

also contain the docket number of this request, [USCG 2012–0077], and must be received by June 4, 2012. We will post all comments received, without change, to <http://www.regulations.gov>. They will include any personal information you provide. We have an agreement with DOT to use their DMF. Please see the “Privacy Act” paragraph below.

Submitting Comments

If you submit a comment, please include the docket number [USCG–2012–0077], indicate the specific section of the document to which each comment applies, providing a reason for each comment. You may submit your comments and material online (via <http://www.regulations.gov>), by fax, mail, or hand delivery, but please use only one of these means. If you submit a comment online via www.regulations.gov, it will be considered received by the Coast Guard when you successfully transmit the comment. If you fax, hand deliver, or mail your comment, it will be considered as having been received by the Coast Guard when it is received at the DMF. We recommend you include your name, mailing address, an email address, or other contact information in the body of your document so that we can contact you if we have questions regarding your submission.

You may submit comments and material by electronic means, mail, fax, or delivery to the DMF at the address under **ADDRESSES**, but please submit them by only one means. To submit your comment online, go to <http://www.regulations.gov>, and type “USCG–2012–0077” in the “Keyword” box. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period and will address them accordingly.

Viewing Comments and Documents

To view comments, as well as documents mentioned in this Notice as being available in the docket, go to <http://www.regulations.gov>, click on the “read comments” box, which will then become highlighted in blue. In the “Keyword” box insert “USCG–2012–0077” and click “Search.” Click the “Open Docket Folder” in the “Actions” column. You may also visit the DMF in Room W12–140 on the ground floor of

the DOT West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

OIRA posts its decisions on ICRs online at <http://www.reginfo.gov/public/do/PRAMain> after the comment period for each ICR. An OMB Notice of Action on each ICR will become available via a hyperlink in the OMB Control Numbers: 1625–0014 and 1625–0088.

Privacy Act

Anyone can search the electronic form of comments received in dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review a Privacy Act statement regarding Coast Guard public dockets in the January 17, 2008, issue of the **Federal Register** (73 FR 3316).

Previous Request for Comments

This request provides a 30-day comment period required by OIRA. The Coast Guard published the 60-day notice (77 FR 9951, February 21, 2012) required by 44 U.S.C. 3506(c)(2). That Notice elicited no comments.

Information Collection Requests

1. *Title:* Request for Designation and Exemption of Oceanographic Research Vessels.

OMB Control Number: 1625–0014.

Type of Request: Revision of a currently approved collection.

Respondents: Owners or operators of certain vessels. *Abstract:* This collection requires submission of specific information about a vessel in order for the vessel to be designated as an Oceanographic Research Vessel (ORV).

Forms: None.

Burden Estimate: The estimated burden has increased from 35 hours to 51 hours a year.

2. *Title:* Voyage Planning for Tank Barge Transits in the Northeast United States.

OMB Control Number: 1625–0088.

Type of Request: Revision of a currently approved collection.

Respondents: Owners and operators of towing vessels.

Abstract: The information collection requirement for a voyage plan serves as a preventive measure and assists in ensuring the successful execution and completion of a voyage in the First Coast Guard District. This rule (33 CFR 165.100) applies to primary towing vessels engaged in towing certain tank barges carrying petroleum oil in bulk as cargo.

Forms: None.

Burden Estimate: The estimated burden has decreased from 2,692 hours to 1,116 hours a year.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended.

Dated: April 27, 2012.

R.E. Day,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Command, Control, Communications, Computers and Information Technology.

[FR Doc. 2012–10751 Filed 5–3–12; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[USCG–2011–1106]

Mobile Offshore Drilling Unit Dynamic Positioning Guidance

AGENCY: Coast Guard, DHS.

ACTION: Notice of Recommended Interim Voluntary Guidance.

SUMMARY: On December 29, 2011, the Coast Guard published a notice of availability and request for comments regarding a draft policy letter on Dynamic Positioning (DP) Systems, Emergency Disconnect Systems, Blowout Preventers, and related training and emergency procedures on a Mobile Offshore Drilling Unit. We received comments both as submissions to the docket and at a public meeting held on February 9, 2012, at Coast Guard Headquarters. Based on the comments received, the Coast Guard intends to adjust the scope of the policy described in that notice. The Coast Guard is publishing this notice to recommend interim voluntary DP system guidance and recommend DP incident reporting criteria.

