defense, Room 5E556, 1155 Defense Pentagon, Washington, DC 20301-1155.

RECORD ACCESS PROCEDURES:

Individuals seeking access to information about themselves contained in this system should address written inquiries to Military Personnel, Washington Headquarters Services, Department of Defense, Room 5E556, 1155 Defense Pentagon, Washington, DC 20301-1155.

CONTESTING RECORD PROCEDURES:

The OSD rules for accessing records, for contesting contents and appealing initial agency determinations are published in OSD Administrative Instruction 81; 32 CFR part 311; or may be obtained from the system manager.

RECORD SOURCE CATEGORIES:

Written or verbal inquiries.

EXEMPTIONS CLAIMED FOR THE SYSTEM:

None.

[FR Doc. E6-16672 Filed 10-6-06; 8:45 am]

BILLING CODE 5001-06-P

DEPARTMENT OF DEFENSE**Office of the Secretary**

[DoD-2006-OS-0096]

Higher Initial Maximum Uniform Allowance Rate; Uniform Allowances

AGENCY: Department of Defense; Office of the Deputy Under Secretary of Defense (Civilian Personnel Policy).

ACTION: Notice; request for comments.

SUMMARY: The Department of Defense (DoD or "the Department"), is proposing to establish a higher initial maximum uniform allowance to procure and issue uniform items for uniformed police personnel. This proposal is pursuant to the authority granted to DoD by § 591.104 of title 5, Code of Federal Regulations (CFR), which states that an agency may establish one or more initial maximum uniform allowance rates greater than the Governmentwide maximum uniform allowance rate established under 5 CFR 591.103.

DATES: The Department must receive comments on or before December 11, 2006.

ADDRESSES: You may submit comments, identified by docket number and or RIN number and title, by any of the following methods:

- Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the instructions for submitting comments.
- Mail: Federal Docket Management System Office, 1160 Defense Pentagon, Washington, DC 20301-1160.

Instructions: All submissions received must include the agency name and docket number or regulatory Information Number (RIN) for this **Federal Register** document. The general policy for comments and other submissions from members of the public is to make these submissions available for public viewing on the Internet at <http://regulations.gov> as they are received without change, including any personal identifiers or contact information.

FOR FURTHER INFORMATION CONTACT: Mr. George T. Bell, 703-696-1268

SUPPLEMENTARY INFORMATION: DoD is proposing to implement a higher initial maximum uniform allowance to procure and issue uniform items for uniformed police personnel. This is being proposed in accordance with 5 CFR 591.104, which states that an agency may establish one or more initial maximum uniform allowance rates greater than the Governmentwide maximum uniform allowance rate established under 5 CFR 591.103. The current \$400.00 limit has become inadequate to maintain the

uniform standards and professional image expected of Federal police officers. The uniform items for uniformed police personnel include the following items or similar items such as: Goretex gloves; 6-pocket pants; 4-pocket long sleeve shirts; cold weather duty jackets; light weight duty jackets; sweaters; all season trousers; summer duty shirts; winter duty shirts; raincoats; sheriff's type hats; ties; shoes; leather boots; heavy duty coats; shoulder patches, and cloth badges. The average total uniform cost for the listed items is \$1,800.00. Based on these current costs, the Department is proposing to increase the initial maximum uniform allowance for uniformed police personnel to \$1,800.00. The number of uniformed police personnel affected by this challenge in the Department would be approximately 5,000 employees. The proposed effective date of this higher initial maximum uniform allowance rate is December 1, 2006.

Dated: October 2, 2006.

L.M. Bynum,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 06-8547 Filed 10-06-06; 8:45 am]

BILLING CODE 5001-06-M

DEPARTMENT OF DEFENSE**Department of the Army****Publication of Changes to Surface Deployment and Distribution Command Policy TR-12, Fuel Related Rate Adjustment Policy**

AGENCY: Department of the Army, DOD.

ACTION: Notice IAW 41 U.S.C. 418b.

