

ENCLOSURES

THIS PAGE INTENTIONALLY LEFT BLANK

ENCLOSURE 1

Marine Planning Guidelines

APPENDIX E. MARINE PLANNING GUIDELINES

1. Recommended Navigational Safe Distances.

- a. Purpose. These guidelines assist offshore developers and marine planners with their evaluation of the navigational impacts of any projects with multiple permanent fixed structures. The coastal areas include multiple users such as commercial shipping, tug and barge operations, commercial and recreational fishing, research vessels, offshore support vessels, oil and gas exploration and production, sand and gravel mining, offshore wind farms, and aquaculture apparatus. The guidelines consider sea space necessary for ships to maneuver safely, and discuss other factors to be considered when determining appropriate separation distances for the siting of offshore structures near shipping routes and other multiple use areas.

These guidelines are not regulatory. They do not impact the boundaries of any existing leases for site characterization and site assessment activities, but do inform suitability of siting structures within a lease area. These guidelines should be considered during the area identification phase for both unsolicited and solicited development areas and when determining the siting of structures within existing areas. These guidelines also serve as one of the references to inform the Navigation Safety Risk Assessments (NSRA) conducted by developers. As a cooperating agency in the National Environmental Policy Act (NEPA) process, the Coast Guard will request, through the Lead Federal Agency, that the developer complete an NSRA to evaluate potential impacts to navigational safety.

- b. Discussion. There is no international standard that specifies minimum distances between shipping routes and fixed structures. However, it is widely accepted that fixed structures in the offshore environment should not interfere with navigation. Specifically, the following standards were used in the development of the U.S. guidelines:
- (1) United Kingdom Maritime and Coastguard Agency (MCA) Marine Guidance Note MGN-371, Offshore Renewable Energy Installations (OREIs) - Guidance on UK Navigational Practice, Safety and Emergency Response Issues;
 - (2) The Confederation of European Shipmasters' Associations (CESMA);
 - (3) The World Shipping Council (WSC); and
 - (4) Guidelines for the Design, Marking and Operation of Wind Generators in the Area of Responsibility of the Federal Waterways and Shipping Directorates North-West and North to Guarantee the Safety and Efficiency of Vessel Traffic.
- c. Planning Guidelines. This Appendix provides the general guidelines for the placement of multiple structures near shipping routes and established ships routing measures, and other multiple use areas. These guidelines will result in the lowest level of acceptable risk reduction because they are based on minimum distances for the largest vessels to maneuver safely. Additional mitigation measures should be considered to achieve a low level of navigational safety risk.

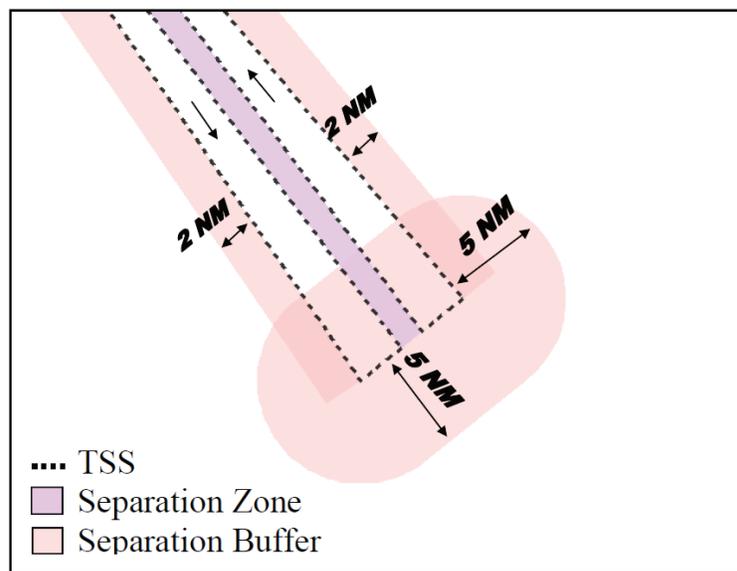
2. Recommended Guidelines for General Assessment of Areas for Potential Development.

a. Port Approaches and Traffic Separation Schemes (TSS).

(1) Planning Guidelines:

- (a) 2NM from the parallel outer or seaward boundary of a traffic lane; and
- (b) 5NM from the entry/exit (terminations) of a TSS.

Note. These recommendations are based on the maneuvering characteristics of a generic deep-draft vessel of approximately 300-400 meters in length. They are consistent with existing European guidelines. They account for the minimum distances for such larger vessels to maneuver in emergency situations.



Note. The 5 NM mile separation from the entry and exit of a TSS is necessary to enable vessels to detect one another visually and by radar in areas where vessels are converging and diverging from and to multiple directions.

- b. Coastwise or Coastal Shipping Routes. Vessels that tend to follow the coastline are typically smaller vessels that cannot safely transit too far offshore due to sea state limitations. The necessary sea space for vessels to safely maneuver is determined by the size and maneuverability of vessels and density of vessel traffic. When determining routes near shore the depth of water and location of underwater obstructions must be considered, especially if vessel routes will be displaced by the introduction of fixed structures. Towing vessels towing astern on a wire are of particular concern. For these vessels, the catenary of the tow wire will dictate significantly larger required safe water depths than the drafts of the tug or barge. Also, such a vessel-and-tow configuration has a large footprint and the resulting maneuvering ability is constrained.

(1) Planning Guidelines:

- (a) Identify a navigation safety corridor to ensure adequate sea area for vessels to transit safely;
 - (b) Provide inshore corridors for coastal ships and tug/barge operations;
 - (c) Minimize displacement of routes further offshore;
 - (d) Avoid displacing vessels where it will result in mixing vessel types; and
 - (e) Identify and consider cumulative and cascading impacts of multiple Offshore Renewable Energy Installations (OREIs), such as wind farms.
- c. Offshore Deep Draft Routes. Offshore deep draft routes can be more flexible in terms of the location of the routes. It is still necessary to have adequate sea area for safe navigation, but less critical to preserve existing routes to achieve safe conditions.

(1) Planning Guidelines:

- (a) Avoid creating an obstruction or hazard on both sides of an existing route; and
 - (b) If not practicable to avoid structures or hazards on both sides of a route, a navigation safety corridor should be of sufficient size to provide for the safe transit of the largest vessels. Large ocean-going ships often operate at high speeds that effect maneuvering response time. This should be accounted for when making the determination.
- d. Navigation Safety Corridors. Navigation safety corridors identify the amount of area necessary for vessels to safely transit along a route under all situations. These corridors are not considered routing measures by the Coast Guard or the International Maritime Organization (IMO), but are a tool to delineate areas where no offshore development should be considered. These corridors should not be confused with shipping safety fairways, two-way routes, or Traffic Separation Schemes, which are routing measures that identify specific inshore traffic areas. Density plots (“heat maps”) of Automatic Identification System (AIS) information are useful in determining the location of a route, but are less useful in determining the appropriate size of a route where multiple vessels may be required to pass one another safely. Navigation safety corridors should be given priority consideration over other potential uses of the same water space. In determining the appropriate size of navigation safety corridors, the following factors must be considered for the largest and least maneuverable vessels expected to use a route:
- (1) Cross Track Error (CTE). CTE is the difference between the intended and actual track. Factors leading to a vessel deviating from intended track include:
- (a) Environmental Forces - include wind, currents, and sea state:
 - 1) Wind forces can set a vessel in the downwind direction. The impacts of the wind will vary according to the size and shape of the vessel;

- 2) Currents, particularly cross currents, can significantly affect the maneuverability of a vessel and space required to navigate safely; and
 - 3) Sea state, including size and direction of waves, can cause vessels to pitch, heave, and roll. Yawing motions could result in the vessel drifting off course. Following seas can impact the ability of the vessel to steer a steady course.
- (b) Swept Path - (the sum of various factors to determine the total width of the tug and barge path) will depend on the abilities of the vessel operator and the maneuvering characteristics of the vessel and are a secondary cause of CTE:
- 1) Vessel Operator Response - the time for the vessel operator to recognize deviation from an intended track and to take corrective action; and
 - 2) Vessel Response - the speed that the vessel responds to rudder and main engines.
- (2) Closest Point of Approach (CPA). CPA is the safe distance at which a vessel can pass a fixed or moving hazard accounting for existing conditions. In complying with the International Regulations for Preventing Collisions at Sea 1972 (COLREGS), the captain of a vessel is required to consider all dangers of navigation and collision and any special circumstances, including limitations of the vessels involved, which may make a departure from the COLREGS necessary to avoid immediate danger per Rule 2, Responsibility. When determining an appropriate CPA, all factors of weather, maneuvering capability, visibility, etc., must be considered, as well as potential emergency situations. Under ideal conditions with low sea states, good visibility, and good communications between vessels to arrange a passing agreement, a CPA of ½ to 1 NM may be acceptable. Under less ideal weather and sea conditions and/or higher vessels speeds, a CPA of 2 NM or more may be necessary to ensure safe passage. By increasing the planned CPA, the chance of a collision or allision will be decreased.
- (3) Density of Traffic. The amount of traffic along a route will dictate the likelihood of vessels sharing sea space in meeting, overtaking, or crossing situations. With good communications and early actions, vessels can make arrangements to limit the number of vessels interacting with each other. However, there will be times when multiple vessels converge on the same location, such as in a cluster of OREIs, and additional sea space is necessary to maneuver safely and maintain appropriate CPAs for all vessels. The longer the route is constrained, the more likely multiple vessels will meet along a route. Crossing traffic, such as fishing vessels or offshore support vessels transiting to/from offshore installations, will further complicate vessel interactions. A navigation safety corridor should be designed to accommodate an appropriate number of vessels passing abeam of one another and other vessel operations in the area. In low density situations such as offshore, a minimum of two vessels may be appropriate. For moderate vessel density situations a minimum of three vessels should be used for planning purposes.