DATES: The policy outlined in this document is effective May 4, 2012.

ADDRESSES: Comments and material received from the public, as well as documents mentioned in this preamble as being available in the docket, are part of docket USCG–2011–1106 and are available for inspection or copying at the Docket Management Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet by going to <http://www.regulations.gov>, inserting USCG–2011–1106 in the “Keyword” box, and then clicking “Search.”

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, call Commander Joshua Reynolds, U.S. Coast Guard, Office of Design and Engineering Standards, Human Element and Ship Design Division (CG-5211), telephone (202) 372-1355. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

I. General

A. Background and Intent To Publish Rule

Over the past several decades, the expansion of offshore exploration, development and production into deeper water has transformed an industry once characterized by relatively simple, domestic shallow water fixed platforms and small logistical vessels into an industry with complex, international floating vessels supplied and serviced by other large, international multipurpose vessels. This has given rise to the use of DP as a practical means for keeping these vessels within precise geographic limits. Failure of a DP system on a vessel conducting critical operations such as oil exploration and production could have severe consequences including loss of life, pollution, and property damage. This is particularly true for Mobile Offshore Drilling Units (MODUs), where a loss of position could result in a subsea spill and potentially catastrophic environmental consequences. The Deepwater Horizon incident demonstrated the serious challenges associated with subsea spill response. In a preliminary effort to better understand critical systems, training, and emergency procedures put in place to prevent or mitigate a loss of position on a dynamically positioned MODU and inform any related future rulemaking, the Coast Guard published a notice in the **Federal Register** (76 FR 81957) requesting public comment on a draft policy. We received comments both as submissions to the docket and at a public meeting held on February 9, 2012. The Coast Guard was encouraged to publish a rule for areas where no standard has been set and to consider industry standards and guidance when developing the rule. The Coast Guard agrees and intends to initiate a rulemaking that addresses DP incident reporting requirements and minimum DP system design and operating standards.

B. Immediate Areas of Concern

As discussed in the draft policy letter published with the notice of availability on December 29, 2011, there have been several DP incidents in the Gulf of Mexico involving both DP system equipment failures and human error on MODUs. Because of the consequences associated with a deepwater subsea spill, the Coast Guard believes DP incidents on MODUs engaged in drilling represent the most immediate concern and chooses to address them first.

To ensure sufficient safety measures are developed, the Coast Guard needs to improve its awareness of DP incidents on MODUs. The existing regulations on the reporting of marine casualties have proven ill-suited for reporting of DP related incidents, as they do not require a MODU (either U.S. or foreign) to report DP incidents to the Coast Guard. There are also reporting disparities between U.S. and foreign flagged MODUs. For example, U.S. flagged MODUs are required by 46 CFR 4.05 to report some equipment failures to the Coast Guard, but there is confusion and ambiguity over how these requirements apply to DP related incidents, and they do not apply to foreign flagged MODUs. Some MODU vessel operators have voluntarily reported some DP incidents to the Coast Guard, but the Coast Guard believes this practice is not universal. The Coast Guard is considering updates to its marine casualty reporting requirements, and will consider past recommendations, including public comments on a notice of proposed rulemaking, "Outer Continental Shelf Activities," published on December 7, 1999 (64 FR 68416) and the recommendations of the National Offshore Advisory Committee (NOSAC) subcommittee on incident reporting, and will provide further opportunity for public comment.