SUMMARY: SDDC intends to modify SDDC Policy TR-12. SDDC intends to implement the modified policy 90 (ninety) days from publication in the **Federal Register**. Modifications include the following: 1. SDDC will no longer pay a Fuel Related Adjustment (FRA) or fuel surcharge on movements based on what is known as a "Spot Bid" tender. 2. SDDC will no longer pay an FRA for any type of rail shipment. 3. SDDC will pay an FRA based on an updated baseline of \$2.50 rather than a baseline of \$1.30.

DATES: SDDC intends to implement the policy change 90 (ninety) days from publication in the **Federal Register**, except that the effective date of the policy change for the SDDC Personal Property Program is April 1, 2007 for the domestic line haul portion of international movements and May 1, 2007 for the line haul portion of

domestic interstate and intrastate movements including Alaska and Hawaii. Until the policy change goes into effect for Personal Property Program shipments, the policy in TR-12 dated October 5, 2005 shall continue to be used to determine payment for Personal Property Program shipments.

ADDRESSES: Submit comments to Ms. Carol Breen, 200 Stovall St., Hoffman II, Room 11S19, Alexandria, VA 22332. Request for additional information may be sent by e-mail to: breen@sddc.army.mil.

SUPPLEMENTARY INFORMATION:

Military Surface Deployment And Distribution Command (SDDC)—Transportation and Travel

[Policy No. TR-12]

Subject: Fuel-Related Adjustment (FRA) Policy

This version of Policy No. TR-12 supersedes all previous versions of TR-12, except to the extent that a previous version is explicitly referenced as the basis for payment in an agreement with SDDC.

A. Policy

1. The following FRA or fuel surcharge policy applies to commercial carrier freight and personal property movements within the United States. SDDC will pay an FRA for certain types of domestic movements, as stated in paragraph E. SDDC will no longer pay an FRA on "Spot Bid" movements, regardless of mode. Nor will SDDC pay an FRA for any type of rail shipment. This policy provides the transportation industry, including individual carriers, economic adjustment and reasonable relief for unanticipated increases in diesel fuel prices. Carriers are urged to consider anticipated variation in fuel prices when submitting or supplementing rates during rate filing and/or bid submission periods.

2. Written provision will be made in SDDC regulations and solicited tender agreements for FRAs. At the sole discretion of the appropriate Contracting Officer this policy may be applied to Federal Acquisitions Regulation (FAR) contracts. SDDC has no obligation whatsoever to apply this policy to FAR contracts other than where the appropriate Contracting Officer determines that it shall apply.

B. Effective Date

The effective date of the policy change is 90 (ninety) days from publication in **Federal Register**, except that the effective date of the policy change for the SDDC Personal Property

Program is April 1, 2007 for the domestic line haul portion of international movements and May 1, 2007 for the line haul portion of domestic interstate and intrastate movements including Alaska and Hawaii. Until the policy change goes into effect for Personal Property Program shipments, the policy in TR-12 dated October 5, 2005 shall continue to be used to determine payment for Personal Property Program shipments.

C. Expiration Date

This policy is in effect until superseded or withdrawn in writing.

D. Definitions

The following definitions shall apply to terms used in this regulation.

1. *Fuel Cost:* The national average diesel fuel price published by the Department of Energy (DOE) Energy Information Administration (EIA). The diesel fuel prices published by the EIA may be found via the following sources:—EIA Website: <http://www.eia.doe.gov/>

—EIA Weekly Petroleum Status Report
—EIA Hotline: (202) 586-6966

2. *Pick up date:* The date listed on the bill of lading indicating the calendar day on which the carrier takes possession of a given shipment.

3. *Spot Bid:* A flexible and responsive one-touch electronic resource that posts open shipments for bid by qualified carriers via the Internet. It is a viable acquisition alternative for procuring transportation services for one-time only, unique shipments of any or all modes. It supports SDDC Operations policy on overweight/over-dimensional shipments. Carriers bid on open shipments via the Internet, and bids remain sealed until the bid timeframe closes. It allows the Shipper to establish the bidding timeframe. Bids are used in place of standard tenders in the generation of a Bill of Lading. It also provides automatic open shipment notification for participating carriers. All submitted bids reflect an all-inclusive expense representing line haul, accessororial charges, and any additional expenses anticipated to support that particular shipment.