Note. The factors are interrelated and should be considered in the context of the maximum most probable weather and sea state conditions. The types of operations requiring the most sea space for maneuvering under normal and emergency situations should be used as the reference point.

e. Other Site-specific Considerations.(1) Potential contributions to risk:

- (a) High density traffic areas with converging or crossing routes. Similar to port entrances, areas where vessels are approaching from different directions into a smaller area will produce complex vessel interactions and increase navigational safety risk. This could occur in natural choke points or off shore of a cape, peninsula, or other obstruction that vessels must go around;
- (b) Obstructions/hazards on opposite side of a route. If hazards or obstructions are present on the opposite side of a route from a development area, the impact will be the constriction of vessel traffic and elimination of collision assessment time and avoiding action of vessels in an emergency situation;
- (c) Severe weather/sea state conditions. Predominant severe weather and sea state conditions can impact visibility, maneuverability, and navigation, all of which would negatively impact navigational safety;
- (d) Severe currents. Severe currents will impact maneuverability of a vessel and ability to maintain intended track, thus negatively impact navigational safety;
- (e) Mixing of vessel types. Vessels of differing types will naturally segregate not only due to vessel requirements for a safe transit, such as depth of water and sea state limitations, but also to avoid each other for safety reasons. Smaller or slow moving vessels will tend to avoid major shipping lanes containing larger, faster moving vessels. When these vessels are displaced into the routes of other vessel types the number of overtaking situations will increase, thereby increasing risk, particularly if sea space is limited;
- (f) Complexity of vessel interactions. In areas where interactions are more complex, impacts due to new obstructions could be amplified. Complexity can be driven by a number of factors, such as those previously discussed above where routes are converging/crossing or mixing of vessel types. Complexity could also be driven by other operations being conducted in the area such as fishing, recreational traffic, or pilot boarding areas;
- (g) Large distances along a route. The longer the distance obstructions are present along a route, the greater the risk. Increased distance equates to increased exposure to the navigational hazard; and
- (h) Undersized routing measures. If an existing TSS or other routing measure was not designed to accommodate existing or future density and size of vessels, additional separation may be appropriate.

(2) Potential mitigations of risk:

- (a) Mitigating factors such as pilotage areas, vessel traffic services, precautionary areas, areas to be avoided, anchorages, limited access areas, and routing measures. Mitigating factors can be used to lower risk in many ways, such as increasing predictability of vessel traffic, increasing local knowledge and expertise, increasing situational awareness, or improving navigation. Proper marking and lighting of the structures of a wind farm can be used for navigation purposes improving the ability to fix a vessel's position and avoid the hazard;
- (b) Low traffic density. Low traffic density will decrease vessel interactions and allow for more space for transiting vessels to maneuver;
- (c) Predominantly smaller vessels. If only smaller vessels call on a port or if large vessel transits are very infrequent, smaller planning distances may be appropriate; especially if other mitigations are in place for the large vessel transits, such as tug escorts or moving safety zones;
- (d) Distance from ports, shoals, and other obstructions. If there are large distances to other hazards, vessels will be able to adjust their route to ensure safe transits; and
- (e) Aids to Navigation. Enhanced Aids to Navigation may assist vessels in more accurately determining their position as well as identifying potential hazards.

(3) Other Critical Routes. This refers to routes that may not be obvious when looking at regular traffic patterns and may involve specific or unique requirements of particular vessels:

- (a) Natural Deepwater Approaches. Natural deep water approaches may not be used by the majority of vessels but may be necessary for some deep-draft vessels to safely enter or depart port at present or in the future.
- (b) Unique Transits. Other requirements such as sea space, draft, lack of maneuverability, necessary for the safe transit of infrequent, but important vessel transits, such as periodic provisioning of remote communities.

ENCLOSURE 2

Federal Register Notice
(85 FR 38907)

and Transplantation Research; 93.856, Microbiology and Infectious Diseases Research, National Institutes of Health, HHS)

Dated: June 23, 2020.

Tyeshia M. Roberson,
Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2020-13884 Filed 6-26-20; 8:45 am]

BILLING CODE 4140-01-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

Eunice Kennedy Shriver National Institute of Child Health & Human Development; Notice of Closed Meeting

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of the following meeting.

The meeting will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5 U.S.C., as amended. The grant applications and/or contract proposals and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: National Institute of Child Health and Human Development Initial Review Group; Function, Integration, and Rehabilitation Sciences Subcommittee.

Date: October 19, 2020.

Time: 9:00 a.m. to 5:00 p.m.

Agenda: To review and evaluate grant applications.

Place: NIH/NICHD, 6710 B Rockledge Drive, Bethesda, MD 20817 (Virtual Meeting).

Contact Person: Helen Huang, Ph.D., Scientific Review Officer, Scientific Review Branch, Eunice Kennedy Shriver National Institute of Child Health and Human Development, NIH, Bethesda, MD 20817, 301-435-8380, helen.huang@nih.gov.

(Catalogue of Federal Domestic Assistance Program Nos. 93.864, Population Research; 93.865, Research for Mothers and Children; 93.929, Center for Medical Rehabilitation Research; 93.209, Contraception and Infertility Loan Repayment Program, National Institutes of Health, HHS)

Dated: June 22, 2020.

Ronald J. Livingston, Jr.,
Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2020-13835 Filed 6-26-20; 8:45 am]

BILLING CODE 4140-01-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institutes of Health

National Cancer Institute; Notice of Closed Meeting

Pursuant to section 10(d) of the Federal Advisory Committee Act, as amended, notice is hereby given of the following meeting.

The meeting will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5 U.S.C., as amended. The purpose of this meeting is to evaluate requests for preclinical development resources for potential new therapeutics for the treatment of cancer. The outcome of the evaluation will provide information to internal NCI committees that will decide whether NCI should support requests and make available contract resources for development of the potential therapeutic to improve the treatment of various forms of cancer. The research proposals and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the proposed research projects, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: National Cancer Institute Special Emphasis Panel; JUN2020 Cycle 35 NExT SEP Committee Meeting.

Date: August 5, 2020.

Time: 9:00 a.m. to 3:00 p.m.

Agenda: To evaluate the NCI Experimental Therapeutics Program Portfolio.

Place: National Institutes of Health, 9000 Rockville Pike, Building 31, Room 3A44, Bethesda, MD 20892 (Teleconference Call).

Contact Persons: Barbara Mroczkowski, Ph.D., Executive Secretary, Discovery Experimental Therapeutics Program, National Cancer Institute, NIH, 31 Center Drive, Room 3A44, Bethesda, MD 20817, (301) 496-4291, mroczkoskib@mail.nih.gov.

Toby Hecht, Ph.D., Executive Secretary, Development Experimental Therapeutics Program, National Cancer Institute, NIH, 9609 Medical Center Drive, Room 3W110, Rockville, MD 20850, (240) 276-5683, toby.hecht2@nih.gov.

(Catalogue of Federal Domestic Assistance Program Nos. 93.392, Cancer Construction; 93.393, Cancer Cause and Prevention Research; 93.394, Cancer Detection and Diagnosis Research; 93.395, Cancer Treatment Research; 93.396, Cancer Biology Research; 93.397, Cancer Centers Support; 93.398, Cancer Research Manpower; 93.399, Cancer Control, National Institutes of Health, HHS)

Dated: June 23, 2020.

Melanie J. Pantoja,
Program Analyst, Office of Federal Advisory Committee Policy.

[FR Doc. 2020-13834 Filed 6-26-20; 8:45 am]

BILLING CODE 4140-01-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2020-0278]

Port Access Route Study: Northern New York Bight

AGENCY: Coast Guard, DHS.

ACTION: Notice of study and public meetings; request for comments.

SUMMARY: The Coast Guard is conducting a Port Access Route Study (PARS) to evaluate the adequacy of existing vessel routing measures and determine whether additional vessel routing measures are necessary for port approaches to New York and New Jersey and international and domestic transit areas in the First District area of responsibility. The Northern New York Bight PARS (NNYBPARS) will consider whether existing or additional routing measures are necessary to improve navigation safety due to factors such as planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, existing and potential anchorage areas, changing vessel traffic patterns, effects of weather, or navigational difficulty. Vessel routing measures, which include traffic separation schemes, two-way routes, recommended tracks, deep-water routes, precautionary areas, and areas to be avoided, are implemented to reduce the risk of marine casualties. The recommendations of the study may subsequently be implemented through rulemakings or in accordance with international agreements.

DATES: Comments and related material must be received on or before August 28, 2020. Although the Coast Guard prefers and highly encourages all comments and related material be submitted directly to the electronic docket, two virtual public meetings will be held via webinar and teleconference to provide an opportunity for oral comments about the NNYBPARS on Thursday, July 30, 2020, beginning at 9 a.m. EST, and on Tuesday, August 11, 2020, beginning at 6 p.m. EST. All comments and related material submitted must be received by the Coast Guard on or before August 28, 2020.

