

and (6) Approved 27 actions on 18 regulatory program projects as listed below.

### Project Applications Approved

1. *Project Sponsor:* BlueTriton Brands, Inc. *Project Facility:* Big Spring, Spring Township, Centre County, Pa. Applications for consumptive use of up to 0.247 mgd (peak day) and an out-of-basin diversion of up to 0.247 mgd (peak day).

2. *Project Sponsor:* Chester County Solid Waste Authority. *Project Facility:* Lanchester Landfill, Caernarvon and Salisbury Townships, Lancaster County, and Honey Brook Township, Chester County, Pa. Applications for renewal with modification of consumptive use of up to 0.099 mgd (30-day average) and an out-of-basin diversion of up to 0.099 mgd (30-day average) (Docket No. 20100602). *Located in an Environmental Justice area.*

3. *Project Sponsor:* Columbia Water Company. *Project Facility:* East Donegal Division, East Donegal Township, Lancaster County, Pa. Application for renewal of groundwater withdrawal of up to 0.324 mgd (30-day average) from Well 2 (Docket No. 19990702).

4. *Project Sponsor and Facility:* Expand Operating LLC (Susquehanna River), Great Bend Township, Susquehanna County, Pa. Application for renewal with modification of surface water withdrawal of up to 3.500 mgd (peak day) (Docket No. 20241214).

5. *Project Sponsor and Facility:* Expand Operating LLC (Susquehanna River), Mehoopany Township, Wyoming County, Pa. Application for renewal with modification of surface water withdrawal of up to 3.700 mgd (peak day) (Docket No. 20220602).

6. *Project Sponsor and Facility:* Fredericksburg Sewer and Water Authority, Bethel Township, Lebanon County, Pa. Applications for groundwater withdrawals (30-day averages) of up to 0.158 mgd from Well 7 and 0.144 mgd from Well 8.

7. *Project Sponsor and Facility:* New Holland Borough Authority, Earl Township, Lancaster County, Pa. Application for renewal of groundwater withdrawal of up to 0.790 mgd (30-day average) from Well 3 (Docket No. 19950307). *Located in an Environmental Justice area.*

8. *Project Sponsor:* Penn-View, Inc. *Project Facility:* Wyncote Golf Club, Lower Oxford Township, Chester County, Pa. Application for renewal with modification of consumptive use of up to 0.350 mgd (30-day average) (Docket No. 20000802).

9. *Project Sponsor:* Pixelle Specialty Solutions LLC. *Project Facility:* Spring

Grove Mill (Codorus Creek), Spring Grove Borough and North Codorus and Jackson Townships, York County, Pa. Modification to increase the maximum instantaneous withdrawal rate (Docket No. 20200912).

10. *Project Sponsor and Facility:* Rausch Creek Generation, LLC, Frailey and Tremont Townships, Schuylkill County, Pa. Applications for renewal of consumptive use of up to 0.930 mgd (peak day) and groundwater withdrawals (30-day averages) of up to 1.120 mgd from the Lykens Well and 1.120 mgd from the Westwood Well (Docket No. 19990301). *Located in an Environmental Justice area.*

11. *Project Sponsor and Facility:* Stewartstown Borough Authority, Hopewell Township, York County, Pa. Application for renewal of groundwater withdrawal of up to 0.058 mgd (30-day average) from Well 7 (Docket No. 19950306).

12. *Project Sponsor and Facility:* Upper Halfmoon Water Company, Halfmoon Township, Centre County, Pa. Application for renewal of groundwater withdrawal of up to 0.396 mgd (30-day average) from Well 5 (Docket No. 19930502).

13. *Project Sponsor:* Veolia Water Pennsylvania, Inc. *Project Facility:* Newberry Operation, Newberry Township, York County, Pa. Application for renewal of groundwater withdrawal of up to 0.140 mgd (30-day average) from Conley 2 Well (Docket No. 19940708).

14. *Project Sponsor:* Village of Bath. *Project Facility:* Bath Electric, Gas and Water Systems, Town of Bath, Steuben County, N.Y. Application for renewal of groundwater withdrawal of up to 0.840 mgd (30-day average) from Well 8 (Docket No. 19980105).