E. Application

SDDC shall pay an FRA in accordance with this policy on the following types of movements.

1. *Personal Property Program:* a. Pickup occurs on or after April 1, 2007 for the domestic line haul portion of international movements and on or after May 1, 2007 for the line haul portion of domestic interstate and intrastate

movements including Alaska and Hawaii.

b. The transportation charges applicable on domestic and international storage-in-transit shipments when such shipments are delivered or removed from the domestic storage-in transit warehouse of the CONUS segment including Alaska and Hawaii.

2. *Domestic Freight Program:* a. The domestic line haul portion of the carrier rate including Alaska and Hawaii.

b. The accessororial, Commercial Security Escort Vehicles (CSEV).

F. Determination of Adjustment Amount

1. *Formula:* For applicable shipments, the FRA shipments shall be paid based on a percentage of the line-haul rate. The line-haul rate does not include accessorials unless specified in the policy, *i.e.*, E.2.b, or specifically called for in the solicitation for the freight movement on which the FRA is based. Where the FRA applies, SDDC shall pay the carrier 1% (one percent) of the line-haul rate, not including accessororial charges, for every increment of \$.10 (ten cents) by which the fuel cost exceeds \$2.50 at the time of pickup.

2. *Determination of Fuel Cost at Time of Shipment:* a. For applicable personal property program shipments, SDDC shall pay the FRA based on the fuel cost published on the first Monday of the month in which the shipment subject to the FRA is picked up. If Monday is a holiday the fuel price will be determined based on the price on the next business day. The fuel adjustment will automatically apply to shipments picked up on or after the 15th day of the month through the 14th day of the following month.

b. For applicable domestic freight program shipments, SDDC shall pay the FRA based on the fuel cost published on the Monday of the week in which the shipment subject to the FRA was picked up. If Monday is a holiday the fuel price will be determined based on the price on the next business day.

G. Monitoring Diesel Fuel Prices

1. *Fuel Price Source:* It is the responsibility of the carrier to monitor diesel fuel prices via one of the sources identified in this policy. The National Average diesel fuel price determined by the DOE, EIA will serve as the basis for determining the entitlement to an FRA. The National Average fuel price and the actual pickup date of shipment will determine if there is an entitlement to an adjustment and the amount of the adjustment. An adjustment is not applicable to any portion of transportation in which a surcharge or

any other additional payment for fuel is already in existence.

2. *Percentage*: Please see the table included to the Attachment to this policy for a demonstration of the percentage amount of the FRA for applicable shipments.

H. Billing Procedures

Carriers will clearly show fuel price adjustments on all paper and electronic commercial freight bills and Bills of Lading and invoices. The amount of any diesel fuel rate surcharge must be shown as a separate item on the carrier's invoice.

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. 3051 *et seq.*, does not apply because no information collection or record keeping requirements are imposed on contractors, offerors or members of the public.

David R. McClean,

Colonel, U.S. Army, Deputy Chief of Staff for Strategy, Plans, Policy and Programs.

Attachment

The table below demonstrates the percentage of the line-haul rate SDDC will pay at a given fuel cost given a \$2.50 baseline. Should the baseline differ at any time, the same principle applies simply with a different starting point for calculating the percent adjustment. The table ends at \$4.40, but the same principle applies to fuel costs above that dollar amount.

Cost per gallon	Rate adjustment (percent)
250.0 and below	0
251.1–260.0	1
260.1–270.0	2
270.1–280.0	3
280.1–290.0	4
290.1–300.0	5
300.1–310.0	6
310.1–320.0	7
320.1–330.0	8
330.1–340.0	9
340.1–350.0	10
350.1–360.0	11
360.1–370.0	12
370.1–380.0	13
380.1–390.0	14
400.1–410.0	15
410.1–420.0	16
420.1–430.0	17
430.1–440.0	18

For example, if the reported DOE, EIA National Average diesel fuel price is \$3.15

the carrier would be entitled to an FRA of 7% of the line-haul rate.

