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This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[Doc. No. AMS-SC-18-0008; SC18-944/980/999-1]

International Trade Data System Test Concerning the Electronic Submission Through the Automated Commercial Environment of Notification of Importation of Fruits, Vegetables, and Specialty Crops Required by the Agricultural Marketing Service Using the Partner Government Agency Message Set; Conclusion of Pilot Test

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Notice.

SUMMARY: This notice announces the conclusion of a pilot test of the International Trade Data System (ITDS) involving the electronic submission of data related to importations of fruits, vegetables, and specialty crops. The Agricultural Marketing Service (AMS) regulates imports of the food commodities and is engaged in a partnership with U.S. Customs and Border Protection (CBP) and other government agencies to test the Partner Government Agency (PGA) Message Set component of the Automated Commercial Environment (ACE). The submission of this import information is required under section 608e (section 8e-1) of the Agricultural Marketing Agreement Act of 1937. The pilot program tested the electronic transmission of data related to AMS's responsibilities through CBP's ACE known as the PGA Message Set to AMS's Compliance Enforcement Management System (CEMS).

DATES: The pilot test will conclude on September 2, 2020.

FOR FURTHER INFORMATION CONTACT: Richard Lower, Assistant to the Director, Marketing Order and Agreement Division, Specialty Crops

Program, AMS, USDA, 1400 Independence Avenue SW, STOP 0237, Washington, DC 20250-0237; Telephone: (202) 720-2491, Fax: (202) 720-8938; Email: *Richard.Lower@usda.gov*.

SUPPLEMENTARY INFORMATION: This notice announces the conclusion of the pilot in which AMS tested the electronic filing of section 8e data in the ACE via the PGA Message Set. On August 6, 2015, AMS published a notice in the **Federal Register** (80 FR 46947) announcing a pilot test of the PGA Message Set for the electronic submission of import data required by section 8e. The pilot was set to begin no earlier than July 13, 2015 and was to continue until its conclusion was announced by publication in the **Federal Register**.

International Trade Data System

The pilot was conducted in furtherance of ITDS, which is statutorily authorized by section 405 of the Security and Accountability for Every (SAFE) Port Act of 2006, Public Law 109-347. The purpose of ITDS, as stated in section 405 of the SAFE Port Act of 2006 (19 U.S.C. 1411(d)), is to “eliminate redundant information filing requirements, efficiently regulate the flow of commerce, and effectively enforce laws and regulations relating to international trade, by establishing a single portal system, operated by the U.S. Customs and Border Protection (CBP), for the collection and distribution of standard electronic import data required by all participating Federal agencies.”

ITDS provides an electronic “single window” to the import trade through CBP's ACE, which streamlines business processes, facilitates growth in trade, ensures cargo security, and fosters participation in global commerce, while ensuring compliance with U.S. laws and regulations and reducing costs for CBP and all of its communities of interest. ACE is the primary system through which the global trade community electronically files information about imports so that admissibility into the United States may be determined and government agencies, including AMS, may ensure compliance.

Partner Government Agency Message Set

The PGA Message Set is the data needed to satisfy PGA reporting requirements. ACE enables the message set by acting as the “single window” through which trade-related data required by the PGAs is submitted by trade participants only once to CBP. This data must be submitted prior to the arrival of the merchandise on the conveyance transporting the cargo to the United States as part of an ACE Entry/ Cargo Release or Entry Summary. After trade participants submit the data, the system validates and makes the information available to the relevant PGAs involved in import, export, and transportation-related decision making. The data is used to complete merchandise entry and entry summary requirements, and allows for earlier release decisions and more certainty for the importer in determining the logistics of cargo delivery. Also, the electronic PGA Message Set eliminates the necessity for the submission and subsequent handling of paper documents.

Conclusion of ITDS Imports Pilot for AMS

The pilot was set to begin no earlier than July 13, 2015 and was to continue until its conclusion was announced by publication in the **Federal Register**. AMS initially conducted the pilot at certain ports of entry and eventually expanded the pilot nationally. The pilot tested the transmission of AMS data through CBP's ACE and the analysis of that data by AMS's CEMS. CBP and AMS have evaluated the transmission and analysis of the trade data related to AMS responsibilities and have found the pilot successful. As such, the ACE PGA Message Set is deemed to have the operational capabilities necessary to electronically collect the section 8e data required by AMS, and AMS's CEMS is deemed to have the operational capabilities necessary to analyze that data. Therefore, this rule announces the conclusion of the AMS PGA Message Set pilot for imports.

The public was invited to comment on any aspects of the pilot. No comments were received.

Bruce Summers,

Administrator, Agricultural Marketing Service.

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DEPARTMENT OF AGRICULTURE

Forest Service

Warm Springs, North River, and Glenwood-Pedlar Ranger Districts; George Washington National Forest; Highland, Bath, and Augusta Counties, Virginia; Marlinton Ranger District, Monongahela National Forest; Pocahontas County, West Virginia, Atlantic Coast Pipeline and Supply Header Supplemental Environmental Impact Statement

AGENCY: Forest Service, USDA.

ACTION: Notice of intent to prepare a supplemental environmental impact statement.

