

Secretariat has submitted to the Office of Management and Budget (OMB) a request to review and approve a new information collection requirement concerning Use of Data Universal Numbering System (DUNS) as Primary Contractor Identification (FAR case 95-307). This request is pursuant to the emergency processing provisions of the Paperwork Reduction Act of 1995 (Public Law 104-13).

DATES: *Comment Due Date:* November 12, 1996.

ADDRESSES: Comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, should be submitted to: FAR Desk Officer, OMB, Room 10102, NEOB, Washington, DC 20503, and a copy to the General Services Administration, FAR Secretariat, 18th & F Streets, NW, Room 4035, Washington, DC 20405. Please cite FAR case 95-307, Use of Data Universal Numbering System (DUNS) as Primary Contractor Identification, in all correspondence.

FOR FURTHER INFORMATION CONTACT: Ms. Shari Kiser, Federal Acquisition Policy Division, GSA (202) 501-2164.

SUPPLEMENTARY INFORMATION:

A. Purpose

The interim rule amends the Federal Acquisition Regulation to implement changes in the numbering system used by the Government to identify contractors in reporting to the Federal Procurement Data System. The rule substitutes the Data Universal Numbering System (DUNS) number for the current Contractor Establishment Code.

Concerns have been raised that the same numbering system should be used for reporting to the Federal Procurement Data System (FPDS) and identifying vendors in the FACNET vendor registration database. The Office of Federal Procurement Policy has determined that the DUNS number will be used for Federal Procurement Data System reporting purposes and to identify vendors in the FACNET vendor registration database. Beginning with FY 1996 first quarter submissions to the Federal Procurement Data Center, agencies may report the DUNS number.

The Federal Procurement Data System (FPDS) provides a comprehensive mechanism for assembling, organizing, and presenting contract placement data for the Federal Government. Federal agencies report data to the Federal Procurement Data Center which collects, processes, and disseminates official statistical data on Federal contracting. The Data Universal

Numbering System (DUNS) number is replacing the current Contractor Establishment Code as the primary contractor identification number used to identify contractors in the Federal Procurement Data System. Changes to the FPDS reporting requirements are currently in process to conform to the requirements of Section 10004 of the Federal Acquisition Streamlining Act.

B. Annual Reporting Burden

Public reporting burden for this collection of information is estimated to average *5 minutes* per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

The annual reporting burden is estimated as follows: Respondents *50,400*; responses per respondent, *4*; total annual responses, *201,600*; preparation hours per response, *.0166* hours; and total response burden hours, *4,147*.

Obtaining Copies of Justifications: Requester may obtain copies of justifications from the General Services Administration, FAR Secretariat (MVR), Room 4035, Washington, DC 20405, telephone (202) 501-2164. Please cite FAR case 95-307, Use of Data Universal Numbering System (DUNS) as Primary Contractor Identification, in all correspondence.

Dated: September 5, 1996.
Shari Kiser,
FAR Secretariat.
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BILLING CODE 6820-EP-P

Department of the Army

Military Traffic Management Command; Security Rules and Accessorial Service Governing the Movement of Department of Defense Freight Traffic by Rail Carrier

AGENCY: Military Traffic Management Command (MTMC), DoD.

ACTION: Notice.

SUMMARY: The Military Traffic Management Command is proposing to change Items 85, 95, 100, and 180 in the Military Traffic Management Command Freight Traffic Rules Publication 10 (MFTRP 10). This proposed change combines two existing transportation protective services into a new service. Also, the change clarifies where and under what circumstances Arms, Ammunition and Explosives, Tanks, Wheeled Vehicles, and other Sensitive

Items are protected while being shipped by rail.

DATES: Comments must be submitted on or before November 15, 1996.

ADDRESSES: All comments concerning the proposed change should be addressed to Headquarters, Military Traffic Management Command, ATTN: MTOP-T, 5611 Columbia Pike, Falls Church, VA 22041-5050.

FOR FURTHER INFORMATION CONTACT: Mr. Mark Gerade, e-mail geradem@baileys-emh5.army.mil or Mr. Robert Jones, jonesr@baileys-emh5.army.mil, Headquarters, Military Traffic Management Command, ATTN: MTOP-OP, 5611 Columbia Pike, Falls Church, VA 22041-5050, telephone (703) 681-6109/6089.

