

alternative, current activities and mission requirements will continue on State of Mississippi, DoD, and National Forest lands. This alternative includes implementation of the projects discussed in this DEIS, in addition to the continuation of necessary maintenance, repair, and rehabilitation of the military training infrastructure at Camp Shelby. Environmental consequences for the Proposed Action and No Action Alternative, have been analyzed. The new project proposals have the potential for the following significant adverse impacts:

(1) Direct and/or indirect effects on approximately 250 gopher tortoise (federal threatened species) burrows;

(2) Direct and/or indirect effects on habitat for other Proposed, Endangered, Threatened, and Sensitive (PETS) species such as Louisiana quillwort (federal endangered species), black pine snake (federal candidate species), and other state and USDA-FS sensitive plant species. There would be direct positive effects on the red-cockaded woodpecker when colonies are relocated into the proposed Habitat Management Area at some time in the future;

(3) Direct and/or indirect effects on approximately 275 acres of wetlands (requiring fill of an estimated 20 acres of wetlands);

(4) Direct effects by removal of approximately 120 acres for pine and hardwood forested areas;

(5) Direct effects by movement of approximately 250,000 cubic yards of earth, and resulting direct and/or indirect effects from erosion and sedimentation;

(6) The potential environmental impacts associated with the Combined Arms Area (CAA) reconfiguration warrant a separate discussion. The proposed CAA reconfiguration would result in an approximate 4,300-acre reduction in size and the amount of unavoidable potential significant adverse impacts associated with forest clearing/thinning and maneuver area usage from the CAA addressed and approved for construction in the 1994 SUP EIS. This large maneuver area is about 12 percent complete (approximately 5,000 acres) based on the 1994 design. The MSNG and USDA-FS propose to reconfigure the CAA to reduce environmental impacts from the original design while still meeting the military training needs. The proposed reconfigured CAA would still produce potential significant adverse impacts; however, it would definitely be an improvement from an environmental standpoint over the original plan (and within the scope of the effects analyzed

and documented in the 1994 SUP EIS). While the wetland acreage (approximately 2,719 acres), gopher tortoise burrow numbers (3,015 burrows), and Louisiana quillwort colonies appear to be significant, the relatively minor impacts to date on the completed portion of the CAA places the potential effect of the reconfiguration into perspective given the overall reduction in acreage.

Additional information on the DEIS is available at the following Web site: http://www.ngms.state.ms.us/env/natural%20Resources/nat_resources_06.htm.

Dated: March 14, 2007.

Addison D. Davis, IV,

Deputy Assistant Secretary of the Army (Environment, Safety, and Occupational Health).

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DEPARTMENT OF DEFENSE

Department of the Army

Increase of Cargo Liability Insurance Amount Per Shipment for the Movement of DPS Shipments

AGENCY: Department of the Army, DOD.

ACTION: Notice.

SUMMARY: The Military Surface Deployment and Distribution Command (SDDC), as the Traffic Manager for Department of Defense (DOD) Personal Property Program, is reminding the Transportation Service Provider (TSP) community of SDDC's increase in Cargo Liability Insurance. The Amount Per Shipment increases from \$22,500 to \$50,000 Amount Per Shipment for all shipment movement of Personal Property (Domestic, International and Mobile Homes/Boats) within the Families First Phase II program utilizing the Defense Personal Property System (DPS). This announcement is made pursuant to Families First, Phase II, Business Rules, E, TSP Qualifications, 2.1.9.

Effective immediately, all shipments moving within the DPS program will move at the minimum Cargo Liability Insurance of \$50,000 Amount Per Shipment.

SDDC will require certificates of the higher insurance as the DPS system is capable of accepting such certificates electronically, but this is effective now and will not be delayed due to delay in filing electronically the proof of the higher insurance amount.

DATES: Effective immediately, all shipments moving within the DPS

program will move at the minimum Cargo Liability Insurance of \$50,000 Amount Per Shipment.

ADDRESSES: The Military Surface Deployment and Distribution Command (SDDC), 200 Stovall Street, Alexandria, VA 22332-5000.

FOR FURTHER INFORMATION CONTACT: Ms. Sylvia Walker, (703) 428-3279.

SUPPLEMENTARY INFORMATION: DPS Cargo Liability Insurance coverage shall be provided at the following limits:

Amount Per Shipment is \$50,000 and Amount Per Aggregate is \$150,000. Request for additional information may be sent by e-mail to: ppqual@sddc.army.

Regulatory Flexibility Act

This action is not considered rule making 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.

Brenda S. Bowen,

Army Federal Register Liaison Officer.

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DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Intent To Prepare a Draft Supplemental Environmental Impact Statement (DSEIS) on the Mississippi River—Gulf Outlet, New Lock and Connecting Channels, LA

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

ACTION: Notice of intent.

SUMMARY: The U.S. Army Corps of Engineers (Corps), New Orleans District intends to prepare a Draft Supplemental Environmental Impact Statement (DSEIS) to evaluate potential impacts of the construction of a replacement lock in the Industrial Canal located in New Orleans, LA. The original EIS, Main Report and Final Environmental Impact Statement for the Mississippi River—Gulf Outlet, New Lock and Connecting Channels, Louisiana (Evaluation Report and EIS) issued in March 1998 focused on the potential impacts of construction of a new lock, including impacts to the local community and supporting infrastructure.