15. *Project Sponsor:* York Building Products Co., Inc. *Project Facility:* Bonnybrook Quarry, South Middleton Township, Cumberland County, Pa. Application for consumptive use of up to 0.090 mgd (30-day average).

### Commission-Initiated Project Approval Modification

16. *Project Sponsor:* Republic Services of Pennsylvania, LLC. *Project Facility:* Modern Landfill, Windsor and Lower Windsor Townships, York County, Pa. Conforming the grandfathered amount with the forthcoming determination for consumptive use of up to 0.044 mgd (30-day average) (Docket No. 20160906).

### Projects Tabled

1. *Project Sponsor and Facility:* Knoebels Three Ponds, Inc., Ralpho Township, Northumberland County, Pa.

Application for consumptive use of up to 0.249 mgd (30-day average).

2. *Project Sponsor:* Mott's LLP. *Project Facility:* Aspers Plant, Menallen Township, Adams County, Pa. Applications for renewal of groundwater withdrawals (30-day averages) of up to 0.181 mgd from Well 7, 0.165 mgd from Well 9, and 0.236 mgd from Well 10; renewal with modification to increase to 0.396 mgd from Well 11; and consumptive use of up to 0.990 mgd (peak day) (Docket Nos. 19940303 and 20010204).

*Authority:* Public Law 91–575, 84 Stat. 1509 *et seq.*, 18 CFR parts 806, 807, and 808.

Dated: June 9, 2025.

**Jason E. Oylar,**

*General Counsel and Secretary to the Commission.*

[FR Doc. 2025–10703 Filed 6–11–25; 8:45 am]

**BILLING CODE 7040–01–P**

## OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

### Notice of Proposed Modification of Action in Section 301 Investigation of China's Targeting the Maritime, Logistics, and Shipbuilding Sectors for Dominance

**AGENCY:** Office of the United States Trade Representative (USTR).

**ACTION:** Request for comments.

**SUMMARY:** USTR requests written comments regarding potential modification of certain aspects of the trade action in connection with the Section 301 investigation of China's targeting of the maritime, logistics, and shipbuilding sectors for dominance. The U.S. Trade Representative has determined to propose that it is appropriate to modify the action by: for Annex III, providing for a targeted coverage provision pertaining to vessels in the Maritime Security Program and changing the basis of the fee to net tons; and for Annex IV, eliminating paragraph (j), retroactive to April 17, 2025, under which USTR may direct the suspension of LNG export licenses until the terms of paragraph (f) of this Annex are met. USTR also seeks comments on changing the data reporting requirements in paragraph (k) and applying Annex IV restrictions to vessel owners or operators.

### DATES:

*June 6, 2025:* Comment period opens.

*July 7, 2025:* To be assured of consideration, submit written comments regarding the proposed modification of the action by this date.

**FOR FURTHER INFORMATION CONTACT:**

Megan Grimball and Philip Butler, Chairs of the Section 301 Committee; Thomas Au, Associate General Counsel; or Henry Smith, Anjani Nadadur, or David Salkeld, Assistant General Counsels at 202.395.5725.

**SUPPLEMENTARY INFORMATION:****A. Background**

On April 17, 2024, the U.S. Trade Representative initiated an investigation of China's acts, policies, and practices targeting the maritime, logistics, and shipbuilding sectors for dominance. *See* 89 FR 29424 (April 22, 2024).

On January 16, 2025, USTR released a public report on the investigation. As detailed in the report, for nearly three decades, China has targeted the maritime, logistics, and shipbuilding sectors for dominance and has employed increasingly aggressive and specific targets in pursuing dominance. China has largely achieved its dominance goals, severely disadvantaging U.S. companies, workers, and the U.S. economy generally through lessened competition and commercial opportunities and through the creation of economic security risks from dependencies and vulnerabilities. The report is available on USTR's website at: <https://ustr.gov/sites/default/files/enforcement/301Investigations/USTRReportChinaTargetingMaritime.pdf>.

Based on the information obtained during the investigation and taking into account public comments and the advice of the Section 301 Committee and appropriate advisory committees, the U.S. Trade Representative determined that China's targeting of the maritime, logistics, and shipbuilding sectors for dominance is unreasonable and burdens or restricts U.S. commerce, and thus is actionable under Sections 301(b) and 304(a) of the Trade Act of 1974, as amended (Trade Act) (19 U.S.C. 2411(b) and 2414(a)). *See* 90 FR 8089 (January 23, 2025).