SUPPLEMENTARY INFORMATION: The proposed changes read as follows:

Item 85—Application

1. The Transportation Protective Service (TPS) set forth in this section apply to rail carriers offering to transport military arms; Division 1.1, 1.2, and 1.3, ammunition, explosives, fireworks, chemical munitions, and other commodities which may require physical security protection while in transit.

2. When this service is required on shipments moving in TOFC/COFC service, rail carriers will insure the appropriate motor TPS applicable to the highway portion incident to the TOFC/COFC movement is provided. The motor TPS is set forth in Section 2 of Motor Freight Rules Publication No. 1A (MFTRP No. 1A). Only MTMC approved munitions motor carriers may be used to transport shipments over the highway.

3. Carriers which provide TPS without charge will enter on the Tender in Section F(2) two-character alpha code for this service in the "service" field and place zeros in the "charge" column. This will indicate that the service is offered without charge.

4. To simplify tender filing procedures, carriers may file one tender containing charges applicable to the TPS named in this section.

Item 95—Rail Armed Guard Service (RG) (Note)

1. **Definition.** Rail Armed Guard Service (RG). RG is a transportation protective service that provides one armed guard to maintain constant and specific 24 hour surveillance on a DOD shipment consisting of one or more cars in the same train.

2. **Requirement.** Carriers providing RG must:

a. Perform all functions of Rail Inspection Service (RI) as specified in item 100.

b. Maintain surveillance at all rail stops as well as in yards and terminals where train stops. All security seals and/or locks will be checked at all stops shown in **NOTE** of this item.

c. Guards will be augmented as required to maintain continuous observation on railcars transporting shipment(s).

d. Guards will not leave shipment until properly relieved by another guard or consignee at destination.

e. On shipments in environmentally controlled cars, trailers or containers, the refrigeration/heating units must be inspected in transit at least twice during each 24-hour period for the purpose of maintaining temperature requirements. Inspections must be at least 10 hours apart. The temperature requirement of each shipment will be annotated on the bill of lading by the shipper.

Immediately following each required inspection, an authorized carrier representative will make a report by telephone to the consignee and the appropriate toll free 800-Hotline telephone number (see Item 180), furnishing the information called for in the sample format shown in **NOTE** of this item. The cost of telephone calls to other than toll free numbers will not be borne by the Government.

f. Annotation. RG will only be furnished upon request of the shipper by annotation on the bill of lading as follows:

"Rail Armed Guard Surveillance Service (RG) Requested"

g. If suspicion of tampering or sabotage exists at any point during the movement of the shipment, the railroad special agents office will immediately notify 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.

3. **Charges.** When requested by the shipper, the rail carrier(s) will provide RG on shipments of single car loads or shipments of multiple car loads in the same train at a charge of RG(1) \$_____ per highway mile or in lieu thereof a flat charge of RG(2) \$_____ per car. The charges will apply from point of origin to point of destination, and will be in addition to all other charges for transportation of shipments requiring this service.

In Section F(1) of the tender, carriers will complete either RG(1) or RG (2), but not both.

Note: Information to be furnished per instructions in paragraph 2e above:

1. Person and carrier reporting:

2. City or place of inspection:

3. Local arrival time at checkpoint:

4. Local time inspection was performed:

5. Interior temperature of the equipment:

6. Approximate outside temperature:

7. Government seals intact: Yes () No ()

8. Replaced by seal number:

9. Air conditioning unit working: Yes () No ()

10. Arrangement made for repair:

11. Entries made on log attached to equipment: Yes () No ()

12. Estimated or actual time of departure from checkpoint:

13. Estimated time of arrival at next checkpoint or destination:

Item 100—Rail Inspection Service (RI) (Notes 1 through 8)

Rail Inspection Service (RI) replaces two rail security services, Rail Surveillance Service (RS) and Tank Surveillance Service (TS). Greater Security Service (GS), as defined in item 90, will still be maintained for all other shipments under RI service. GS automatically includes Military Traffic Expediting Service (MTX) (See Note 5). It is intended that RI service incorporate the inspection and/or surveillance requirements of each of the services RI replaced.

