

(e) Actual departure time from terminal.

(f) Condition of conveyance(s) and seals/locking devices.

b. For Arms, Ammunition, and Explosives (AA&E) and containerized Night Vision Devices (NVD) the carrier is responsible for:

(1) Inspecting container seals/locks. If found broken, reseal with same or equivalent device. Report broken seals/locks or other security problems with containers to one of the 24-hour MTMC 800-Hotline numbers listed in Item 180.

(2) Ensuring containers are positioned door-to-door or otherwise placed with door inaccessible.

(3) If an odd number of containers/MIL VANs, other than one, is loaded on an individual rail car, loading is door-to-door and the remaining container is loaded with the door facing the end of another container/MIL VAN.

c. For M1 Abrams Tanks the carrier is responsible for:

(1) Inspections that call for external observation and inspection by railroad police officer, railroad employees (trained) other than police, or instructed personnel (trained), which could include contract security firms, of each vehicle within one hour after it has stopped and at least once each hour during each stop. Documentation supporting hourly checks is subject to review.

(2) In addition to the requirements in paragraph 3a above, the following inspections will be performed by the carrier to ensure the integrity of the shipment and will be conducted from the ground unless exceptions are noted:

(a) Ensure tank armor plate, tie downs, or other parts are secure and intact.

(b) Ensure tank skirts are not damaged and secured with transloc bolts.

(c) Inspect vehicle openings (driver's hatch, loading hatch) to ensure they are adequately secured (locked and sealed or welded).

(d) Inspect equipment boxes to ensure exterior integrity of the boxes and that seals/locking devices and tie downs are intact.

(3) If the armor is penetrated, the shipment will continue to be protected by the carrier in conjunction with an on-the-scene investigation by military representatives.

(4) Railroad police officer, railroad employees (trained) other than police, or instructed personnel (trained), which could include contract security firms, will concentrate their physical inspection in those areas depicted in the diagram for the M1 Abrams Tank which is found in the Security Classification Guide for M1 Abrams Tank.

d. For Non-Sensitive Armored/Wheeled Vehicle Inspections (Optional):

(1) This service may be used at the shipper's option for the movement of armored and wheeled vehicles (excluding the M1 Abrams Tank family of vehicles and certain ground tracked vehicles with sensitive armor, for which RI is mandatory). Inspection calls for the external observation and inspection by railroad police officer, railroad employees (trained) other than police, or instructed personnel (trained), which could include contract security firms of each rail car transporting military vehicles, IAW paragraph a above.

(2) The following inspections will be performed by the carrier to ensure the integrity of the shipment and will be conducted from the ground unless exceptions are noted:

(a) Inspect wheeled vehicles for glass damage and all vehicles for signs of pilferage, theft, or serious damage.

(b) Ensure tie downs are secure and intact.

(c) Inspect vehicle openings of tanks and tactical vehicles (driver's hatch, loading hatch) to ensure they are adequately secured (locked and sealed or welded).

(d) Sensitive or pilferable items shipped along with tanks and other tracked vehicles should be in separate, approved containers. The shipper is responsible for securing the vehicle's opening and all containers. The seals/locks devices will be inspected by railroad police officer, railroad employees (trained) other than police, or instructed personnel (trained), which could include contract security firms, to ensure that they are adequately secured.

#### 4. Reporting Procedures.

a. The shipper must report shipment information to the Deployment Support Command (DSC) in advance of movement and must include the GS or RI code on GBL.

b. In the event of any serious accident or incident, suspected or actual tampering and if the carriers believes a threat exists, the carrier will immediately notify either the consignee, HQMTMC at (703) 681-6125, or one of the 24-hour MTMC 800-Hotline telephone numbers (See Item 180). If necessary, the carrier will solicit the aid of local, state or federal law enforcement officials to secure the shipment. Damage reporting of serious accidents or incidents will be reported within two hours following occurrence.

c. If evidence of forced entry or tampering with seals has occurred, the carriers will immediately notify the consignee and MTMC 800-Hotline numbers (See Item 180).

