called the Wascana Pipeline, which extends from the Murphy Oil terminal northeast of Poplar, Montana, to the international border near Raymond, Montana, and which was constructed pursuant to authorization in a 1972 Permit issued to Wascana Pipeline Corp. Plains Pipeline has acquired an approximately 6.4-mile segment of the Poplar Pipeline extending from Raymond Station to the international border, repaired and replaced portions of the pipeline in that area, and installed two block valves. Plains Pipeline has submitted an application for a new Presidential Permit in its name and requests that the new Permit cover approximately 85 feet of pipeline facilities extending from a new block valve to the international border. Plains Pipeline has reported that it has separately constructed the Bakken North pipeline that extends from Trenton, North Dakota to Raymond Station, and that it intends to interconnect the Bakken North with the Poplar Pipeline in order to use the Poplar Pipeline border crossing to transport the Bakken North crude into Canada.

Plains Pipeline has stated that, upon returning the upgraded pipeline facilities to service under the 2007 Presidential Permit, Plains Pipeline will continue to operate the acquired facilities for the same purpose of transporting crude oil between the United States and Canada. It has further stated that the acquired pipeline facilities and the operation and maintenance thereof authorized by the 2007 Permit will remain substantially the same as before the transfer of the facilities to Plains Pipeline. Plains Pipeline is not seeking authorization for new construction or a change in operations.

Under E.O. 13337, the Secretary of State is designated and empowered to receive all applications for Presidential Permits for the construction, connection, operation, or maintenance at the borders of the United States of facilities for the exportation or importation of liquid petroleum, petroleum products, or other fuels (except natural gas) to or from a foreign country. The Department of State is circulating this application to concerned federal agencies for comment. The Department of State has the responsibility to determine whether issuance of a new Presidential Permit in light of Plains' acquisition and continued operation of the pipeline facilities would serve the U.S. national interest.

Plains Pipeline's application is available at *http://www.state.gov/e/enr/applicant.*

Date: April 11, 2014.

Michael Brennan,

Energy Officer, Office of Europe, Western Hemisphere and Africa, Bureau of Energy Resources, U.S. Department of State.

[FR Doc. 2014–08916 Filed 4–17–14; 8:45 am]

BILLING CODE 4710–07–P

DEPARTMENT OF STATE

[Public Notice 8701]

Shipping Coordinating Committee; Notice of Committee Meeting

The Shipping Coordinating Committee (SHC) will conduct an open meeting at 9:00 a.m. on Tuesday, May 13, 2014, in the Alexander Hamilton Room (AHR), 9th floor, of the U.S. Coast Guard Personnel Service Center (PSC), 4200 Wilson Boulevard, Suite 1100, Arlington, VA 20598–7200. The primary purpose of the meeting is to prepare for the thirty-ninth session of the International Maritime Organization's (IMO) Facilitation Committee to be held at the IMO Headquarters, United Kingdom, September 22–26, 2014.

The agenda items to be considered include:

—Decisions of other IMO bodies
—Consideration and adoption of proposed amendments to the Convention
—General review of the Convention, including harmonization with other international instruments
—E-business possibilities for the facilitation of maritime traffic
—Formalities connected with the arrival, stay and departure of persons
—Ensuring security in and facilitating international trade
—Ship/port interface
—Guidelines on minimum training and education for mooring personnel
—Technical cooperation activities related to facilitation of maritime traffic
—Relations with other organizations
—Application of the Committee's Guidelines
—Work programme
—Election of Chairman and Vice-Chairman for 2015
—Any other business

Members of the public may attend this meeting up to the seating capacity of the room. To facilitate the building security process, and to request reasonable accommodation, those who plan to attend should contact the meeting coordinator, Mr. David Du Pont, by email at *David.A.DuPont@uscg.mil*, by phone at (202) 372–1497, by fax at (202) 372–1928, or in writing at Commandant (CG–REG), U.S. Coast Guard Stop 7418, 2703 Martin Luther King Jr. Ave. SE., Washington, DC 20593–7418 not later than May 6, 2014, 7 days prior to the meeting. Requests made after May 6, 2014, might not be able to be accommodated. Please note that due to security considerations, two valid, government issued photo identifications must be presented to gain entrance to the building. The USCG PSC is in the Ballston Commons Plaza located above the Ballston Common Mall in Arlington, VA. It can be reached by driving and is conveniently located next to the Ballston Metro Station.

For members of the public that would like to participate, but are unable to attend this meeting the Coast Guard will provide a teleconference option. To participate by phone, contact the meeting coordinator (details above) to obtain teleconference information. Note the number of teleconference lines is limited and will be available on a first-come, first-served basis.

Additional information regarding this and other IMO SHC public meetings may be found at: *www.uscg.mil/imo.* Information specific to the Facilitation Committee may be found at *www.uscg.mil/imo/fal* and *www.uscg.mil/hq/cg5/cg523/imo.asp.*

Dated: April 14, 2014.

Marc Zlomek,

Executive Secretary, Shipping Coordinating Committee, Department of State.

[FR Doc. 2014–08922 Filed 4–17–14; 8:45 am]

BILLING CODE 4710–09–P

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Agreement on Government Procurement: Effective Date of Amendments for Japan

AGENCY: Office of the United States Trade Representative.

ACTION: Notice.