1. **Definition.** Rail Inspection Service (RI) is performed by rail carriers for in-transit protection of sensitive and pilferable items; RI automatically includes MTX (See Note 5). Inspection under RI is external only to assure the integrity of the shipment (container or vehicle) and the seals/locking devices. RI is required for the movement of Abrams tanks, and other ground vehicles with sensitive armor Categories II through IV, and uncategorized (at DOD component headquarters direction); arms, ammunition, and explosives (AA&E); and night vision devices (NVD). RI is optional for vehicle movements and unit or other movements involving pilferable items, such as high value communications and electronics.

2. **Requirements.** Carriers providing RI must:

a. For all Shipments Under RI:

(1) Perform Military Traffic Expediting Service (MTX) (NOTE 5).

(2) Annotation. RI will only be furnished upon request of the shipper by annotation on the bill of lading as follows:

"Rail Inspection Service (RI) Requested."

(3) Inspect each rail car containing shipments requiring RI. Inspection will be performed by railroad police officer, railroad employees (trained) other than police, or instructed personnel (trained) which could be contract security firms designated by the carrier within one hour after train has entered a rail terminal. Reinspection will take place every hour thereafter until the train departs (NOTE 3). For shipments located at a working terminal, where carrier personnel are present and can provide continuous observation, hourly inspections are waived provided the train is on an inside track. When hourly inspections are performed, they will be documented.

(4) Inspection records will be required at terminals on arrival and departure and at all interchange points between railroads.

(5) Inspection made by railroad police officer, railroad employees (trained) other than police, or instructed personnel (trained), which could be contract security firms, will be available within 24 hours.

(6) While in-transit and not in terminal, railroad police officer, railroad employees (trained) other than police, or instructed personnel (trained), which could be contract security firms designated by the carrier will inspect the railcar(s) containing the shipment every hour when a delay is more than 90 minutes.

(7) Assure complete interchange security procedures are in effect, and recorded when transferring the shipment to another railroad, or intermodal carrier, or with the government (NOTE 6).

(8) Where feasible, place shipments transiting rail yards in well-lighted areas, on an inside track, near the tower, and/or otherwise under the general observation of railroad police officer, railroad employees (trained) other than police, or instructed personnel (trained), which could be contract security firms designated by carrier (NOTE 1).

(9) Notify the consignee in a timely manner of arrival at destination and maintain inspection until physical hand-off has occurred (NOTES 2 and 4).

(a) Name of carrier reporting.

(b) Name of Inspector and his/her signature.

(c) Time of each inspection or acceptance for continuous observation.

(d) Actual arrival time at terminal.

(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 Device (ND):

(1) Inspection of container locks/seals. If found broken, reseal with same or equivalent device. Report broken locks/seals, or other security problems with containers to one of the 24-hour MTMC 800-Hotline numbers listed in item 180, page 8.

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

(3) If an add number of containers/MILVANS, 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/MILVAN.

c. For M1 Abrams Tanks:

(1) Inspection calls for external observation and inspection by railroad police officer, railroad employees (trained) other than police, or instructed personnel (trained), which could be 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 2a 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 and transloc bolts are secure and undamaged.

(c) Inspect vehicle openings (drivers, 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) A diagram of the M1 Abrams Tank is found at the end of this section and depicts those areas of the vehicle that railroad police officer, railroad employees (trained) other than police, or instructed personnel (trained), which could be contract security firms, will concentrate their physical inspection.

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 vehicles tracked 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 be contract security firms of each railcar 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 a vehicle's opening and all containers. The seals/locking devices will be inspected by railroad police officer, railroad employees (trained) other than police, or instructed personnel (trained), which could be contract security firms, to ensure that they are adequately secured.