Commenters should be aware that the electronic Federal Docket Management System will not accept comments after midnight Eastern Daylight Time on the last day of the comment period.

ADDRESSES: You may submit comments identified by docket number USCG–2020–0278 using the Federal eRulemaking Portal <http://www.regulations.gov>. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

The virtual public meeting on Thursday, July 30, 2020, beginning at 9 a.m. EST, will be held via webinar and teleconference.

The virtual public meeting on Tuesday, August 11, 2020, beginning at 6 p.m. EST, will be held via webinar and teleconference.

Access information for these virtual public meetings will be posted at <https://www.navcen.uscg.gov/?pageName=PARS> by July 23, 2020.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notice of study, call or email Mr. Craig Lapiejko, First Coast Guard District (dpw), U.S. Coast Guard; telephone (617) 223–8351, email craig.d.lapiejko@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

ACPARS Atlantic Coast Port Access Route Study
 AIS Automatic Identification System
 COMDTINST Commandant Instruction
 DHS Department of Homeland Security
 EEZ Exclusive Economic Zone
 IMO International Maritime Organization
 MTS Marine Transportation System
 NAD83 North American Datum of 1983
 NNYB Northern New York Bight
 PARS Port Access Route Study
 PWSA Ports and Waterways Safety Act
 TSS Traffic Separation Scheme
 USCG United States Coast Guard

II. Background and Purpose

A. Requirements for Port Access Route Studies: Under Section 70003 of Title 46 of the United States Code, the Commandant of the U.S. Coast Guard may designate necessary fairways and traffic separation schemes (TSSs) to provide safe access routes for vessels proceeding to and from U.S. ports. The designation of fairways and TSSs recognizes the paramount right of navigation over all other uses in the designated areas.

Before establishing or adjusting fairways or TSSs, the Coast Guard must conduct a PARS, *i.e.*, a study of potential traffic density and the need for safe access routes for vessels. Through the study process, the Coast Guard must

coordinate with federal, state, and foreign state agencies (where appropriate) and consider the views of maritime community representatives, environmental groups, and other interested stakeholders. The primary purpose of this coordination is, to the extent practicable, to reconcile the need for safe access routes with other reasonable waterway uses such as anchorages, construction, and operation of renewable energy facilities, marine sanctuary operations, commercial and recreational activities, and other uses.

In addition to aiding the Coast Guard in establishing new or adjusting fairways or TSSs, this PARS may recommend establishing or amending other vessel routing measures. Examples of other routing measures include two-way routes, recommended tracks, deep-water routes (for the benefit primarily of ships whose ability to maneuver is constrained by their draft), precautionary areas (where ships must navigate with particular caution), and areas to be avoided (for reasons of exceptional danger or especially sensitive ecological and environmental factors).

B. Previous Port Access Route Studies within this Study Area: The original precautionary area and TSSs within this study area were first established in May, 1967, and were approved by the International Maritime Organization (IMO).

In 1987 the Coast Guard conducted a PARS prior to establishing two parallel shipping safety fairways off New York entitled “Ambrose to Nantucket Safety Fairway” and “Nantucket to Ambrose Safety Fairway” and published the final results in the **Federal Register** (52 FR 33589; September 4, 1987).

In 2016, the Coast Guard published a notice of its Atlantic Coast Port Access Route Study (ACPARS) in the **Federal Register** (81 FR 13307; March 14, 2016) and announced the study report as final in the **Federal Register** (82 FR 16510; April 5, 2017). The ACPARS analyzed the Atlantic Coast waters seaward of existing port approaches within the U.S. Exclusive Economic Zone (EEZ). This multiyear study began in 2011, included public participation, and identified the navigation routes customarily followed by ships engaged in commerce between international and domestic U.S. ports. The study is available at <https://navcen.uscg.gov/?pageName=PARSReports>. Data and information from stakeholders, including Automatic Identification System (AIS) data from vessel traffic, were used to identify and verify deep draft and coastwise navigation routes that are typically followed by ships

engaged in commerce between international and domestic U.S. ports.

C. Need for a New Port Access Route Study: In 2019, the Coast Guard announced a new study of routes used by ships to access ports on the Atlantic Coast of the United States in the **Federal Register** (84 FR 9541; March 15, 2019). This new study supplements and builds upon the ACPARS by conducting a series of PARS to examine ports along the Atlantic Coast that are economically significant or support military or critical national defense operations and related international entry and departure transit areas that are integral to the safe and efficient and unimpeded flow of commerce to/from major international shipping lanes. The NNYBPARS is just one of these several new studies being conducted.

III. Information Requested

The New York Bight encompasses a very large area starting along the coasts of New York and New Jersey, from Montauk Point, NY, to Cape May, NJ, and then offshore to the outer edge of the Continental Shelf. The purpose of this notice is to announce the commencement of this PARS to examine the First District’s portion of the New York Bight which includes the port approaches to New York and New Jersey and the international and domestic entry and departure transit areas in conjunction with the implementation of recommendations of the ACPARS, and to solicit public comments. Similar to the ACPARS, this PARS will focus on and use AIS data and information from stakeholders to identify and verify customary navigation routes as well as routes between port approaches and international entry and departure transit areas. The Coast Guard encourages participation in the study process by submitting comments in response to this notice. Comments should address impacts to navigation within the study area resulting from factors such as: Planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, changing vessel traffic patterns, effects of weather, potential conflicts or disruptions in uncharted or informal anchorage areas, or navigational difficulties or concerns in general.

IV. Public Participation and Request for Comments

We encourage you to participate in this study by submitting comments and related materials. All comments received will be posted without change to <https://www.regulations.gov> and will

include any personal information you have provided.

A. Submitting Comments: If you submit comments to the online public docket, please include the docket number for this notice (USCG–2020–0278), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. We accept anonymous comments.

To submit your comment online, go to <https://www.regulations.gov>, and insert “USCG–2020–0278” in the “search box.” Click “Search” and then click “Comment Now.” We will consider all comments and material received during the comment period.

B. Public Meetings: We plan to hold two virtual public meetings to receive oral comments on this notice. Again, as stated earlier, the Coast Guard prefers and highly encourages all comments and related material be submitted directly to the online public docket, but two virtual public meetings will be held via webinar and teleconference to provide an opportunity for oral comments about the NNYBPARS. If you want to provide a written version of your oral comments made at the virtual public meeting, you may submit them directly to Mr. Craig Lapiejko. These comments will be added to our online public docket. We recommend that you include your name and a mailing address, an email address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission. Attendance at the virtual public meeting is not required. We will

provide a written summary of the oral comments received and will place that summary in the online public docket.

The first virtual public meeting on Thursday, July 30, 2020, beginning at 9 a.m. EST, will be held via webinar and teleconference.

Access information for this virtual public meetings will be posted at <https://www.navcen.uscg.gov/?pageName=PARS> by July 23, 2020.

The second virtual public meeting on Tuesday, August 11, 2020, beginning 6 p.m. EST, will be held via webinar and teleconference.

Access information for this virtual public meetings will be posted at <https://www.navcen.uscg.gov/?pageName=PARS> by July 23, 2020.

C. Viewing Comments and Documents: To view the comments and documents mentioned in this preamble as being available in the online public 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–2020–02782” and click “Search.” Click the “Open Docket Folder” in the “Actions” column.

D. Privacy Act: We accept anonymous comments. All comments received will be posted without change to <https://www.regulations.gov> and will include any personal information you have provided. For more about privacy and submissions in response to this document, see DHS’s Correspondence System of Records notice (84 FR 48645, September 26, 2018). Documents mentioned in this notice as being available in the docket, and all public

comments, will be in our online docket at <https://www.regulations.gov> and can be viewed by following that website’s instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted or a final rule is published.