Coast Guard regulations currently do not include specific DP system design and operating standards. In addition, there is a disparity between requirements for U.S. and foreign flagged MODUs. For U.S. dynamically positioned MODUs, the Coast Guard views a DP system, as defined in International Maritime Organization (IMO) Maritime Safety Committee Circular 645 paragraph 1.3.2, as a vital system under our regulations in 46 CFR part 62. While Part 62 contains a "failsafe" concept that could be directly applied for an Equipment Class 1 DP system, it does not have an equivalent concept that directly applies to DP system reliability for Equipment Class 2 or 3 as discussed in paragraph 2 of the Circular. Because the Coast Guard

believes that a dynamically positioned MODU engaged in drilling should meet a minimum of Equipment Class 2 as defined in paragraph 2.2 of the Circular, Part 62 should be updated to make it more directly applicable to U.S. dynamically positioned MODUs. Foreign flagged MODUs have several options for compliance with coastal state regulations in 33 CFR 143.207, one of which is compliance with the 1979 MODU Code (IMO Assembly Resolution A.414(XI)). This Code does not contain any standards applicable to DP systems. Although more recent versions of the MODU Code reference IMO circulars with DP system guidelines, the Coast Guard has not yet adopted these Codes in its regulations. The Coast Guard is considering adopting updated versions of the MODU code, including any DP circulars referenced by these versions, and any DP related recommendations by the NOSAC. These areas of concern are likely to be the subject of a future rulemaking.

II. Interim Voluntary DP System Guidance

On July 7th, 2010, in response to a request from the Coast Guard, NOSAC issued the report "Recommendations for Dynamic Positioning System Design and Engineering, Operational and Training Standards." The report contained draft guidelines from the Marine Technology Society (MTS) Dynamic Positioning Committee, which the MTS has since completed. The Coast Guard has reviewed the guidance, referred to it when responding to known DP incidents and found it to be comprehensive and highly useful. Until the Coast Guard publishes a DP Rule, the Coast Guard recommends owners and operators of dynamically positioned MODUs (not leaseholders who contract MODUs) operating on the U.S. Outer Continental Shelf (OCS) voluntarily follow guidance provided in the "DP Operations Guidance Prepared through the Dynamic Positioning Committee of the Marine Technology Society to aid in the safe and effective management of DP Operations", March 2012 Part 2 Appendix 1 (dynamically positioned MODUs), available at http://www.dynamic-positioning.com/dp_operations_guidance.cfm.

It is particularly important they identify the DP System's Critical Activity Mode of Operation (CAMO) and ensure Well Specific Operating Guideline (WSOGs) are developed for operations at every well and location. A MODU attached to the seafloor of the U.S. OCS should be operated in accordance with the appropriate WSOG. The WSOG should clearly state which

well operations are critical and require the DP System configured in its CAMO for these operations.

In addition to following the MTS DP Operations Guidance, MODU owners or operators are encouraged to voluntarily report to the Coast Guard reactive changes of DP status from “green” to “red” as described paragraph 4.11 using the procedures listed in 46 CFR 4.05.

III. Authority

This document is issued under the authority of 5 U.S.C. 552(a), 43 U.S.C. 1331, *et seq.*, and 33 CFR 1.05–1. The guidance contained in this notice is not a substitute for applicable legal requirements, nor is it itself a regulation. It is not intended to nor does it impose legally binding requirements on any party. It represents the Coast Guard’s current thinking on this topic and may assist industry, mariners, the general public, and the Coast Guard, as well as other Federal and State regulators, in applying statutory and regulatory requirements. You can use an alternative approach if the approach satisfies the requirements of the applicable statutes and regulations.

Dated: April 27, 2012.

J.G. Lantz,

Director of Commercial Regulations and Standards, U.S. Coast Guard.

[FR Doc. 2012–10669 Filed 5–2–12; 4:15 pm]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

U.S. Customs and Border Protection

[Docket No. USCBP–2012–0018]

Advisory Committee on Commercial Operations of Customs and Border Protection (COAC)

AGENCY: U.S. Customs and Border Protection, Department of Homeland Security (DHS).

ACTION: Committee Management; Notice of Federal Advisory Committee Meeting.

SUMMARY: The Advisory Committee on Commercial Operations of Customs and Border Protection (COAC) will meet on May 22, 2012, in Savannah, GA. The meeting will be open to the public. As an alternative to on-site attendance, U.S. Customs and Border Protection (CBP) will also offer a live webcast of the COAC meeting via the Internet.