On February 21, 2025, the U.S. Trade Representative proposed that action was appropriate and to take responsive action in the form of service fees and restrictions against certain maritime transport services. The U.S. Trade Representative also proposed that certain maritime transport service fees and restrictions would be applicable on a nondiscriminatory basis. *See* 90 FR 10843 (February 27, 2025). USTR received comments on the proposal and held a two-day public hearing on March 24 and 26, 2025. USTR received nearly 600 comments and nearly 60 individuals participated in the public hearings.

On April 9, 2025, the President issued Executive Order 14269 titled *Restoring America's Maritime Dominance*,<sup>1</sup> which states that “[i]t is the policy of the United States to revitalize and rebuild domestic maritime industries and workforce to promote national security and economic prosperity.” In implementing this policy, Executive Order 14269 addresses actions in this investigation (Section 5) and also describes additional policies to broadly address China's targeting of the maritime, logistics, and shipbuilding sectors for dominance, including:

- The creation of a Maritime Action Plan (Section 3).
- The engagement of allies and partners to align trade policies, including with respect to this investigation (Section 7).
- Efforts to reduce dependence on adversaries by recommending incentives for shipbuilders in allied nations to undertake capital investment in the United States (Section 8).
- The development of a legislative proposal for a maritime security trust fund that considers using revenue, including from this action, to establish a reliable, dedicated funding source for programs under the Maritime Action Plan (Section 9).

On April 17, 2025, pursuant to Sections 301(b), 301(c), and 304(a) of the Trade Act (19 U.S.C. 2411(b), 2411(c), and 2414(a)), the U.S. Trade Representative determined to take action in this investigation. After carefully reviewing the public comments and testimony from the two-day public hearing, and the advice of advisory committees and agencies that regulate the services involved, the U.S. Trade Representative determined that action is appropriate and that appropriate and feasible action in this investigation includes the actions as provided in Annexes I, II, III, and IV of the April 17 determination. The actions announced in the April 17 determination are occurring in two phases. For the first 180 days following the April 17 determination, the applicable fees will be set at \$0. In the first phase, beginning on October 14, 2025, the following will be assessed:

- Fees on vessel owners and operators of China based on net tonnage, increasing incrementally over the following years;
- Fees on operators of Chinese-built ships based on net tonnage or containers, increasing incrementally over the following years; and

- Fees on foreign-built car carrier vessels based on their capacity.

The second phase, beginning on April 17, 2028, includes certain limited restrictions on the maritime transport of LNG through requirements to use domestic vessels. The action provides for suspension of the restriction for entities ordering and taking delivery of a U.S.-built vessel. *See generally* 90 FR 17114 (April 23, 2025) (April 17 determination).

Consistent with the President's direction in Executive Order 14269, and as reflected in the April 17 determination, the U.S. Trade Representative also proposed additional duties on ship-to-shore cranes and other cargo handling equipment. *See* Annex V of the April 17 determination. Potential modifications concerning these products may be addressed in a separate notice.

**B. Proposed Modifications**

Section 307 of the Trade Act provides that “[t]he Trade Representative may modify or terminate any action, subject to the specific direction, if any, of the President with respect to such action, that is being taken under [Section 301] if . . . such action is being taken under section 301(b) of this title and is no longer appropriate.” The term “appropriate” refers to Section 301(b), which requires the U.S. Trade Representative to “take all appropriate and feasible action authorized under [section 301(c)] to obtain the elimination of [the] act, policy, or practice.” Under Section 301(b), actions may no longer be appropriate if they may result in impairments to other key U.S. interests; may not reduce dependencies on China in the maritime, logistics, and shipbuilding sectors; or may present administrability concerns. For Annex III, USTR has determined to propose modifications to provide for targeted coverage for a specific program that reduces dependence on China. Furthermore, USTR proposes a modification of the fee basis described in that Annex from Car Equivalent Units to net tonnage, which is appropriate to address administrability and in light of the potential for fee evasion. For Annex IV, USTR has determined to propose eliminating the term providing for suspension of export licenses in paragraph (j) in order to allay concerns about the provision's impact on the U.S. LNG sector.