V. Northern New York Bight PARS: Timeline, Study Area, and Process

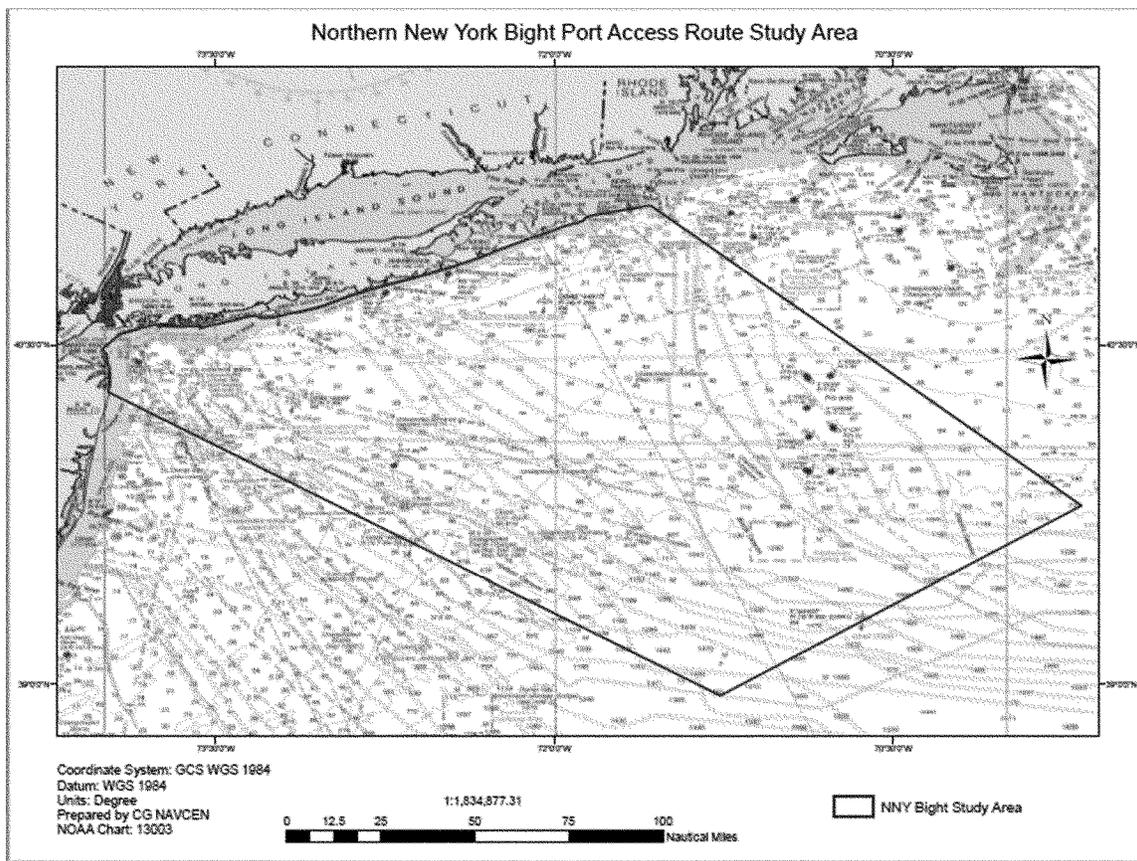
The First Coast Guard District, Coast Guard Sector New York, and Coast Guard Sector Long Island Sound will conduct this PARS. The study will commence upon publication of this notice and may take 12 months or more to complete.

The study area is described as an area bounded by a line connecting the following geographic positions:

40 18'00.0" N 074 00'00.0" W
38 57'00.0" N 071 16'00.0" W
39 47'24.0" N 069 40'01.2" W
41 07'12.0" N 071 34'33.6" W
41 04'15.6" N 071 51'25.2" W

thence along the coast line back to the origin. All geographic points are based on North American Datum of 1983 (NAD 83).

This area extends approximately 150 nautical miles seaward and covers approximately 25,000 square nautical miles including the offshore area of New Jersey and New York used by private, commercial, and public vessels transiting to and from these ports. An illustration showing the study area is below with additional illustrations available in the online public docket where indicated under **ADDRESSES**.



This PARS will identify and analyze the customary navigation routes between the port approaches of New York and New Jersey and the international and domestic transit areas and connecting them to the potential fairways identified in the ACPARS final report.

Analyses will be conducted in accordance with COMDTINST 16003.2B, Marine Planning to Operate and Maintain the Marine Transportation System (MTS) and Implement National Policy. Instruction is available at https://media.defense.gov/2019/Jul/10/2002155400/-1/-1/0/CI_16003_2B.PDF.

We will publish the results of the PARS in the **Federal Register**. It is possible that the study may validate the status quo (no additional fairways or routing measures) and conclude that no changes are necessary. It is also possible that the study may recommend one or more changes to address navigational safety and the efficiency of vessel traffic management. The recommendations may lead to future rulemakings or international agreements.

This notice is published under the authority of 5 U.S.C. 552(a).

Dated: June 23, 2020.

T.G. Allan Jr.,
*Rear Admiral, U.S. Coast Guard, Commander,
First Coast Guard District.*

[FR Doc. 2020-13901 Filed 6-26-20; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

[Docket ID FEMA-2020-0026; Internal Agency Docket No. DHS-19-GPD-044-000-98]

Assistance to Firefighters Grant Program; Fire Prevention and Safety Grants

AGENCY: Federal Emergency Management Agency, Department of Homeland Security (DHS).

ACTION: Notice of guidance.

SUMMARY: This Notice provides guidelines that describe the application process for Fire Prevention and Safety (FP&S) grants and the criteria the Federal Emergency Management Agency (FEMA) will use to award these grants for Fiscal Year (FY) 2019. It explains the differences, if any, between these

guidelines and those recommended by representatives of the Nation's fire service leadership during the annual Criteria Development meeting, which was held Dec. 12-13, 2018. The application period for the FY 2019 FP&S Grant Program was April 27, 2020, to May 29, 2020, and was announced on the Assistance to Firefighters Grant (AFG) website (www.fema.gov/firegrants), www.grants.gov, and the U.S. Fire Administration website (www.usfa.fema.gov).

DATES: Grant applications for the FP&S Grant Program were accepted electronically at <https://go.fema.gov> from April 27, 2020, at 8:00 a.m. ET to May 29, 2020, at 5:00 p.m. ET.

ADDRESSES: Assistance to Firefighters Grants Branch, DHS/FEMA, 400 C Street SW, 3N, Washington, DC 20472-3635.

FOR FURTHER INFORMATION CONTACT: Catherine Patterson, Chief, Assistance to Firefighters Grants Branch, (866) 274-0960.

SUPPLEMENTARY INFORMATION: The purpose of the FP&S Grant Program is to enhance the safety of the public and firefighters by assisting fire prevention programs and supporting firefighter health and safety research and development. The FEMA Grant Programs Directorate administers the

ENCLOSURE 3

Marine Safety Information
Bulletin 20-062



Marine Safety Information Bulletin

Commander
First Coast Guard District
Prevention Division
408 Atlantic Ave
Boston, MA 02210

MSIB Number: 20-062
Date: June 30, 2020
Contact: Mr. Craig Lapiejko
E-Mail: Craig.D.Lapiejko@uscg.mil

Port Access Route Study: Northern New York Bight

This bulletin addresses the notice of study for the Northern New York Bight Port Access Route Study.

1. The U. S. Coast Guard (USCG) is conducting a Port Access Route Study (PARS) to evaluate the adequacy of existing vessel routing measures and determine whether additional vessel routing measures are necessary for port approaches to New York and New Jersey and international and domestic transit areas in the First District area of responsibility. The Northern New York Bight PARS (NNYBPARS) will consider whether existing or additional routing measures are necessary to improve navigation safety due to factors such as planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, existing and potential anchorage areas, changing vessel traffic patterns, effects of weather, or navigational difficulty. Vessel routing measures are implemented to reduce the risk of marine casualties. Examples of potential measures include traffic separation schemes, two-way routes, recommended tracks, deep-water routes, precautionary areas, and areas to be avoided. The recommendations of the study may subsequently be implemented through rulemakings or in accordance with international agreements.
2. The Notice of Study is available at Federal Register docket number USCG-2020-0278, the federal portal at <https://www.regulations.gov/docket?D=USCG-2020-0278>.
3. To submit your comment online, go to <https://www.regulations.gov>, and insert “USCG-2020-0278” in the “search box.” Click “Search” and then click “Comment Now.” We will consider all comments and material received on or before August 28, 2020.
4. For questions regarding this Marine Safety Information Bulletin contact Mr. Craig Lapiejko, Waterways Management at First Coast Guard District, telephone (617) 223-8351, e-mail craig.d.lapiejko@uscg.mil.

Captain Richard J. Schultz, First Coast Guard District Chief of Prevention, sends

ENCLOSURE 4

Federal Register
Supplemental Notice
(86 FR 18996)

In response to your comments, we may revise this ICR or decide not to seek an extension of approval for the Collection. We will consider all comments and material received during the comment period.

We encourage you to respond to this request by submitting comments and related materials. Comments must contain the OMB Control Number of the ICR and the docket number of this request, [USCG-2021-0190], and must be received by June 11, 2021.

Submitting Comments

We encourage you to submit comments through the Federal eRulemaking Portal at <https://www.regulations.gov>. If your material cannot be submitted using <https://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions. Documents mentioned in this notice, and all public comments, are in our online docket at <https://www.regulations.gov> and can be viewed by following that website's instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted.

We accept anonymous comments. All comments received will be posted without change to <https://www.regulations.gov> and will include any personal information you have provided. For more about privacy and submissions in response to this document, see DHS's eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

Information Collection Request

Title: Official Logbook.

OMB Control Number: 1625-0018.

Summary: The Official Logbook contains information about the voyage, the vessel's crew, drills, watches, and operations conducted during the voyage. Official Logbook entries identify particulars of the voyage, including the name of the ship, official number, port of registry, tonnage, names and merchant mariner credential numbers of the master and crew, the nature of the voyage, and class of ship. In addition, it also contains entries for the vessel's drafts, maintenance of watertight integrity of the ship, drills and inspections, crew list and report of character, a summary of laws applicable to Official Logbooks, and miscellaneous entries.

Need: Title 46, United States Code (U.S.C.) sections 11301, 11302, 11303, and 11304 require applicable merchant vessels to maintain an Official Logbook. The Official Logbook contains

information about the vessel, voyage, crew, and watch. Lack of these particulars would make it difficult for a seaman to verify vessel employment and wages, and for the Coast Guard to verify compliance with laws and regulations concerning vessel operations and safety procedures. The Official Logbook serves as an official record of recordable events transpiring at sea such as births, deaths, marriages, disciplinary actions, etc. Absent the Official Logbook, there would be no official civil record of these events. The courts accept log entries as proof that the logged event occurred. If this information was not collected, the Coast Guard's commercial vessel safety program would be negatively impacted, as there would be no official record of U.S. merchant vessel voyages. Similarly, those seeking to prove that an event required to be logged occurred would not have an official record available.

