

exception to paragraph (e) being revised to reflect a MAS contractor accepting eMod. Alternate II applies to MAS contracts subject to transactional data reporting and covers the following requests for contract modification: additional items/additional SINs and deletions.

### B. Annual Reporting Burden

*Respondents:* 8,000.

*Responses per Respondent:* 1.

*Total Responses:* 8,000.

*Hours per Response:* 3.5.

*Total Burden Hours:* 28,000.

### C. Public Comments

A 60-day notice was published in the **Federal Register** at 90 FR 19204 on May 6, 2025. Comments were received from one respondent; however, they did not change the estimate of the burden.

#### *Comment on the Burden Estimate:*

The respondent stated that “The actual time to prepare a modification including all necessary documents is significantly higher.” However the respondent didn’t provide any data to support this statement or propose an alternate estimate.

*Response:* The need for a modification and the information provided by the contractor via eMod is specific to their request for contract modification under the GSAR clause. The information collection burden estimate reflects an average burden concerning the types of the modifications covered by the clause. As a result, the Government believes its estimate of the burden is reasonable.

#### *Comments on the Clause*

*Requirements:* The respondent provided information about each of the clause requirements (e.g., provided information about paragraph (b)(i) of the clause 552.238–82.

*Response:* GSA appreciates this helpful information. Additionally, the information reaffirms the value and use of eMod for submitting these types of modification requests.

#### *Obtaining Copies of Proposals:*

Requesters may obtain a copy of the information collection documents from the GSA Regulatory Secretariat Division, by calling 202–501–4755 or emailing [GSARegSec@gsa.gov](mailto:GSARegSec@gsa.gov). Please cite OMB Control No. 3090–0302, “Modifications (Federal Supply Schedule)” in all correspondence.

#### **Jeffrey A. Koses,**

*Senior Procurement Executive, Office of Acquisition Policy, Office of Government-wide Policy.*

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**BILLING CODE 6820–61–P**

## GENERAL SERVICES ADMINISTRATION

[Notice-PBS–2025–07; Docket No. 2025–0002; Sequence No. 13]

### Notice of Availability for the Record of Decision on the Final Environmental Impact Statement and Floodplain and Wetlands Assessment and Statement of Findings for the Grand Portage Land Port of Entry Modernization and Expansion Project in Grand Portage, Minnesota

**AGENCY:** Public Buildings Service (PBS), Great Lakes Region 5, United States (U.S.), General Services Administration (GSA).

**ACTION:** Notice.

**SUMMARY:** GSA issued a Record of Decision (ROD) for the Final Environmental Impact Statement (EIS) and Floodplain and Wetlands Assessment and Statement of Findings for the Modernization and Expansion of the Grand Portage Land Port of Entry (LPOE) in Grand Portage, Minnesota on [DATE], 2025 (Identification Number: EISX–023–00–005–1728295331). The ROD was prepared in accordance with the National Environmental Policy Act (NEPA) of 1969 and GSA *PBS NEPA Desk Guide*.

**ADDRESSES:** The ROD can be found online the following website: <https://www.gsa.gov/about-us/gsa-regions/region-5-great-lakes/buildings-and-facilities/minnesota/grand-portage-land-port-of-entry>.

**FOR FURTHER INFORMATION CONTACT:** Matthew Heiman, Senior Project Manager, GSA at [matthew.heiman@gsa.gov](mailto:matthew.heiman@gsa.gov) or call 612–615–6172.

#### **SUPPLEMENTARY INFORMATION:**

#### **Background**

The Grand Portage LPOE is located within the Grand Portage Reservation of the Grand Portage Band of Lake Superior Chippewa (herein referred to as the Grand Portage Band). The existing Grand Portage LPOE is owned and managed by GSA and is operated by the U.S. Department of Homeland Security’s Customs and Border Protection (CBP). The existing 5.7-acre Grand Portage LPOE serves as the port of entry for vehicles and pedestrians crossing the U.S.-Canada border between Grand Portage Reservation in the U.S. and Neebing, Ontario in Canada.