The U.S. Trade Representative has determined to propose that it is appropriate to modify the action by:

- *For Annex III:* providing for a targeted coverage provision pertaining to vessels in the Maritime Security

<sup>1</sup> Executive Order 14269 is available at: <https://www.federalregister.gov/documents/2025/04/15/2025-06465/restoring-americas-maritime-dominance>.

Program and changing the basis of the fee to net tons.

- *For Annex IV*: eliminating the term providing for suspension of export licenses in paragraph (j), retroactive to April 17, 2025. USTR further seeks comments on changing the data reporting requirement in paragraph (k) and applying Annex IV restrictions to vessel owners or operators.

### C. Request for Public Comments

In accordance with Section 307(a)(2) of the Trade Act (19 U.S.C. 2417(a)(2)), USTR invites comments from interested persons with respect to the proposed modifications addressed in Section B of this notice. USTR requests comments with respect to the following considerations in relation to the proposed modifications:

- *For Annex III*: the potential impact of a fee based on net tons and the suggested amount of the fee, and implications of a targeted coverage provision for the Maritime Security Program and suggested duration for such targeted coverage.

- *For Annex IV*: the potential impact of eliminating the term providing for suspension of export licenses in paragraph (j); applying data collection requirements under paragraph (k) to vessel operators or owners, and if not, what entity is appropriate; and applying Annex IV restrictions to vessel owners or operators, and if not, what entity is appropriate.

To be assured of consideration, you must submit written comments on the proposed modifications by July 7, 2025.

### D. Procedure for Written Submissions

You must submit written comments and rebuttal comments using docket number USTR–2025–0013 on the electronic portal at <https://comments.ustr.gov/s/>. To submit written comments, use the docket on the portal entitled “Request for Comments Concerning Proposed Modification of Action Pursuant to the Section 301 Investigation of China’s Targeting of the Maritime, Logistics, and Shipbuilding Sectors for Dominance.”

You do not need to establish an account to submit comments. The first screen of each docket allows you to enter identification and contact information. Third party organizations such as law firms, trade associations, or customs brokers, should identify the full legal name of the organization they represent, and identify the primary point of contact for the submission. Information fields are optional; however, your comment or request may not be considered if insufficient information is provided.

Fields with a gray Business Confidential Information (BCI) notation are for BCI information which will not be made publicly available. Fields with a green (Public) notation will be viewable by the public.

After entering the identification and contact information, you can complete the remainder of the comment, or any portion of it by clicking ‘Next.’ You may upload documents at the end of the form and indicate whether USTR should treat the documents as business confidential or public information.

Any page containing BCI must be clearly marked ‘BUSINESS CONFIDENTIAL’ on the top of that page and the submission should clearly indicate, via brackets, highlighting, or other means, the specific information that is BCI. If you request business confidential treatment, you must certify in writing that disclosure of the information would endanger trade secrets or profitability, and that the information would not customarily be released to the public.

Parties uploading attachments containing BCI also must submit a public version of their comments. If these procedures are not sufficient to protect BCI or otherwise protect business interests, please contact the USTR Section 301 support line at 202.395.5725 to discuss whether alternative arrangements are possible.

USTR will post attachments uploaded to the docket for public inspection, except for properly designated BCI. You can view submissions on USTR’s electronic portal at <https://comments.ustr.gov/s/> by entering docket numbers USTR–2025–0013 in the search field on the home page.

### Annex

The following text is provided for illustrative purposes only. For information only, the following proposed modifications would *not* affect the chapeau, Annex I, or Annex II of the April 17 Determination.

BILLING CODE 3390-F4-P

**Proposed Modification to Annex III: Service Fee on Vessel Operators of Foreign-Built Vehicle Carriers.**

\* \* \*

**Collections, supplemental payments, and refunds –**

(h) *Time and place of liability.* Subject to the coverage and special rules of this Annex, on or before the entry of a non-U.S. built Vehicle Carrier<sup>[1]</sup>~~vessel~~ at the first U.S. port or place from outside the Customs territory, the vessel operator must pay:

*Effective as of April 17, 2025, a fee of \$0 per net ton for the arriving ~~on the entering~~ non-U.S. built Vehicle Carrier~~vessel~~.*

*Effective as of October 14, 2025, a fee in the amount of \$14 per net ton ~~\$150 per Car Equivalent Unit (CEU) capacity of the entering~~ for the arriving non-U.S. built Vehicle Carrier~~vessel~~.*

<sup>[1]</sup> For greater certainty, a Vehicle Carrier subject to this annex includes Roll-On / Roll-Off Vessels.