Forms:

- CG-706B, Official Logbook.

Respondents: Shipping companies.

Frequency: On occasion.

Hour Burden Estimate: The estimated burden remains at 1,750 hours a year.

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

Dated: April 6, 2021.

Kathleen Claffie,

Chief, Office of Privacy Management, U.S. Coast Guard.

[FR Doc. 2021-07440 Filed 4-9-21; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2020-0278]

Port Access Route Study: Northern New York Bight

AGENCY: Coast Guard, DHS.

ACTION: Supplemental notice of study, request for comments.

SUMMARY: The Coast Guard is seeking additional information related to the notice of study that was published on June 29, 2020, regarding the Northern New York Bight Port Access Route Study (NNYBPARS). Following a review of the comments and materials received, we identified several areas of additional inquiry related to the study. We invite your comments and responses to the proposed questions and information requests.

DATES: Comments and related material must be received on or before May 12, 2021. Commenters should be aware that

the electronic Federal Docket Management System will not accept comments after midnight Eastern Daylight Time on the last day of the comment period.

ADDRESSES: You may submit comments identified by docket number USCG-2020-0278 using the Federal eRulemaking Portal <http://www.regulations.gov>. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions about this supplemental notice of study, call or email Mr. Craig Lapiejko, First Coast Guard District (dpw), U.S. Coast Guard; telephone (617) 223-8351, email craig.d.lapiejko@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

ACPARS Atlantic Coast Port Access Route Study
ANPRM Advance Notice of Proposed Rulemaking
AIS Automatic Identification System
COMDTINST Commandant Instruction
DHS Department of Homeland Security
NNYBPARS Northern New York Bight Port Access Route Study
OCS Outer Continental Shelf
PARS Port Access Route Study
TSS Traffic Separation Scheme
U.S.C. United States Code
USCG United States Coast Guard
VMS Vessel Monitoring System
VTR Vessel Trip Report

II. Background and Purpose

On June 29, 2020, the Coast Guard published a Notice of Study and public meetings; request for comments entitled "Port Access Route Study (PARS): Northern New York Bight" in the **Federal Register** (85 FR 38907) to evaluate the adequacy of existing vessel routing measures and determine whether additional vessel routing measures are necessary for port approaches to New York and New Jersey and international and domestic transit areas in the First Coast Guard District area of responsibility. This undertaking is required by 46 U.S.C. 70003, which calls for the Coast Guard to conduct a PARS prior to establishing fairways or traffic separation schemes (TSSs).

The public was afforded a 60-day comment period, and two public meetings were held via teleconference and webinar to receive public input. The Coast Guard received 24 comments in response to our **Federal Register** Notice, public meetings and other outreach efforts. A preliminary review of the comments and related materials

received identified additional opportunities for inquiry. For instance, obtaining additional vessel traffic and activities data would help inform several aspects of the study. In this notice, we also seek responses supplying quantitative data or suggesting other authoritative sources that specifically address the items listed in section III.

All comments and supporting documents are available in a public docket and can be viewed at <http://www.regulations.gov>. In the "Search" box insert "USCG-2020-0278" and click "Search." Click the "Open Docket Folder" in the "Actions" column.

III. Information Requested

Where possible and pertinent, please provide sources, citations and references to back up or justify your responses. Also, for all pertinent responses, please provide a detailed explanation of how you arrived at your conclusion and the underlying assessment that supports your conclusion. Finally, for all numerical responses please provide us with sufficient information to recreate your calculations. We seek public feedback on the following items:

a. The Coast Guard is conducting the NNYBPARS in accordance with COMDTINST 16003.2B, Marine Planning to Operate and Maintain the Marine Transportation System (MTS) and Implement National Policy. The instruction is available at https://media.defense.gov/2019/jul/10/2002155400/-1/-1/0/CI_16003_2B.PDF. The Coast Guard requests information applicable to 1) PARS objectives and 2) data and other information to assist the Coast Guard conduct the NNYBPARS.

1. PARS Objectives;

- i. Determine present traffic density;
- ii. Determine potential traffic density;
- iii. Determine if existing vessel routing measures are adequate;
- iv. Determine if existing vessel routing measures require modifications;
- v. Determine the type of modifications;
- vi. Define and justify the needs for new vessel routing measures;
- vii. Determine the type of new vessel routing measures; and
- viii. Determine if the usage of the vessel routing measures must be mandatory for specific classes of vessels.

2. Data and other information;

- i. Vessel traffic characteristics and trends (both existing and potential), including traffic volume, size and types of vessels, potential interference with the flow of commercial traffic, presence

of any unusual cargoes, and other similar information;

- ii. Fishing activity;
- iii. Recreational boating traffic;
- iv. Commercial ferry traffic;
- v. Military activities;
- vi. Existing and potential outer continental shelf (OCS) resource development activities;
- vii. Environmental information and factors which may be impacted by potential or amended vessel routing measures;
- viii. Underway and projected dredging projects;
- ix. Port development activities;
- x. Native American Tribal activities and impacts of potential or amended vessel routing measures;
- xi. Economic (costs and benefits) effects and impacts; and
- xii. Any additional information that arises as a result of public comments.

b. The Coast Guard is utilizing automatic information system (AIS) data, vessel monitoring system (VMS) data, vessel trip report (VTR) data, and fisheries observer data to conduct the NNYBPARS. The Coast Guard requests maritime community representatives provide any additional info that may assist the Coast Guard conduct the NNYBPARS.

c. Do maritime community representatives anticipate impacts to navigation as a result of planned or potential future developments, whether in port, inshore or offshore in the areas within or directly adjacent to the Northern New York Bight (please explain and be specific as possible)?

1. How will vessel navigation routes change as a result of planned or potential future developments?

2. Do maritime community representatives request additional routing measures other than those that currently exist or are being proposed via the Advanced Notice of Proposed Rulemaking (ANPRM) in the **Federal Register** (85 FR 37034, June 19, 2020) related to planned or potential future developments (please explain and be as specific as possible)?

d. The Coast Guard received numerous comments in response to our **Federal Register** Notice, public meetings and other outreach efforts requesting various fairway widths (*i.e.* 4 NM, 5 NM, 9 NM), to extend current traffic separation schemes, or to identify historical anchorage locations.

1. The Coast Guard requests maritime community representatives provide evidence of why routing measures need to be of the requested width.

2. The Coast Guard requests maritime community representatives provide evidence for the need to extend traffic

separation schemes in the Northern New York Bight area out to the OCS.

3. The Coast Guard requests maritime community representatives specifically identify historical anchorages that are requested to be federally recognized. Please provide coordinates.

IV. Public Participation and Request for Comments

We encourage you to participate in this study by submitting comments and related materials through the Federal portal at <https://www.regulations.gov>. In your submission, please include the docket number for this notice of inquiry and provide a reason for each suggestion or recommendation. If your material cannot be submitted using <https://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

We accept anonymous comments. Comments we post to <https://www.regulations.gov> will include any personal information you have provided. For more about privacy and submissions in response to this document, see DHS's eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

Documents mentioned in this notice of inquiry as being available in the docket, and public comments, will be in our online docket at <https://www.regulations.gov> and can be viewed by following that website's instructions. We review all comments received, but we may choose not to post off-topic, inappropriate, or duplicate comments that we receive. If you visit the online docket and sign up for email alerts, you will be notified when comments are posted or if a final rule is published.

This notice is published under the authority of 5 U.S.C. 552(a).

Dated: April 2, 2021.

T.G. Allan Jr.,

Rear Admiral, U.S. Coast Guard, Commander, First Coast Guard District.

[FR Doc. 2021-07469 Filed 4-9-21; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

[Docket ID FEMA-2021-0002; Internal Agency Docket No. FEMA-B-2114]

Proposed Flood Hazard Determinations

AGENCY: Federal Emergency Management Agency, Department of Homeland Security.

ENCLOSURE 5

Marine Safety Information
Bulletin 21-003



Marine Safety Information Bulletin

Commander
First Coast Guard District
Prevention Division
408 Atlantic Ave
Boston, MA 02210

MSIB Number: 21-003
Date: April 14, 2021
Contact: Mr. Craig Lapiejko
E-Mail: Craig.D.Lapiejko@uscg.mil

Port Access Route Study: Northern New York Bight

This bulletin addresses the April 12, 2021 supplemental notice of study; request for comments for the Northern New York Bight Port Access Route Study.