GSA prepared a Final EIS and Floodplain and Wetlands Assessment and Statement of Findings for the purpose of analyzing the potential environmental, cultural, and economic impacts resulting from the Proposed

Action to modernize and expand the existing Grand Portage LPOE.

The purpose of the Proposed Action is for GSA to support CBP’s mission by bringing the Grand Portage LPOE operations in line with current land port design standards and operational requirements of CBP while addressing existing deficiencies identified with the ongoing port operations. In order to bring the Grand Portage LPOE operations in line with CBP’s design standards and operational requirements, the Proposed Action is needed to (1) address space constraints and inefficient traffic flows; (2) shorten and expedite vehicle processing time, to include improving daily commutes across the U.S.-Canada border; (3) decrease congestion and long wait times during the peak travel season; (4) allow CBP to process a higher volume of vehicles traveling to and from Canada, to include further accommodation of potential future spikes in travelers crossing the U.S.-Canada border; and (5) provide a wider single lane for large semi-trucks hauling wind turbine components from Canada.

On September 22, 2023, GSA published a Notice of Intent for the EIS in the **Federal Register** (88 FR 65392) and underwent a 30-day scoping period that ended on October 22, 2023. The NOA for the Draft EIS was published in the **Federal Register** (89 FR 87373) on November 1, 2024 and was available for a 45-day public comment period that ended on December 16, 2024. The NOA for the Final EIS was published in the **Federal Register** (90 FR 19719) on May 9, 2025 and was available for a 30-day waiting period that ended on June 8, 2025.

Comments received, along with GSA’s responses, during the Final SEIS waiting period are provided in an attachment to the ROD.

#### **Preferred Alternative**

GSA has chosen to implement the Proposed Action as defined in the Final EIS. This decision is based on the Final EIS issued in May 2025; associated technical reports; comments from federal and state agencies, stakeholders, members of the public, tribes, and elected officials; and miscellaneous resources contained in the administrative record.

The Proposed Action is defined in the 2025 Final EIS and includes replacement of the Grand Portage LPOE with a modernized facility on an expanded footprint that encompasses approximately 10.4 acres. The Proposed Action will also include utility upgrades and construction of renewable energy technologies (i.e. solar or geothermal),

as needed. This will include construction of a 7.3-mile buried power line within an existing utility right-of-way along the western side of Highway 61 to provide three-phase power to the modernized and expanded Grand Portage LPOE. A construction phasing plan will be developed during design and implemented during demolition and construction to ensure continuity of operations of the LPOE, as well as minimize disruptions to the adjacent Grand Portage State Park and more broadly the Grand Portage Reservation lands.

The Proposed Action was selected because it best satisfies the purpose and need for the project, while resulting in the fewest substantial, adverse environmental consequences.

GSA is currently undergoing formal consultation with the Grand Portage Band Tribal Historic Preservation Officer (THPO) to follow coordination procedures as required under Section 106 of the National Historic Preservation Act (NHPA) to determine impacts to historic properties. Mitigation measures may be determined in consultation between GSA, the THPO, and applicable consulting parties.

The project area occurs within a region unmaped by the Federal Emergency Management Agency for floodplains and floodways. GSA therefore assumed that the project area is located within a 1-percent-annual-chance or 0.2-percent-annual-chance floodplain and prepared a Floodplain and Wetlands Assessment and Statement of Findings addressing potential impacts on floodplains and wetlands, which is included in the 2025 Final EIS.

**Russell Riberto,**

*Regional Commissioner, Great Lakes Region 5, U.S. General Services Administration.*

[FR Doc. 2025-13202 Filed 7-14-25; 8:45 am]

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## GENERAL SERVICES ADMINISTRATION

[OMB Control No. 3090-0246; Docket No. 2025-0001; Sequence No. 1]

### Submission for OMB Review; General Services Administration Acquisition Regulation; Packing List Clause

**AGENCY:** Office of Acquisition Policy, General Services Administration (GSA).

**ACTION:** Notice.

**SUMMARY:** Under the provisions of the Paperwork Reduction Act of 1995, GSA invites the public to comment on a

request to review and approve an extension of a previously approved information collection requirement regarding the packing list clause.