SUMMARY: The USDA Forest Service is preparing a Supplemental Environmental Impact Statement (SEIS) to the 2017 Federal Energy Regulatory Commission (FERC) Final Environmental Impact Statement (FEIS) for the Atlantic Coast Pipeline (ACP) and Supply Header project. The ACP proposed action that is specific to National Forest System (NFS) lands is to construct, operate and maintain a 42-inch natural gas pipeline with associated facilities, such as roads, across the Monogahela (MNF) and George Washington National Forests (GWNF).

DATES: The Draft SEIS is expected to be available in July 2020 and the Final SEIS is anticipated later in 2020.

FOR FURTHER INFORMATION CONTACT: For media inquiries or to leave a message about the project on the GWNF, please contact Nadine Siak at: *SM.FS.GWJNF-PA@usda.gov* or leave a voicemail at 1-888-603-0261. For media inquiries or to leave a message about the project on the MNF, please contact Kelly Bridges at *kelly.bridges@usda.gov* or 304-635-4432. Individuals who use telecommunication devices for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8339 between 8 a.m. and 8 p.m., Eastern Time, Monday through Friday.

SUPPLEMENTARY INFORMATION:

Background and History

On November 17, 2017, the Forest Service adopted the environmental

analysis prepared by FERC for the ACP and Supply Header Project, and a final Record of Decision (ROD) was signed by the Southern and Eastern Regional Foresters. The ROD: (1) Authorized the use and occupancy of NFS lands for Atlantic Coastal Pipeline, LLC (Atlantic) to construct, operate and maintain a 42-inch interstate natural gas pipeline across the MNF and GWNF, and (2) Amended the MNF's and GWNF's Land and Resource Management Plans (Forest Plans) to allow the project to be consistent with the Forest Plans.

On January 23, 2018 the Forest Service issued the special use permit (SUP) and granted the right of way. On December 13, 2018, the Fourth Circuit Court of Appeals vacated the Forest Service ROD and the SUP issued to the ACP (*Cowpasture River Preservation Ass'n v. U.S. Forest Service*). The Court identified both National Forest Management Act (NFMA) and National Environmental Policy Act (NEPA) deficiencies as well as a Mineral Leasing Act issue which was granted a writ of certiorari by the Supreme Court of the United States. The Supreme Court of the United States recently held oral argument regarding whether the Forest Service can issue a Mineral Leasing Act authorization to cross the Appalachian National Scenic Trail (ANST) where it traverses the NFS lands. A decision is expected soon. The proposed action includes constructing the pipeline underneath the ANST. The Forest Service will potentially have to revise this NOI after the Supreme Court ruling. For more detailed information on the background and history of the ACP project, see the project website at: <https://www.fs.usda.gov/detail/gwj/home/?cid=stelprd3824603>.

Purpose and Need for Action

The purpose of the project is to authorize the use and occupancy of NFS lands for Atlantic to construct, operate, and maintain a 42-inch interstate natural gas pipeline across the MNF and GWNF. A Forest Service decision is needed because the proposed route crosses approximately 21 miles of NFS lands and applications for natural gas pipelines that involve Federal land are governed by Section 28 of the Mineral Leasing Act of 1920 (30 U.S.C. 181) and the Energy Policy Act of 2005.

There is a need for a supplemental analysis and new decision because the Fourth Circuit Court of Appeals vacated the Forest Service ROD and SUP. The Court identified both NFMA and NEPA issues. To resolve the Court's NFMA issues, there is a need to apply Forest Service Planning Rule requirements for soil, water, and threatened and

endangered species to the Forest Plan amendments, consistent with 36 CFR 219.13(b)(5). The Court also identified NEPA deficiencies including the need for the Forest Service to analyze off-forest routes, and to evaluate erosion, sedimentation, and water quality effects in relation to anticipated mitigation effectiveness. There is a related need to amend the MNF's and GWNF's Forest Plans for the project to be consistent with the two Forest Plans. There is also a need to consider relevant, new information in the SEIS. The Forest Service will also evaluate any relevant changed circumstances since the ROD was signed in November 2017. Changed circumstances include, but are not limited to, new federally listed threatened and endangered species and critical habitat designations. The existing condition, *i.e.*, environmental baseline, also needs to be updated where relevant.

Proposed Action

In response to the purpose and need, the following activities are proposed to be authorized by the Forest Service under a SUP:

- Construct a 42-inch pipeline across 5.1 miles of the MNF and 15.1 miles on the GWNF. Construction is expected to take approximately two years.
- Authorize a 125-foot-wide temporary construction right-of-way for pipeline installation. For most pipeline construction activities, this width would accommodate large equipment, pipe stringing and set up, welding, the trench, and the temporary storage of topsoil and trench spoil. The construction width would be reduced to approximately 75 feet in most wetlands and other ecologically sensitive areas, such as riparian habitat.
- Install above-ground facilities, limited to pipeline markers (*e.g.*, at road and trail crossings) to advise the public of pipeline presence and cathodic pipeline protection test stations that are required by Department of Transportation.
- Maintain and improve as needed approximately 63 miles of roads (29 miles on the MNF and 34 miles on the GWNF) to support pipeline construction and operation. Improvement would include drainage structures, light grading, graveling, and spot widening to accommodate construction traffic.
- Construct approximately 19 miles of roads. Of those, approximately 7 miles would be new construction (6 miles on the MNF and 1 mile on the GWNF) and 12 miles of improved, existing road prisms (3 miles on MNF and 9 miles on the GWNF). Improving the road prisms is considered new