1. On June 29, 2020, the First Coast Guard District published a notice of study; request for comments (85 FR 38907) announcing that the Coast Guard was conducting a Port Access Route Study (PARS) to evaluate the adequacy of existing vessel routing measures and determine whether additional vessel routing measures are necessary for port approaches to New York and New Jersey and international and domestic transit areas in the First District Area of Responsibility (AOR). The Coast Guard stated the Northern New York Bight PARS (NNYBPARS) would consider whether existing or additional routing measures are necessary to improve navigation safety due to factors such as planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, existing and potential anchorage areas, changing vessel traffic patterns, effects of weather, or navigational difficulty. Vessel routing measures, which include traffic separation schemes, two-way routes, recommended tracks, deep-water routes, precautionary areas, and areas to be avoided, are implemented to reduce the risk of marine casualties.
2. On April 12, 2021 the First Coast Guard District published a supplemental notice of study; request for comments seeking additional information related to the notice of study that was published on June 29, 2020. Following a review of the comments and materials received, the First Coast Guard District identified several areas of additional inquiry related to the study. We invite your comments and responses to the proposed questions and information requests. In this notice, we also seek responses supplying quantitative data or suggesting other authoritative sources that specifically address the questions posed in the subject notice of study; request for comments.
3. The Notice of Study is available at Federal Register docket number USCG-2020-0278, the federal portal at <https://www.regulations.gov/document/USCG-2020-0278-0029>.
4. To submit your comment online, go to <https://www.regulations.gov>, and insert "USCG-2020-0278" in the "search box." Click "Search" and then click "Comment." We will consider all comments and material received on or before May 12, 2021.
5. For questions regarding this Marine Safety Information Bulletin contact Mr. Craig Lapiejko, Waterways Management at First Coast Guard District, telephone (617) 223-8351, e-mail craig.d.lapiejko@uscg.mil.

Captain Richard J. Schultz, First Coast Guard District Chief of Prevention, sends

ENCLOSURE 6

Federal Register
Notice(s)
(86 FR 37339) & (86 FR 50546)

with maritime industry groups and local harbor safety committees and through public surveys. Information gathered indicates that the maritime public finds the new mobile and web access valuable and worthwhile. Mariners also told the Coast Guard that they did not find the existing routine VHF broadcasts to be very valuable; rather, the broadcasts, which are typically announced on VHF channel 16 and then switched to channel 22, were frequently noted as bothersome, because they tended to crowd out more valuable marine radio traffic on both VHF channels, creating “radio clutter.”

The Coast Guard is now considering phasing out routine VHF broadcasts in locations where digital mobile and web access is made available, and is seeking public comment. Before broadcasts in any particular location are phased out, mariners can anticipate that the Coast Guard will thoroughly announce and remind mariners about how to access the information by the new web and mobile methods. Only routine broadcasts are being considered for phase out; the Coast Guard will continue to choose to broadcast urgent and safety broadcasts on VHF as necessary.

This notice is issued under the authority of 14 U.S.C. 504(a)(16) and 5 U.S.C. 552(a).

Dated: July 6, 2021.

Michael D. Emerson,
Director, Marine Transportation Systems.
 [FR Doc. 2021–15059 Filed 7–14–21; 8:45 am]
BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG–2020–0278]

Port Access Route Study: Northern New York Bight

AGENCY: Coast Guard, DHS.

ACTION: Notice of availability of draft report and public meeting; request for comments.

SUMMARY: From June 29, 2020, through June 28, 2021, the Coast Guard conducted the Northern New York Bight Port Access Route Study (NNYBPARS) and is now requesting your comments on a draft version of the study report. The goal of the study is to evaluate the adequacy of existing vessel routing measures and determine whether additional vessel routing measures are necessary for port approaches to New York and New Jersey and international

and domestic transit areas in the First District area of responsibility. To accomplish this goal, the Coast Guard has undertaken measures to determine whether existing or additional routing measures are necessary to improve navigation safety due to factors such as planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, existing and potential anchorage areas, changing vessel traffic patterns, effects of weather, or navigational difficulty. We seek your comments on the content and development of the report.

DATES: Your comments and related material must reach the Coast Guard on or before August 30, 2021.

Although the Coast Guard prefers and highly encourages all comments and related material be submitted directly to the electronic docket, a public meeting will be held via webinar and teleconference to provide an opportunity for oral comments about the NNYBPARS draft report on Friday, July 30, 2020, beginning at 9 a.m. EST.

Additional public meetings dates may be added. Information as to the date, time, and location of these in person public meetings will be posted at <https://www.navcen.uscg.gov/?pageName=PARS> by July 23, 2021.

ADDRESSES: You may submit comments identified by docket number USCG–2020–0278 using the Federal portal at <https://www.regulations.gov>. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

A virtual public meeting on Friday, July 30, 2020, beginning at 9 a.m. EST, will be held via webinar and teleconference.

Access information for this virtual public meeting will be posted at <https://www.navcen.uscg.gov/?pageName=PARS> by July 23, 2021.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, contact Mr. Craig Lapiejko, Waterways Management at First Coast Guard District, telephone (617) 223–8351, email craig.d.lapiejko@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

ACPARS	Atlantic Coast Port Access Route Study
AIS	Automatic Identification System
COMDTINST	Commandant Instruction
DHS	Department of Homeland Security
EEZ	Exclusive Economic Zone
IMO	International Maritime Organization
MTS	Marine Transportation System
NAD83	North American Datum of 1983

NNYB	Northern New York Bight
PARS	Port Access Route Study
PWSA	Ports and Waterways Safety Act
TSS	Traffic Separation Scheme
USCG	United States Coast Guard

II. Background and Purpose

The Ports and Waterways Safety Act (46 U.S.C. 70003(c)) requires the Coast Guard to conduct a Port Access Route Study (PARS), *i.e.*, a study of potential traffic density and the need for safe access routes for vessels. Through the study process, the Coast Guard coordinates with Federal, State, local, tribal and foreign state agencies (as appropriate) to consider the views of maritime community representatives, environmental groups, and other interested stakeholders. The primary purpose of this coordination is, to the extent practicable, to reconcile the need for safe access routes with other reasonable waterway uses such as construction and operation of renewable energy facilities and other uses of the Atlantic Ocean in the study area.

In 2019, the Coast Guard announced a new study of routes used by ships to access ports on the Atlantic Coast of the United States in the **Federal Register** (84 FR 9541; March 15, 2019). This new study supplements and builds upon the ACPARS by conducting a series of PARS to examine ports along the Atlantic Coast that are economically significant or support military or critical national defense operations and related international entry and departure transit areas that are integral to the safe and efficient and unimpeded flow of commerce to/from major international shipping lanes. The NNYBPARS is one of several studies being conducted.

On June 29, 2020, the First Coast Guard District published a notice of study and public meetings; request for comments entitled “Port Access Route Study (PARS): Northern New York Bight” in the **Federal Register** (85 FR 38907) to evaluate the adequacy of existing vessel routing measures and determine whether additional vessel routing measures are necessary for port approaches to New York and New Jersey and international and domestic transit areas in the First District area of responsibility.

The public was afforded a 60-day comment period, and two virtual public meetings were held via teleconference and webinar to receive public input. The Coast Guard received 25 comments to this document in response to our **Federal Register** Notice, public meetings and other outreach efforts. All comments and supporting documents to this document are available in a public

docket and can be viewed at <http://www.regulations.gov>.

On April 12, 2021, we published a supplemental notice of study; request for comments entitled “Port Access Route Study (PARS): Northern New York Bight” in the **Federal Register** (86 FR 18996) seeking additional information.

The public was afforded a 30-day comment period. The Coast Guard received five comments to this document in response to our **Federal Register** Notice, and other outreach efforts. All comments and supporting documents to this document are available in a public docket and can be viewed at <http://www.regulations.gov>.

During both comment periods a total of 30 comments were submitted by representatives of the maritime community, wind energy developers, non-governmental organizations, Federal and State governmental agencies, and private citizens.

Of the thirty comments, fourteen requested additional routing measures be established, twelve expressed concerns that wind farm installations will negatively affect vessel’s marine radar performance, eight requested setback/buffer zones, six requested anchorages be designated, six requested additional meetings, three requested alteration of existing routing measures, and three requested expanding Vessel Traffic Services.

A synopsis of the comments and copies of the Coast Guard’s Public outreach can be found in the report. The Coast Guard is opening this third and final NNYBPARS comment period to facilitate transparent public discussions on the information above as well as the draft report findings to date.

III. Information Requested

Do you agree or disagree with the draft report’s recommendations, propose actions, or continued actions, and if so, why?

V. Public Participation and Request for Comments

We encourage you to comment on the content and development of the report through the Federal eRulemaking Portal at <https://www.regulations.gov>.

A. Viewing the draft version of the report: To view the draft version of the NNYBPARS report in the docket, go to <http://www.regulations.gov>, and insert “USCG–2020–0278” in the “search box.” Click “Search”. Then scroll down looking of the document entitled “DRAFT REPORT Northern New York Bight PARS June 29, 2021” under the document type “Supporting & Related Material.”

B. Submitting Comments: To submit your comment online, go to <http://www.regulations.gov>, and insert “USCG–2020–0278” in the “search box.” Click “Search”. Then click “Comment.” The “Comment” button can be found on the following pages:

- Docket Details page when a document within the docket is open for comment,
- Document Details page when the document is open for comment, and
- Document Search Tab with all search results open for comment displaying a “Comment” button.

Clicking “Comment” on any of the above pages will display the comment form. You can enter your comment on the form, attach files (maximum of 20 files up to 10MB each), and choose whether to identify yourself as an individual, an organization, or anonymously. Be sure to complete all required fields depending on which identity you have chosen. Once you have completed all required fields and chosen an identity, the “Submit Comment” button is enabled. Upon completion, you will receive a Comment Tracking Number for your comment. For additional step by step instructions, please see the Frequently Asked Questions page on <http://www.regulations.gov> or by clicking <https://www.regulations.gov/faq>.

We accept anonymous comments. Comments we post to <http://www.regulations.gov> and will include any personal information you have provided. For more about privacy and submissions to the docket in response to this document, see DHS’s eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

We review all comments and materials received during the comment period, but we may choose not to post off-topic, inappropriate, or duplicate comments that we receive.