3. Reporting Procedures.

a. The shipper must report shipment information to the appropriate MTMC area command in advance of movement and must include the GS or RI number on GBL. MTMC area commands will be responsible for furnishing this information to Manager, Military Transportation Section, AAR, at (703) 681-6117 in a timely manner.

b. In the event of any serious accident or incident, suspected or actual tampering and if the carrier believes a threat exists, the carrier will immediately notify the consignee and MTMC on one of the twenty-four hour MTMC 800-Hotline numbers provided below. If necessary the carrier will solicit the aid of local state or federal law enforcement officials to secure the shipment. Notification will also be furnished to the Manager, Military Transportation Section, AAR, at (703) 681-6117. Damage reporting of serious accidents or incidents will be reported within two hours following occurrence (NOTE 2 and 4).

c. If evidence of forced entry or tampering with seals has occurred, the carriers will immediately notify the

consignee and MTMC 800-Hotline numbers listed below.

4. Charges. In addition to all rates and charges for transportation, shipment of:

a. Arms, Ammunition and Explosives (AA&E) and containerized Night Vision Devices (NVD) 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 or in lieu thereof a flat charge of RI(2) \$_____ per car.

b. M1 Abrams Tanks for which RI is provided by carrier at shipper's request will be subject to a charge of RI(3) \$_____ per highway mile per car or in lieu thereof a flat charge of RI(4) \$_____ per car.

c. Non-Sensitive Armored/Wheeled Vehicle Inspections (Optional) for which RI is provided by carrier at shipper's request will be subject to a charge of RI(5) \$_____ per highway mile per car or in lieu thereof a flat charge of RI(6) \$_____ per car.

Note 1: Lighting illuminating the railcar(s) containing the military shipment is beneficial for supporting inspections and should be used when feasible.

Note 2: Timely is defined in terms of immediate notification of delivery and advising the government not later than two hours after a serious accident or incident.

Note 3: Inspectors should be a railroad police officer, railroad employees (trained) other than police, or instructed personnel (trained), which could be contract security firms designated by the carrier to inspect the railcar(s).

[A person is considered "trained and instructed" when he or she is employed by the railroad or the terminal involved in the handling of shipments, has been trained by the railroad/terminal to inspect railcar(s), is aware of the sensitivity of material moving under RI, and knowledgeable of safety, security and emergency procedures that must be followed. Trained and instructed contract personnel may be used to conduct inspection of railcar(s), but must meet the same criteria as personnel designated by the carrier to inspect railcar(s).]

Note 4: Damage reporting is required for any serious accident or incident.

Note 5: MTX is an expediting service provided by the Association of American Railroads (AAR) for military carload shipments. This automated service uses a central computer file electronically linked with member railroads and is capable of reporting on single line and joint-line movements. Passing or progress reports are controlled by an MTX number assigned by the Area Command.

Note 6: Interchange procedures between railroads, intermodal carriers, and with the government are vital to ensure continuity of security. Where needed, complete formal

Memorandum of Agreement between parties to ensure continuous protection is provided.

Note 7: For performance of RG, it may be more advantageous in some circumstances to have a railroad police officer, railroad employees (trained) other than police, or instructed personnel (trained), which could be contract security firm personnel, ride in a separate motor vehicle paralleling the train, rather than on the train. The railroad has the opinion to decide which is more secure.

Note 8: When carrier has identified areas, which are known trouble spots, shipments will be routed to avoid these areas or, if unavoidable, be expedited through these areas.

Item 180—MTMC Emergency Notification Numbers

1. The following toll-free (800) MTMC Hotline telephone numbers are for commercial transportation notification only. These numbers are to be used for reporting:

a. The holding of DOD shipments that cannot be delivered because the shipper or consignee cannot be adequately identified (astray freight).

b. In-transit serious accidents, incidents, delays or other emergencies involving DOD shipments.

2. Carriers located within the geographical jurisdiction of MTMC Eastern Area Command shall telephone the following toll-free numbers to report:

Accidents, Incidents, Delays, or Other Emergencies—(800) 524-0331.

3. Carriers located within the geographical jurisdiction of MTMC Western Area Command shall telephone the following toll-free numbers to report:

Accidents, Incidents, Delays, or Other Emergencies—(800) 435-4566.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

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Corps of Engineers

Intent To Prepare a Draft Environmental Impact Statement (DEIS) for the Proposed Randleman Lake, Guilford and Randolph Counties, NC

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

ACTION: Notice of intent.

