

pursuant to Section 301 regarding the issues raised in this investigation, the public comments received in response to the November 6 notice, the extensive public comments previously provided, advice from the Section 301 Committee, and consultations with petitioners and advisory committees.

Therefore, the U.S. Trade Representative is suspending the responsive actions in this investigation from 12:01 a.m. Eastern Standard Time on November 10, 2025, through 11:59 p.m. Eastern Standard Time on November 9, 2026.

During the suspension period, no party will accrue liability for or be required to pay the fees on maritime transport services under Annexes I, II, or III of the April 23 notice, as modified by the October 16 notice. Further, during the suspension period, no party will accrue liability for or be required to pay the duties provided in Annex V.A of the October 16 notice.

Accordingly, at 12:01 a.m. Eastern Standard Time on November 10, 2025, headings 9903.91.12, 9903.91.13, 9903.91.14, 9903.91.15, and 9903.91.16 of the Harmonized Tariff Schedule of the United States are each amended by deleting “November 9, 2025,” and by inserting “November 10, 2026,” in lieu thereof.

III. Responses to Significant Comments

In response to the November 6 notice, USTR received approximately 70 unique comments. Most of these comments supported the proposal to suspend the action. Many noted that suspension of the action would lower shipping costs and avoid commercial disruption, provide an opportunity for the United States to negotiate with China on the issues raised in this investigation, and permit additional time to find solutions to increase investment in U.S. shipbuilding. Comments specifically addressing the suspension of restrictions of Annex IV of the April 23 notice, as modified by the October 16 notice, generally supported the suspension. Some comments suggested a permanent suspension of fees on LNG ships. Comments specifically addressing the suspension of the additional tariffs on ship-to-shore cranes and other cargo handling equipment proposed in the October 16 notice, generally supported suspension of all the tariffs and expressed concerns with higher prices and harm to domestic industries.

Comments opposing the suspension asserted that the responsive action is needed to address China’s acts, policies, and practices creating incentives to invest in U.S. shipbuilding, and that, without the action, China’s dominance

in shipbuilding will only increase. USTR also considered comments received in response to the February 23 notice, the April 23 notice, and the June 12 notice, including comments that supported suspension of the responsive action for a period of time and further negotiation with China regarding the subject acts, policies, and practices.

With respect to comments suggesting a permanent suspension of fees under Annex IV, the restrictions in Annex IV are not yet in effect, and therefore would not be affected by the proposed suspension of Annex IV.

Considering the comments, and consistent with the President’s direction, the U.S. Trade Representative has determined to suspend this action for one year. During the suspension, the United States will negotiate with China pursuant to Section 301 to address the acts, policies, and practices at issue in this investigation, as well as continue to partner with key allies to increase U.S. shipbuilding capacity.

Since the U.S. Trade Representative has taken action in this investigation, the United States has entered into historic deals with Japan and the Republic of Korea to modernize and expand the capacity of American shipbuilding industries, including through investments in U.S. shipyards and America’s workforce. Pursuant to the terms of those deals, Japan has committed to invest \$500 billion in the United States, and, among other things, has signed a Memorandum of Cooperation with the United States to expand shipbuilding capacity in both nations by aligning investment, procurement, workforce, and technology initiatives.² Similarly, the Republic of Korea has committed to invest \$150 billion in shipbuilding in the United States,³ and several Korean companies will partner with U.S. companies to modernize American shipyards and support new construction of U.S.-flagged vessels.

IV. Proposed Modifications in the October 16 Notice

For additional clarification, USTR will continue to accept comments regarding the modifications proposed in the October 16 notice, docket number USTR–2025–0017, through November 12, 2025.

² Fact Sheet, The White House: President Donald J. Trump Drives Forward Billions in Investments from Japan (Oct. 28, 2025), <https://www.whitehouse.gov/fact-sheets/2025/10/28195/>.

³ Fact Sheet, The White House: President Donald J. Trump Brings Home More Billion Dollar Deals During State Visit to the Republic of Korea (Oct. 29, 2025), <https://www.whitehouse.gov/fact-sheets/2025/10/fact-sheet-president-donald-j-trump-brings-home-more-billion-dollar-deals-during-state-visit-to-the-republic-of-korea/>.

V. Ongoing Monitoring

The U.S. Trade Representative will continue to monitor the issues raised in this investigation pursuant to Section 301 of the Trade Act and will consider whether it is appropriate to continue the suspension period or whether further action is appropriate in advance of the November 10, 2026 suspension deadline. If modification to the action may be appropriate pursuant to Section 307 of the Trade Act, the U.S. Trade Representative may consider the comments received in response to previously proposed responsive actions.

Jennifer Thornton,

General Counsel, Office of the United States Trade Representative.

[FR Doc. 2025–19873 Filed 11–12–25; 8:45 am]

BILLING CODE 3390-F4-P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2017–0161]

Pipeline Safety: Request for Special Permit; Tennessee Gas Pipeline Company, LLC (TGP)

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA); U.S. Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: PHMSA is publishing this notice to solicit public comments on a request for an extension to a special permit segment to be incorporated into special permit PHMSA–2017–0161 submitted by Tennessee Gas Pipeline Company, LLC (TGP), a subsidiary of Kinder Morgan, Inc. TGP is seeking relief from compliance with certain requirements in the Federal pipeline safety regulations. PHMSA has proposed conditions to ensure that the special permit is not inconsistent with pipeline safety. At the conclusion of the 30-day comment period, PHMSA will review the comments received from this notice as part of its evaluation to grant or deny the special permit request.