5. Charges. In addition to all rates and charges for transportation, shipments for which RI is provided by carrier at shipper's request will be subject to a charge of RI (1) \$\_\_\_\_\_ per highway mile per car (See Item 75), subject to a minimum charge of RI(2) \$\_\_\_\_\_ per car, or in lieu thereof a flat charge of RI(3) \$\_\_\_\_\_ per car. In Section F(1) of the tender, carriers will complete either RI(1) and RI(3) but not more than one. Charges will be all-inclusive and apply from origin to final destination.

#### Item 115—Military Traffic Expediting Service (MX)

1. Military Traffic Expediting Service (MX) is an automated tracking service provided by the carrier for military carload shipments of unclassified cargo, which do not require seals or terminal inspections. This service uses a central computer linked with member railroads to track carload shipments and is capable of reporting on single line and joint-line movements.

2. MX service will automatically be provided by the carrier without cost. However, before the service can be initiated, it is the responsibility of the shipper to promptly communicate the shipment information to the Deployment Support Command routing office. This information is to include: origin, stop-offs (if applicable), final destination, commodity, date of shipment, date shipment is due at destination, route order number, routing with junction points, GBL number, and rail car initials (i.e., DODX 40000).

**Francis A Galluzzo,**

*Assistant Deputy Chief of Staff For Transportation Services.*

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## DEPARTMENT OF DEFENSE

### Department of the Army

#### Corps of Engineers

#### Intent To Prepare a Supplemental Environmental Impact Statement (SEIS) for Proposed Modifications to Barbers Point Harbor, Oahu, Hawaii

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

**ACTION:** Notice of intent.

**SUMMARY:** The U.S. Army Engineer District, Honolulu, in partnership with the State of Hawaii, Department of Transportation, Harbors Division, is proposing modifications to Barbers Point Harbor. Barbers Point Harbor is located on the west side of the island of Oahu in the Ewa region. The completed

project would enable vessels of greater capacity to utilize the harbor and increase safety for vessels entering and leaving the harbor.

**ADDRESSES:** U.S. Army Engineer District, Honolulu, ATTN: CEPOH-ED-CP, Fort Shafter, Hawaii 96858-5440.

**FOR FURTHER INFORMATION CONTACT:** Helen Stupplebeen, (808) 438-7009.

**SUPPLEMENTARY INFORMATION:**

1. The project may include the following items:
  - a. Deepening the harbor basin.
  - b. Deepening and flaring the entrance channel.
  - c. Constructing a jetty on the north side of the harbor entrance.

These features may be modified, or new features added as a result of the analysis to be performed as part of the feasibility/SEIS process.

2. Alternatives to be considered include "No Action" and various construction techniques.

3. In May 1996, the Corps completed a reconnaissance study on the harbor. The study stated that the existing harbor's depth limitation results in increased transportation costs to shippers as they must either light-load their larger vessels or continue to use less efficient smaller ones.

4. An agency scoping meeting was held on October 26, 1998. A public hearing will be held after publication of the draft SEIS. Meeting times and locations will be publicly announced. The draft SEIS is expected to be available in March 1999.

**Gregory D. Showalter,**

*Army Federal Register Liaison Officer.*

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## DEPARTMENT OF DEFENSE

### Department of the Army

#### Corps of Engineers

#### **Intent To Prepare a Draft Programmatic Environmental Impact Statement (DEIS) and Restoration Plan (RP) For The Green/Duwamish River Basin Restoration Project, King County, Washington**

**AGENCY:** U.S. Army Corps of Engineers (Corps), Seattle District, DoD.

**ACTION:** Notice of intent.

**SUMMARY:** The Corps of Engineers, as lead Federal agency, will prepare a programmatic environmental impact statement evaluating alternative fish and wildlife habitat and water quality restoration approaches for the Green/Duwamish River Basin. This

environmental impact statement will be a combined NEPA/SEPA document. The lead agency for SEPA will be the King County Water and Land Resources Division. Three alternatives will be evaluated in the DEIS: no action; habitat restoration that would benefit multiple species; and a program that benefits a single threatened fish species. A restoration plan will also be prepared in association with the DEIS. If approved, implementation of the restoration plan would begin in 2001. Potential issues of concern for the DEIS include impacts to fish and their habitat, water quality, wetlands, riparian habitat, flood control, land use, and public safety.