SUMMARY: For the purpose of U.S. Government procurement that is covered by Title III of the Trade Agreements Act of 1979, the effective date of the Protocol Amending the Agreement on Government Procurement, done at Geneva on 30 March 2012, World Trade Organization (WTO), with respect to Japan is April 16, 2014.

DATES: *Effective Date:* April 16, 2014.

ADDRESSES: Office of the United States Trade Representative, 600 17th Street NW., Washington, DC 20508.

FOR FURTHER INFORMATION CONTACT: Scott Pietan ((202) 395–9646), Director of International Procurement Policy,

Office of the United States Trade Representative, 600 17th Street NW., Washington, DC 20508.

SUPPLEMENTARY INFORMATION: Executive Order 12260 (December 31, 1980) implements the 1979 and 1994 Agreement on Government Procurement, pursuant to Title III of the Trade Agreements Act of 1979 as amended (19 U.S.C. 2511–2518). In section 1–201 of Executive Order 12260, the President delegated to the United States Trade Representative the functions vested in the President by sections 301, 302, 304, 305(c) and 306 of the Trade Agreements Act of 1979 (19 U.S.C. 2511, 2512, 2514, 2515(c) and 2516).

The Protocol Amending the Agreement on Government Procurement, done at Geneva on 30 March 2012 (''Protocol''), entered into force on April 6, 2014 for the United States and the following Parties: Canada, Chinese Taipei, Hong Kong, Israel, Liechtenstein, Norway, European Union, Iceland, and Singapore. See **Federal Register** 2014–05719.

The Protocol provides that following its entry into force, the Protocol will enter into force for each additional Party to the 1994 Agreement 30 days following the date on which the Party deposits its instrument of acceptance. On March 17, 2014, Japan deposited its instrument of acceptance to the Protocol. Therefore, the Protocol shall enter into force on April 16, 2014 for Japan. Therefore, for Japan, effective April 16, 2014, all references in Title III of the Trade Agreement Act of 1979 and in Executive Order 12260 to the Agreement on Government Procurement shall refer to the 1994 Agreement as amended by the Protocol.

With respect to those Parties which have not deposited their instruments of acceptance, all references in Title III of the Trade Agreement Act of 1979 and in Executive Order 12260 to the Agreement on Government Procurement shall continue to refer to the 1994 Agreement until 30 days following the deposit by such Party of its instrument of acceptance of the Protocol.

For the full text of the Government Procurement Agreement as amended by the Protocol and the new annexes that set out the procurement covered by all of the Government Procurement Agreement Parties, see GPA–113: *http://www.ustr.gov/sites/default/files/GPA%20113%20Decision%20on%20the%20outcomes%20of%20the%20negotiations%20under%20Article%20XXIV%207.pdf.*

Michael B.G. Froman,

United States Trade Representative.

[FR Doc. 2014–08927 Filed 4–17–14; 8:45 am]

BILLING CODE 3290–F4–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Acceptance of Noise Exposure Maps for Indianapolis International Airport (IND), Indianapolis, Indiana

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the updated noise exposure maps submitted by the Indianapolis International Airport (IND) under the provisions of 49 U.S.C. 47501 et. seq (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

DATES: This notice is effective April 18, 2014, and applicable April 8, 2014. The public comment period ends May 8, 2014.

FOR FURTHER INFORMATION CONTACT: Ms. Amy Hanson, Environmental Protection Specialist, CHI–603, Federal Aviation Administration, Chicago Airport District Office, 2300 East Devon Avenue, Des Plaines, IL 60018. Telephone number: 847–294–7354.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the updated noise exposure maps submitted for Indianapolis International Airport (IND) are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) part 150, effective (Note 1). Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as ''the Act''), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the updated noise exposure maps and accompanying documentation submitted by Indianapolis International Airport (IND). The documentation that constitutes the ''noise exposure maps'' as defined in section 150.7 of Part 150 includes: Exhibit NEM–1, Existing (2013) Noise Exposure Map; Exhibit NEM–2, Future (2018) Noise Exposure Map; Table 1, Distribution of Average Daily Operations by Aircraft Type Existing (2013) Conditions; Exhibit 2, Noise Abatement Flight Paths (Day—7:00AM to 7:00PM); Exhibit 3, Noise Abatement Flight Paths (Evening and Night—7:00PM to 7:00AM); Exhibit 4, North Flow Large Passenger Jet INM Flight Tracks; Exhibit 5, North Flow Large Cargo Jet INM Flight Tracks; Exhibit 6, North Flow Regional/Air Taxi Jet INM Flight Tracks;

Exhibit 7, North Flow Propeller Aircraft INM Flight Tracks; Exhibit 8, South Flow Large Passenger Jet INM Flight Tracks; Exhibit 9, South Flow Large Cargo Jet INM Flight Tracks; Exhibit 10, South Flow Regional/Air Taxi Jet INM Flight Tracks; Exhibit 11, South Flow Propeller Aircraft INM Flight Tracks; Exhibit 12, Existing (2013) Noise Exposure Contour; Exhibit 13, Existing (2013) Noise Exposure Contour Compared to (Previous) Future 2008 NEM/NCP (from 2008 Update); Exhibit 14, INM Grid Point Locations; Exhibit 15, Future (2018) Noise Exposure Contour; Exhibit 16, Future (2018) Noise Exposure Contour compared to Existing (2013) Noise Exposure Contour; and Exhibit 17, Completed Land Use and Environmental Mitigation Program Boundaries.

The FAA has determined that these updated noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on April 3, 2014. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.