\* \* \*

**Targeted Coverage**

The fees imposed in this Annex do not apply to the following vessels subject to this Annex:

(i) U.S.-owned or U.S.-flagged vessels enrolled in the Maritime Security Program.

(ii) The fees imposed in this Annex do not apply to U.S. government vessels. A government vessel means a vessel owned by the U.S. Government and operated directly by the Government or for the Government by an agent or contractor, including a privately owned U.S.-flag vessel under bareboat charter to the Government.

(iii) The fees imposed in this Annex do not apply to U.S. government cargo.

## Proposed Modification to Annex IV: Restriction on Certain Maritime Transport Services.

\* \* \*

~~(j) **Suspension of Export Licenses.** If the terms of paragraph (f) of this Annex are not met, then USTR may direct the suspension of LNG export licenses until the terms of paragraph (f) of this Annex are met.~~

~~(k)(j) **Reporting.** Beginning in the third year (April 16, 2028), the LNG terminal vessel operator must report to DOE the amount of maritime LNG exports shipments and percentage of LNG shipped, carried on U.S.-built and U.S.-operated vessels and the amount of LNG carried on foreign-built and foreign-operated vessels consistent with this Annex.~~

Jennifer Thornton,  
General Counsel, Office of the United States  
Trade Representative.

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BILLING CODE 3390-F4-C

### DEPARTMENT OF TRANSPORTATION

#### Federal Highway Administration

#### Notice of Final Federal Agency Actions on Proposed Highway in California

**AGENCY:** Federal Highway Administration (FHWA), Department of Transportation (DOT).

**ACTION:** Notice of limitation on claims for judicial review of actions by the California Department of Transportation (Caltrans).

**SUMMARY:** The FHWA, on behalf of Caltrans, is issuing this notice to announce actions taken by Caltrans, that are final. The actions relate to a proposed highway project, I-710 Corridor Project between Ocean Blvd. and SR-60 and includes the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, as well as unincorporated Los Angeles County in the County of Los Angeles, State of California. Those actions grant licenses, permits, and approvals for the project.

**DATES:** By this notice, the FHWA, on behalf of Caltrans, is advising the public of final agency actions subject to 23

U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before November 10, 2025. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

**FOR FURTHER INFORMATION CONTACT:** For Caltrans: Jason Roach Environmental Branch Chief, Division of Environmental Planning, California Department of Transportation District 7, 100 South Main Street MS 16A, Los Angeles, CA 90012, Office Hours 9:00 a.m. to 5:00 p.m., telephone: (213) 310-2653, email: [Jason.Roach@dot.ca.gov](mailto:Jason.Roach@dot.ca.gov).

**SUPPLEMENTARY INFORMATION:** Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Notice is hereby given that the Caltrans has taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, and approvals for the following highway project in the State of California: The Preferred Alternative for this project is the No Build (or No Action) Alternative (Alternative 1). As a result, the project will not be constructed. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Final Environmental Impact Statement (FEIS) for the project, approved on February 23, 2024, in the

Record of Decision (ROD) issued on November 7, 2024, and in other documents in the project records. The FEIS, ROD, and other project records are available by contacting Caltrans at the address provided above. The Caltrans FEIS and ROD can be viewed and downloaded from the project website at <https://dot.ca.gov/caltrans-near-me/district-7/district-7-programs/d7-environmental-docs>.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. National Environmental Policy Act of 1969
2. Clean Air Act, 42 U.S.C. 7401-7671
3. Endangered Species Act of 1973 (ESA), 16 U.S.C. 1531-1544
4. National Historic Preservation Act of 1966 (NHPA)
5. Clean Water Act, 33 U.S.C. 1251-1387 (sections 319, 401, and 404)

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

*Authority:* 23 U.S.C. 139(l)(1).

Antonio Johnson,  
Director of Planning, Environmental and  
Right of Way, California Division, Federal  
Highway Administration.

[FR Doc. 2025-10656 Filed 6-11-25; 8:45 am]

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