SUMMARY: The Piedmont Triad Regional Water Authority (PTRWA) has applied for a Department of the Army permit to discharge fill material for the construction of a dam to impound water to form Randleman Lake. The dam would be about 15 miles south of the city of Greensboro, North Carolina, and

would be located on the Deep River, a tributary of the Cape Fear River.

Projected regional water demands indicate that existing water supplies are inadequate for future needs and that water shortages will occur shortly after the year 2000. The proposed lake would meet the projected water supply needs of the PTRWA member governments for approximately 50 years.

FOR FURTHER INFORMATION CONTACT:

Questions about the proposed action and DEIS can be answered by: Mr. John C. Meshaw, Environmental Resources Section; or Mr. E. David Franklin, Regulatory Branch, both at the U.S. Army Engineer District, Wilmington, Post Office Box 1890, Wilmington, North Carolina 28402-1890; telephone: (910) 251-4175 or (910) 251-4952, respectively.

SUPPLEMENTARY INFORMATION:

Construction of the dam for Randleman Lake will require a permit pursuant to Section 404 of the Clean Water Act, as amended, for the discharge of dredged or fill material into waters of the United States and their contiguous wetlands. The project would inundate 121 acres of jurisdictional wetlands and approximately 28 miles of rivers and streams.

1. The proposed 6,000-acre project would consist of a 3,000-acre lake and a 3,000-acre perimeter buffer strip. Randleman Lake would be constructed at the same dam site and conservation pool elevation which was authorized by the U.S. Congress in 1968 for the proposed Federal Randleman Lake multipurpose reservoir. Three major aspects of the currently proposed project which are different from the previously proposed Federal project include the following:

a. The project purpose is water supply only, not multipurpose.

b. Land requirements total approximately 6,000 acres rather than 10,000 acres.

c. Treated wastewater from the Highpoint Eastside Wastewater Treatment Plant would be released directly into the upstream portion of the lake rather than discharging through a sewer bypass to a point downstream from Randleman dam.

2. Alternatives to the proposed project include other water supply reservoirs, purchase of water from other municipalities, development of groundwater wells, water conservation, a combination of groundwater wells with a smaller reservoir, and no action. Other reservoir sites considered include Upper Deep River Lake, Altamahaw Lake, and a combination of two smaller

sites at Benaja Lake and Polecat Creek Lake.

3. Public and agency review and input for the proposed project have been ongoing since 1988. An environmental impact statement (EIS) was prepared by the State of North Carolina in order to satisfy the requirements of the North Carolina Environmental Policy Act and North Carolina General Statutes 162A-7 and 153-285 concerning the use of the power of eminent domain and the interbasin transfer of water. The State's Draft EIS was circulated for review in July 1989; a public hearing was conducted on February 6, 1991; and the State's Final EIS was published on October 23, 1991. Subsequently, issues and concerns were discussed at an interagency scoping meeting conducted January 22, 1992, and at a meeting with the Deep River Citizens Association on February 25, 1992.

a. The public involvement program will continue through public announcements, letters, report review periods, telephone conversations, and meetings. All private interests and Federal, State, and local agencies having an interest in the project are hereby notified that their participation is invited.

b. The significant issues to be addressed in the DEIS are the impacts of the project on wetlands, hydrology, water quality, aquatic resources, fish and wildlife habitat, cultural resources, transportation, and the social and economic conditions of the project area.

c. The lead agency for this project is the U.S. Army Engineer District, Wilmington. Cooperating agency status has not been assigned to, nor requested by, any other agency.

d. The DEIS is being prepared in accordance with the requirements of the National Environmental Policy Act of 1969, as amended, and will address the project's relationship to all other applicable Federal and State laws and Executive Orders.

4. No formal scoping meetings are planned at this time, but based on the responses received, meetings may be held with specific agencies or individuals as required.

5. The Draft EIS is currently scheduled for distribution to the public in fall 1996.

Dated: August 27, 1996.

Terry R. Youngbluth,

Lieutenant Colonel, U.S. Army District Engineer.

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