C. How do I find and browse for posted comments on Regulations.gov. On the previous version of *Regulations.gov*, users browse for comments on the Docket Details page. However, since comments are made on individual documents, not dockets, new *Regulations.gov* organizes comments under their corresponding document. To access comments and documents submitted to this draft version of the study report go to <http://www.regulations.gov>, and insert “USCG–2020–0278” in the “search box.” Click “Search”. Then scroll down to and click on the “notice” entitled “Port Access Route Study: Notice of availability of draft report and public information session; request for comments.” This will open to the

“Document Details” page. Then click on the “Browse Comments” tab. On the comment tab, you can search and filter comments. *Note:* If no comments have been posted to a document, the “Comments” tab will not appear on the Document Details page.

D. If you need additional help navigating the new Regulations.gov. For additional step by step instructions to submit a comment or to view submitted comments or other documents please see the Frequently Asked Questions (FAQs) at <http://www.regulations.gov/faq> or call or email the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

E. Privacy Act: Anyone can search the electronic form of comments received into any of our 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, system of records notice regarding DHS’s eRulemaking in the March 11, 2020, issue of the **Federal Register** (85 FR 14226).

VI. Future Actions

Any comments received will be reviewed and considered before a final version of the NNYBPARS is announced in the **Federal Register**.

This notice is published under the authority of 46 U.S.C. 70004 and 5 U.S.C. 552(a).

Dated: June 28, 2021.

T.G. Allan Jr.,
Rear Admiral, U.S. Coast Guard, Commander,
First Coast Guard District.

[FR Doc. 2021–14757 Filed 7–13–21; 4:15 pm]

BILLING CODE P

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

[Docket No. FR–7037–N–03]

60-Day Notice of Proposed Information Collection: Comment Request; Implementation of the Housing for Older Persons Act of 1995 (HOPA), OMB Control No: 2529–0046

AGENCY: Office of the Assistant Secretary for Fair Housing and Equal Opportunity, HUD.

ACTION: Notice.

SUMMARY: The proposed reinstatement, without change, of an expired, previously approved information collection requirement established under the Housing for Older Persons Act of 1995 (HOPA) will be submitted to the Office of Management and Budget

amended, notice is hereby given of the following meeting.

The meeting will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), Title 5 U.S.C., as amended. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Name of Committee: National Institute on Drug Abuse Special Emphasis Panel; Single Cell Opioid Responses in the Context of HIV (SCORCH) Program Expansion: CNS Data Generation for Chronic Opioid, Methamphetamine, and/or Cocaine Exposures (U01 Clinical Trial Not Allowed).

Date: October 18, 2021.

Time: 11:00 a.m. to 5:00 p.m.

Agenda: To review and evaluate grant applications.

Place: National Institutes of Health, National Institute on Drug Abuse, 301 North Stonestreet Avenue, Bethesda, MD 20892 (Virtual Meeting).

Contact Person: Yvonne Owens Ferguson, Ph.D., Scientific Review Officer, Office of Extramural Policy and Review, Division of Extramural Research, National Institute on Drug Abuse, NIH, 301 North Stonestreet Avenue, MSC 6021, Bethesda, MD 20892, (301) 402-7371, yvonne.ferguson@nih.gov. (Catalogue of Federal Domestic Assistance Program Nos. 93.277, Drug Abuse Scientist Development Award for Clinicians, Scientist Development Awards, and Research Scientist Awards; 93.278, Drug Abuse National Research Service Awards for Research Training; 93.279, Drug Abuse and Addiction Research Programs, National Institutes of Health, HHS)

Dated: September 2, 2021.

Tyeshia Roberson-Curtis,

Program Analyst, Office Federal Advisory Committee Policy.

[FR Doc. 2021-19408 Filed 9-8-21; 8:45 am]

BILLING CODE 4140-01-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2021-0408]

Guidance: Change 3 to NVIC 24-14 Guidelines on Qualification for STCW Endorsements as Electro-Technical Rating on Vessels Powered by Main Propulsion Machinery of 750 KW/1,000 HP or More

AGENCY: Coast Guard, DHS.

ACTION: Notice of availability.

SUMMARY: The Coast Guard announces the availability of Change 3 to Navigation and Vessel Inspection Circular (NVIC) 24-14: Guidelines on Qualification for STCW Endorsements as Electro-Technical Rating (ETR) on Vessels Powered by Main Propulsion Machinery of 750 kW/1,000 HP or More. This NVIC provides guidance to mariners concerning STCW endorsements for ETR, including training and qualifications. This change notice revises NVIC 24-14 to indicate that the Coast Guard will allow mariners to qualify for an STCW endorsement as ETR without completing approved training for high voltage systems or computer systems and maintenance.

DATES: The policies announced in Change-3 to NVIC 24-14 are effective as of August 26, 2021.

ADDRESSES: To view documents mentioned in this notice, search the docket number USCG-2021-0408 using the Federal eRulemaking Portal at <https://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: For information about this document, contact James Cavo, Mariner Credentialing Program Policy Division (CG-MMC-2), Coast Guard; telephone 202-372-1205; email MMCPolicy@uscg.mil.

SUPPLEMENTARY INFORMATION: The Coast Guard will use NVIC 24-14 and 46 CFR part 12 to establish whether mariners are qualified to hold STCW rating endorsements as Electro-Technical Rating (ETR) on Vessels Powered by Main Propulsion Machinery of 750 kW/1,000 HP or More. As specified in 46 CFR 12.611, mariners seeking this endorsement must complete an approved training for High Voltage Systems and Computer Systems and Maintenance. The standards of competence requirements for STCW endorsements as ETR are found in Table A-III/7 of the STCW Code. That STCW table does not include standards of competence relevant to high voltage systems or computer systems and maintenance.

The Coast Guard will not enforce the requirement for approved courses in Computer Systems and Maintenance or High Voltage Systems for an ETR endorsement because it places a higher training burden on U.S. mariners compared to what is required of the international maritime workforce for a similar endorsement. The time and cost for a mariner to complete these courses outweighs any benefit the course would provide because the mariner does not use this knowledge and proficiency in their ETR capacity. Therefore, we have determined this training requirement

goes beyond the skillset necessary and the level of responsibility associated with an ETR endorsement, and thus is unnecessary and overly burdensome. For these reasons, this Commandant Change Notice will allow mariners to qualify for an STCW endorsement as ETR without completing approved training for computer systems and maintenance and for high voltage power systems.

The approved High Voltage Power Systems training courses will still be required and utilized for the Electro-Technical Officer endorsement.

This notice is issued under authority of 5 U.S.C. 552(a).

Dated: September 2, 2021.

J.W. Mauger,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Prevention Policy.

[FR Doc. 2021-19411 Filed 9-8-21; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2020-0278]

Port Access Route Study: Northern New York Bight

AGENCY: Coast Guard, Homeland Security (DHS).

ACTION: Notice of availability of draft report; reopening of the comment period.

SUMMARY: The U.S. Coast Guard is reopening the comment period to further its outreach efforts and solicit additional comments concerning its Northern New York Bight Port Access Route Study (NNYBPARS) draft version of the study report.

DATES: Your comments and related material must reach the Coast Guard on or before September 30, 2021.

ADDRESSES: You may submit comments identified by docket number USCG-2020-0278 using the Federal portal at <https://www.regulations.gov>. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, contact Mr. Craig Lapiejko, Waterways Management at First Coast Guard District, telephone (617) 223-8351, email craig.d.lapiejko@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Background and Purpose

The Ports and Waterways Safety Act (46 U.S.C. 70003(c)) requires the Coast Guard to conduct a Port Access Route Study (PARS), *i.e.*, a study of potential traffic density and the need for safe access routes for vessels. Through the study process, the Coast Guard coordinates with Federal, State, local, tribal and foreign state agencies (as appropriate) to consider the views of maritime community representatives, environmental groups, and other interested stakeholders. The primary purpose of this coordination is, to the extent practicable, to reconcile the need for safe access routes with other reasonable waterway uses such as construction and operation of renewable energy facilities and other uses of the Atlantic Ocean in the study area.

In 2019, the Coast Guard announced a new study of routes used by ships to access ports on the Atlantic Coast of the United States in the **Federal Register** (84 FR 9541; March 15, 2019). This new study supplements and builds upon the ACPARS by conducting a series of PARS to examine ports along the Atlantic Coast that are economically significant or support military or critical national defense operations and related international entry and departure transit areas that are integral to the safe and efficient and unimpeded flow of commerce to/from major international shipping lanes. The NNYBPARS is one of several studies being conducted.

On June 29, 2020, the First Coast Guard District published a notice of study and public meetings; request for comments entitled “Port Access Route Study (PARS): Northern New York Bight” in the **Federal Register** (85 FR 38907) to evaluate the adequacy of existing vessel routing measures and determine whether additional vessel routing measures are necessary for port approaches to New York and New Jersey and international and domestic transit areas in the First District area of responsibility.

The public was afforded a 60-day comment period, and two virtual public meetings were held via teleconference and webinar to receive public input. The Coast Guard received 25 comments to this document in response to our **Federal Register** Notice, public meetings and other outreach efforts. All comments and supporting documents to this document are available in a public docket and can be viewed at <http://www.regulations.gov>.