**DATES:** Submit comments on or before August 14, 2025.

**ADDRESSES:** Written comments and recommendations for this information collection should be sent within 30 days of publication of this notice to [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this particular information collection by selecting “Currently under Review- Open for Public Comments” or by using the search function.

**FOR FURTHER INFORMATION CONTACT:** Mr. Thomas O’Linn, Procurement Analyst, at telephone 202-445-0390, or via email at [GSARegSec@gsa.gov](mailto:GSARegSec@gsa.gov).

#### SUPPLEMENTARY INFORMATION:

##### A. Purpose

General Services Administration Acquisition Regulation (GSAR) clause 552.211-77, Packing List, and its Alternate I require a contractor to include a packing list or other suitable document for purposes of providing order and shipping information. In addition to information contractors normally include within packing lists and other suitable documents, the identification of the cardholder name, telephone number, and the term “Credit Card” is required when a Governmentwide commercial purchase card is being used as the method of payment.

##### B. Annual Reporting Burden

*Estimated Respondents:* 14,342.

*Estimated Responses per Respondent:* 7.

*Total Estimated Annual Responses:* 100,396.

*Estimated Hours per Response:* .05.

*Total Estimated Burden Hours:* 5,020.

*Total Estimated Annual Cost to the public:* 146,981.

##### C. Public Comments

A 60-day notice was published in the **Federal Register** at 90 FR 19205, on May 6, 2025. A single comment was received from one respondent; however, the comment did not change the estimate of the burden.

*Comment on the Need and Utility of the Information Collection:* The respondent expressed their support for the collection and mentioned the information collected is helpful.

*Response:* The respondents’ support is appreciated.

*Obtaining Copies of Proposals:* Requesters may obtain a copy of the information collection documents from the GSA Regulatory Secretariat Division,

by calling 202-501-4755 or emailing [GSARegSec@gsa.gov](mailto:GSARegSec@gsa.gov).

**Jeffrey A. Koses,**

*Senior Procurement Executive, Office of Acquisition Policy, Office of Government-wide Policy.*

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[Docket No. USCG-2025-0194]

#### Exemption Permit for the M/V Remote Supplier

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notification of Issuance of Alaska Cargo Exemption Permit.

**SUMMARY:** Commander, Coast Guard Arctic District, has issued a permit exempting a vessel from requirements in 46 CFR when transporting cargo, including bulk fuel, within Alaska. Permits temporarily waive vessel inspection requirements to facilitate the movement of cargo, including bulk fuel, to remote Alaskan sites not serviced by fuel barge throughout Southeast Alaska. Remote Made Easy, LLC, the operator of M/V REMOTE SUPPLIER (O.N. 1200932) received a single permit allowing the vessel to conduct on-going bulk fuel deliveries of up to a total of 3,000 gallons, consisting of heating oil and diesel, carried in integral cargo tanks, and gasoline, that may be carried in approved portable tanks on deck. The permit expires on 27 March 2026. This notification of issuance of a permit promotes the Coast Guard’s marine safety mission and the flow of essential cargo to remote sites.

**DATES:** The waiver permit was issued on 17 June 2025 and expires on 27 May 2026.

**FOR FURTHER INFORMATION CONTACT:** For information or questions about this notice call or email CDR Douglas Salik, and Arctic District, Prevention, Inspections and Investigations, U.S. Coast Guard; telephone (907) 463-2821, [Douglas.Salik@uscg.mil](mailto:Douglas.Salik@uscg.mil).

**SUPPLEMENTARY INFORMATION:** Federal law<sup>1</sup> formally recognizes the remoteness of Alaska, limited shipping options, underdeveloped port facilities, and limited oil spill response capability. Special authority to issue waivers allows for the delivery of essential

<sup>1</sup> 46 U.S.C. 3302, Exemptions from inspection. Sections (c), (d) & (i), all have Alaska specific application.