[FR Doc. E6–16685 Filed 10–6–06; 8:45 am]

BILLING CODE 3710–08–P

DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Notice of Intent To Prepare a Draft Environmental Impact Statement (DEIS) for the Nourishment of 7.25 Miles of Beach, the Repositioning of the New River Inlet Channel, and the Implementation of an Inlet Management Plan, in North Topsail Beach, Onslow County, NC

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of Intent.

SUMMARY: The U.S. Army Corps of Engineers (COE), Wilmington District, Wilmington Regulatory Field Office has received an amendment to the request for Department of the Army authorization, pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act, from the town of North Topsail Beach to nourish approximately 7.25 miles of shoreline. The modification will include an additional 3.85 miles of beachfront to protect residential homes and town infrastructures located along the south section of the Town limits. The proposed sources of material for the addition will be dredged from the same offshore borrow area as described in the original 7.25 mile plan. The placement of beach fill along the Town's southern shoreline would result in the initial widening of the beach 75 to 1590 feet seaward, depending on the final design volume and foreshore slopes that the fill assumes during construction.

The 3.85 miles of shoreline are located at the southern end of North Topsail Beach. Unlike the original 7.25 miles of proposed nourishment, the additional section is outside the Coastal Barrier Resource System (CBRS) designation; therefore, it is not subject to the expenditure of Federal funding restrictions associated with the Coastal Barrier Resource Act of 1982 and the coastal Barrier Improvement Act of 1990. This south section, or stretch, of shoreline is currently being considered by the U.S. Army Corps of Engineers for a federal shoreline protection project. Due to delays to complete the federal plan formulation process, the North Topsail Beach Board of Alderman voted to include the 3.85 mile section in the non-federal 7.25 mile section that is currently under review pursuant to the

Environmental Impact Statement (EIS) procedures. The decision to include the south section in the present EIS process is intended to act as interim or emergency beach fill by preserving existing development and infrastructure along the 3.85 miles of shoreline while the federal plan formulation continues.

The original Notice of Intent was published on May 19, 2005 (70 FR 28924) with a commenting deadline of June 21, 2005.

DATES: Written comments for this project amendment or modification must be provided by November 10, 2006.

ADDRESSES: Copies of comments and questions regarding the inclusion of the additional 3.85 miles of nourishment may be addressed to: U.S. Army Corps of Engineers, Wilmington District, Regulatory Division. *Attn:* File Number 2004–344–067, Post Office Box 1890, Wilmington, NC 28402–1890.

FOR FURTHER INFORMATION CONTACT:

Questions about the proposed amendment and DEIS can be directed to Mr. Mickey Sugg, Wilmington Regulatory Field Office, telephone: (910) 251–4811.

SUPPLEMENTARY INFORMATION: 1. Project Description. The formulation of the federal storm damage reduction project for the southern 3.85 miles of North Topsail Beach by the Corps of Engineers is based on the condition of the shoreline that existed in 2002. Corps of Engineers guidance for the design of the emergency beach fill in the South Section indicated that the volume of material should be based on: (1) Restoring the 2002 shoreline condition and (2) providing advanced nourishment sufficient to maintain the 2002 shoreline condition until the federal storm damage reduction project is implemented (estimated timeframe 6 to 8 years). The volume of material necessary to achieve the project objective will range between 500,000 and 1,000,000 cubic yards. The material would be distributed along the 3.85 mile shoreline in the form of a horizontal beach berm at elevation +7.0 NGVD (National Geodetic Vertical Datum). The berm would begin near the seaward toe of the existing dune system and would extend 75 to 150 feet seaward depending on the final design volume and foreshore slopes that the fill assumes during construction.

2. Proposed Action. The scope of activities for the proposed emergency beach fill project includes: (a) Additional vibracores in the borrow area, (b) side scan sonar surveys of the ocean bottom just offshore of the South Section, (c) in-water investigations of