DATES: COAC will meet on Tuesday, May 22, 2012 from 1:00 p.m. to 5:30 p.m. Please note that the meeting may close early if the committee has completed its business.

Registration: If you plan on attending via webcast, please register online at https://apps.cbp.gov/te_registration/?w=76 by close-of-business on May 18, 2012. Please feel free to share this information with interested members of your organizations or associations. If you plan on attending on-site, please register either online at https://apps.cbp.gov/te_registration/?w=75 or by email to tradeevents@dhs.gov, or by fax to 202–325–4290 by close-of-business on May 18, 2012.

If you have completed an online webcast registration and wish to cancel your registration, you may do so at https://apps/cbp.gov/te_registration/cancel.asp?w=76.

If you have completed an online on-site registration and wish to cancel your registration, you may do so at https://apps.cbp.gov/te_registration/cancel.asp?w=75.

ADDRESSES: The meeting will be held at Hyatt Regency Savannah Hotel on the Historic Riverfront, Two West Bay Street, Savannah, GA 31401, in Ballroom A&B. All visitors report to the foyer of Ballroom A&B in the hotel.

For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact Ms. Wanda Tate, Office of Trade Relations, U.S. Customs and Border Protection at 202–344–1661 as soon as possible.

To facilitate public participation, we are inviting public comment on the issues to be considered by the committee as listed in the “Agenda” section below.

Comments must be submitted in writing no later than May 14, 2012, and must be identified by USCBP–2012–0018 and may be submitted by *one* of the following methods:

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the instructions for submitting comments.
- **Email:** Tradeevents@dhs.gov. Include the docket number in the subject line of the message.
- **Fax:** 202–325–4290.
- **Mail:** Ms. Wanda Tate, Office of Trade Relations, U.S. Customs and Border Protection, 1300 Pennsylvania Avenue NW., Room 5.2A, Washington, DC 20229.

Instructions: All submissions received must include the words “Department of Homeland Security” and the docket number for this action. Comments received will be posted without alteration at <http://www.regulations.gov>, including any personal information provided. Do not submit personal information to this docket.

Docket: For access to the docket to read background documents or

comments received by the COAC, go to <http://www.regulations.gov>.

There will be two public comment periods held during the meeting on May 22, 2012. On-site speakers are requested to limit their comments to two (2) minutes or less to facilitate greater participation. Contact the individual listed below to register as a speaker. Please note that the public comment period for on-site speakers may end before the time indicated on the schedule that is posted on the CBP web page at the time of the meeting.

Comments can also be made electronically anytime during the COAC meeting webcast, but please note that webcast participants will not be able to provide oral comments. Comments submitted electronically will be read into the record during the two (2) public comment periods.

FOR FURTHER INFORMATION CONTACT: Ms. Wanda Tate, Office of Trade Relations, U.S. Customs and Border Protection, 1300 Pennsylvania Avenue NW., Room 5.2A, Washington, DC 20229; telephone 202–344–1440; facsimile 202–325–4290.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given under the *Federal Advisory Committee Act*, 5 U.S.C. App. (Pub. L. 92–463). The COAC provides advice to the Secretary of Homeland Security, the Secretary of the Treasury, and the Commissioner of U.S. Customs and Border Protection (CBP) on matters pertaining to the commercial operations of CBP and related functions within DHS or the Department of the Treasury.

Agenda

The COAC will hear from the following subcommittees on the topics listed below and then will review, deliberate, and formulate recommendations on how to proceed on those topics:

- The work of the Land Border Security Subcommittee: Recommendations on the expansion of the Customs–Trade Partnership Against Terrorism (C–TPAT) Program and the National Strategy for Global Supply Chain Security.
- The work of the Trade Facilitation Subcommittee: Recommendations on CBP’s Trade Transformation initiatives.
- The work of the One U.S. Government at the Border Subcommittee: Updates on subcommittee discussions with the Food and Drug Administration (FDA), the Environmental Protection Agency (EPA), the Food Safety Inspection Service (FSIS), and the Consumer Product Safety Commission (CPSC).
- The work of the Role of the Broker subcommittee: Recommendation to