**FOR FURTHER INFORMATION CONTACT:**

Questions regarding the scoping process or preparation of the DEIS and RP may be directed to: Patrick Cagney, Biologist, Environmental Resources Section, U.S. Army Corps of Engineers, P.O. Box 3755, 4735 East Marginal Way S., Seattle, Washington, 98124-3755, (206) 764-6577.

**SUPPLEMENTARY INFORMATION:**

#### **Proposed Action**

The Corps of Engineers and the King County Water and Land Resources Division propose to evaluate alternative habitat restoration programs for the Green/Duwamish River Basin in King County, Washington. The U.S. Army Corps of Engineers—Seattle District (Patrick Cagney, Biologist) is the lead Federal agency under the National Environmental Policy Act (NEPA, 42 USC 4321 *et seq.*) and the Council on Environmental Quality implementing guidelines (40 CFR 1500-1508). The King County Water and Land Resources Division (Clinton Loper, Senior Engineer) is the lead state agency under the Washington State Environmental Policy Act (SEPA, Chapter 43.21C RCW) and the SEPA guidelines (Chapter 197-10 WAC).

The Corps is authorized to implement habitat restoration programs under Section 209 of Public Law 87-874 (Puget Sound and Adjacent Waters Study) of the 1962 Flood Control Act, the Water Resources Development Act of 1990, and Corps ecosystem restoration guidance (Engineering Circular [EC] 1105-2-210). Corps activities in ecosystem restoration will concentrate on engineering solutions to water and related land resource problems. Priority for restoration activities will be given to projects that restore degraded ecosystem functions and values, including hydrology, plant, and animal communities and/or portions thereof, to a less degraded ecological condition.

The proposed action would restore aquatic ecosystem habitat and processes by reconnecting isolated habitat elements, increasing channel diversity, establishing areas of estuarine habitat, increasing floodplain habitat, restoring small tributaries, increasing the amount of large woody debris in the river, replenishing river sediments, and improving the water temperature regime. If the proposed action is implemented, initial construction on projects would occur around the year 2001.

#### **2. Alternatives**

Three programmatic restoration alternatives will be considered and evaluated in the environmental impact statement. The first alternative is No Action and would include various agencies and groups continuing to implement restoration projects but by a less coordinated, intensive means than under the other proposed alternatives. Continued implementation of restoration projects would include reconnecting some isolated habitat elements, some placement of sediment in the river, and some placement of large woody debris. The second alternative is a multiple species approach to habitat restoration. Under this preferred alternative benefits to many fish and wildlife species will be considered. The third alternative is restoration of a single threatened fish species. Recently, Chinook salmon (*Oncorhynchus tshawytscha*) have been proposed for listing as a threatened species under the Endangered Species Act. This alternative would evaluate restoration actions that would benefit this species. Under alternatives two and three, three separate restoration approaches will be evaluated: (a) an ecosystem/habitat forming process approach; (b) an engineered design and constructed habitat approach, and (c) an integrated approach (elements of both (a) and (b)).

#### **3. Scoping and Public Involvement**

Public involvement will be sought during scoping and conducting of the study in accordance with NEPA and SEPA procedures. A public meeting will be held during public review of the DEIS. Further meetings will be scheduled as needed. A public scoping process will be initiated to clarify issues of major concern, identify studies that might be needed to analyze and evaluate impacts, and obtain public input on the range and acceptability of alternatives. This Notice of Intent formally commences the joint scoping process under NEPA and SEPA. As part of the scoping process, all affected Federal,