DATES: Submit any comments regarding this special permit request by December 15, 2025.

ADDRESSES: Comments should reference the docket number for this special permit request and may be submitted in the following ways:

- *E-Gov Website:* <http://www.regulations.gov>. This site allows

the public to enter comments on any **Federal Register** notice issued by any agency.

- **Fax:** 1–202–493–2251.
- **Mail:** Docket Management System: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- **Hand Delivery:** Docket Management System: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

Instructions: You should identify the docket number for the special permit request you are commenting on at the beginning of your comments. If you submit your comments by mail, please submit two copies. To receive confirmation that PHMSA has received your comments, please include a self-addressed stamped postcard. Internet users may submit comments at <http://www.regulations.gov>.

Note: There is a privacy statement published on <http://www.regulations.gov>. Comments, including any personal information provided, are posted without changes or edits to <http://www.regulations.gov>.

Confidential Business Information: Confidential Business Information (CBI) is commercial or financial information that is both customarily and treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 United

States Code (U.S.C.) § 552), CBI is exempt from public disclosure. If your comments responsive to this notice contain commercial or financial information that is customarily treated as private, that you treat as private, and that is relevant or responsive to this notice, it is important that you clearly designate the submitted comments as CBI. Pursuant to 49 Code of Federal Regulations (CFR) § 190.343, you may ask PHMSA to give confidential treatment to information you give to the agency by taking the following steps: (1) mark each page of the original document submission containing CBI as “Confidential”; (2) send PHMSA, along with the original document, a second copy of the original document with the CBI deleted; and (3) explain why the information you are submitting is CBI. Unless you are notified otherwise, PHMSA will treat such marked submissions as confidential under FOIA, and they will not be placed in the public docket of this notice. Submissions containing CBI should be sent to Lee Cooper, DOT, PHMSA–PHP–80, 1200 New Jersey Avenue SE, Washington, DC 20590–0001. Any commentary PHMSA receives that is not specifically designated as CBI will be placed in the public docket for this matter.

FOR FURTHER INFORMATION CONTACT:

General: Lee Cooper by telephone at 202–913–3171, or by email at lee.cooper@dot.gov.

Technical: Gabrielle St. Pierre by telephone at 907–202–0029, or by email at gabrielle.st.pierre@dot.gov.

SUPPLEMENTARY INFORMATION: On August 20, 2025, PHMSA received a special permit request from Tennessee Gas Pipeline Company, LLC (TGP), a subsidiary of Kinder Morgan, Inc., seeking an extension to a special permit segment to be incorporated into special permit PHMSA–2017–0161. The segment extension request is a part of the active permit’s Special Permit Inspection Area 1. Special permit PHMSA–2017–0161 allows TGP to deviate from the Federal pipeline safety regulations in 49 CFR 192.611(a) and 192.619(a), where a gas transmission pipeline segment has undergone a change from a Class 1 to a Class 3 location.

Special permit PHMSA–2017–0161 is active and was granted on August 11, 2022 and is effective until August 11, 2032 for three special permit segments, which include 5,545 feet (approximately 1.05 miles) of the TGP natural gas transmission pipeline system located in Kanawha County, West Virginia. The segment extension has been requested for 673 feet (approximately 0.13 miles). If granted, the special permit segments would total 6,218 feet (approximately 1.18 miles).

The special permit segments, including the requested modifications, are detailed in updated Attachment A—Segment Integrity Information. Proposed modifications due to this request are as follows:

SPS No.	Status	County, State	Outside diameter (inches)	Line name	Length (feet)	Year installed	Maximum allowable operating pressure (pounds per square inch gauge)
452	Active Segment ..	Kanawha, WV	20	100–1	1,177	1984	936
	Extension	Kanawha, WV	20	100–1	1,850	1984	936

Upon receipt of this request, PHMSA reviewed the final environmental assessment (FEA) and finds that the expansion of the proposed special permit would not result in significant impacts to the human environment. Furthermore, the existing FEA and finding of no significant impact remain adequate pursuant to the National Environmental Policy Act of 1969, as amended (42 U.S.C. 4321 *et seq.*). No further environmental assessment is required for this proposed extension.

TGP’s request for an extension to a special permit segment, active special permit with conditions, and associated

environmental document are available for review and public comment in Docket No. PHMSA–2017–0161. PHMSA invites interested persons to review and submit comments in the docket on this request for modification of the special permit. Please submit comments on any potential safety, environmental, and other relevant considerations implicated by the special permit request. Comments may include relevant data.

Before issuing a decision on the special permit request, PHMSA will evaluate all comments received on or before the comment closing date.

PHMSA will consider each relevant comment it receives in making its decision to grant or deny this special permit request.

Issued in Washington, DC, on November 7, 2025, under authority delegated in 49 CFR 1.97.

Linda Daugherty,
Acting Associate Administrator for Pipeline Safety.

[FR Doc. 2025–19870 Filed 11–12–25; 8:45 am]

BILLING CODE 4910–60–P