On April 12, 2021, we published a supplemental notice of study; request for comments entitled “Port Access Route Study (PARS): Northern New

York Bight” in the **Federal Register** (86 FR 18996) seeking additional information.

The public was afforded a 30-day comment period. The Coast Guard received five comments to this document in response to our **Federal Register** Notice, and other outreach efforts. All comments and supporting documents to this document are available in a public docket and can be viewed at <http://www.regulations.gov>.

During both comment periods a total of 30 comments were submitted by representatives of the maritime community, wind energy developers, non-governmental organizations, Federal and State governmental agencies, and private citizens.

Of the thirty comments, fourteen requested additional routing measures be established, twelve expressed concerns that wind farm installations will negatively affect vessel’s marine radar performance, eight requested setback/buffer zones, six requested anchorages be designated, six requested additional meetings, three requested alteration of existing routing measures, and three requested expanding Vessel Traffic Services.

A synopsis of the comments and copies of the Coast Guard’s Public outreach can be found in the draft version of the study report.

On July 15, 2021, the First Coast Guard District published a notice of availability of the draft version of the study report entitled “Port Access Route Study (PARS): Northern New York Bight” in the **Federal Register** (86 FR 37339).

The public was afforded a 45-day comment period, one virtual public meeting and three in person public meetings were held, to receive public input. The Coast Guard received 17 comments to this document in response to our **Federal Register** Notice, public meetings and other outreach efforts. All comments and supporting documents to this document are available in a public docket and can be viewed at www.regulations.gov.

The Coast Guard is opening this fourth and final NNYBPARS comment period to facilitate transparent public discussions on the information above as well as the draft version of the study.

II. Information Requested

Do you agree or disagree with the draft report’s recommendations, proposed actions, or continued actions, and if so, why?

III. Public Participation and Request for Comments

We encourage you to comment on the content and development of the report through the Federal eRulemaking Portal at <https://www.regulations.gov>.

A. Viewing the draft version of the report: To view the draft version of the NNYBPARS report in the docket, go to <http://www.regulations.gov>, and insert “USCG–2020–0278” in the “search box.” Click “Search”. Then scroll down looking of the document entitled “DRAFT REPORT Northern New York Bight PARS June 29, 2021” under the document type “Supporting & Related Material.”

B. Submitting Comments: To submit your comment online, go to <http://www.regulations.gov>, and insert “USCG–2020–0278” in the “search box.” Click “Search”. Then click “Comment.” The “Comment” button can be found on the following pages:

- Docket Details page when a document within the docket is open for comment,
- Document Details page when the document is open for comment, and
- Document Search Tab with all search results open for comment displaying a “Comment” button.

Clicking “Comment” on any of the above pages will display the comment form. You can enter your comment on the form, attach files (maximum of 20 files up to 10MB each), and choose whether to identify yourself as an individual, an organization, or anonymously. Be sure to complete all required fields depending on which identity you have chosen. Once you have completed all required fields and chosen an identity, the “Submit Comment” button is enabled. Upon completion, you will receive a Comment Tracking Number for your comment. For additional step by step instructions, please see the Frequently Asked Questions page on <http://www.regulations.gov> or by clicking <https://www.regulations.gov/faq>.

We accept anonymous comments. Comments we post to <http://www.regulations.gov> and will include any personal information you have provided. For more about privacy and submissions to the docket in response to this document, see DHS’s eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

We review all comments and materials received during the comment period, but we may choose not to post off-topic, inappropriate, or duplicate comments that we receive.

C. How do I find and browse for posted comments on Regulations.gov.

On the previous version of *Regulations.gov*, users browse for comments on the Docket Details page. However, since comments are made on individual documents, not dockets, new *Regulations.gov* organizes comments under their corresponding document. To access comments and documents submitted to this draft version of the study report go to <http://www.regulations.gov>, and insert "USCG-2020-0278" in the "search box." Click "Search". Then scroll down to and click on the "notice" entitled "Port Access Route Study: Notice of availability of draft report and public information session; request for comments." This will open to the "Document Details" page. Then click on the "Browse Comments" tab. On the comment tab, you can search and filter comments. Note: If no comments have been posted to a document, the "Comments" tab will not appear on the Document Details page.

D. If you need additional help navigating the new Regulations.gov. For additional step by step instructions to submit a comment or to view submitted comments or other documents please see the Frequently Asked Questions (FAQs) at <http://www.regulations.gov/faqs> or call or email the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

E. Privacy Act: Anyone can search the electronic form of comments received into any of our 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, system of records notice regarding DHS's eRulemaking in the March 11, 2020, issue of the **Federal Register** (85 FR 14226)

VI. Future Actions

Any comments received will be reviewed and considered before a final version of the NNYBPARS is announced in the **Federal Register**.

This notice is published under the authority of 46 U.S.C. 70004 and 5 U.S.C. 552(a).

Dated: September 2, 2021.

T.G. Allan Jr.,

Rear Admiral, U.S. Coast Guard, Commander, First Coast Guard District.

[FR Doc. 2021-19464 Filed 9-8-21; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

[Docket No. FR-6283-N-01]

Statutorily Mandated Designation of Difficult Development Areas and Qualified Census Tracts for 2022

AGENCY: Office of the Assistant Secretary for Policy Development and Research, Housing and Urban Development (HUD).

ACTION: Notice.

SUMMARY: This document designates "Difficult Development Areas" (DDAs) and "Qualified Census Tracts" (QCTs) for purposes of the Low-Income Housing Credit (LIHTC) under Internal Revenue Code (IRC) Section 42. The United States Department of Housing and Urban Development (HUD) makes new DDA and QCT designations annually.

ADDRESSES: This notice and additional information about DDAs and QCTs including the lists of DDAs and QCTs are available electronically on the internet at <https://www.huduser.gov/portal/datasets/qct.html>.

FOR FURTHER INFORMATION CONTACT: For questions on how areas are designated and on geographic definitions, contact Michael K. Hollar, Senior Economist, Public Finance and Regulatory Analysis Division, Office of Policy Development and Research, Department of Housing and Urban Development, 451 Seventh Street SW, Room 8216, Washington, DC 20410-6000; telephone number 202-402-5878, or send an email to Michael.K.Hollar@hud.gov. For specific legal questions pertaining to Section 42, Office of the Associate Chief Counsel, Passthroughs and Special Industries, Internal Revenue Service, 1111 Constitution Avenue NW, Washington, DC 20224; telephone number 202-317-4137. For questions about the "HUBZone" program, contact Bruce Purdy, Deputy Director, HUBZone Program, Office of Government Contracting and Business Development, U.S. Small Business Administration, 409 Third Street SW, Suite 8800, Washington, DC 20416; telephone number 202-205-7554, or send an email to hubzone@sba.gov. (These are not toll-free telephone numbers.) Additional copies of this notice are available through HUD User at, toll-free, 800-245-2691 for a small fee to cover duplication and mailing costs. A toll-free text telephone is available for the telephone numbers above for persons with hearing or speech impairments at 800-877-8339.

SUPPLEMENTARY INFORMATION:

I. This Notice

Under IRC Section 42(d)(5)(B)(iii)(I), for purposes of the LIHTC, the Secretary of HUD must designate DDAs, which are areas with high construction, land, and utility costs relative to area median gross income (AMGI). This notice designates DDAs for each of the 50 states, the District of Columbia, Puerto Rico, American Samoa, Guam, the Northern Mariana Islands, and the U.S. Virgin Islands. HUD makes the designations of DDAs in this notice based on modified Fiscal Year (FY) 2021 Small Area Fair Market Rents (Small Area FMRs, SAFMRs), FY 2021 nonmetropolitan county FMRs, FY 2021 income limits, and 2010 Census population counts, as explained below.

Similarly, under IRC Section 42(d)(5)(B)(ii)(I), the Secretary of HUD must designate QCTs, which are areas where either 50 percent or more of the households have an income less than 60 percent of the AMGI for such year or have a poverty rate of at least 25 percent. This notice designates QCTs based on new income and poverty data released in the American Community Survey (ACS). Specifically, HUD relies on the most recent three sets of ACS data to ensure that anomalous estimates, due to sampling, do not affect the QCT status of tracts.

II. Data Used To Designate DDAs

HUD uses data from the 2010 Census on total population of metropolitan areas, metropolitan ZIP Code Tabulation Areas (ZCTAs), and nonmetropolitan areas in the designation of DDAs. The Office of Management and Budget (OMB) published updated metropolitan areas in OMB Bulletin No. 17-01 on August 15, 2017. FY 2021 FMRs and FY 2021 income limits HUD uses to designate DDAs are based on these metropolitan statistical area (MSA) definitions, with modifications to account for substantial differences in rental housing markets (and, in some cases, median income levels) within MSAs. HUD calculates Small Area FMRs for the ZCTAs, or portions of ZCTAs within the metropolitan areas defined by OMB Bulletin No. 17-01.

III. Data HUD Uses To Designate QCTs

HUD uses data from the 2010 Census on total population of census tracts, metropolitan areas, and the nonmetropolitan parts of states in the designation of QCTs. The FY 2021 income limits HUD uses to designate QCTs are based on these MSA definitions with modifications to account for substantial differences in rental housing markets (and in some

ENCLOSURE 7

Marine Safety Information
Bulletin 21-005



Marine Safety Information Bulletin

Commander
First Coast Guard District
Prevention Division
408 Atlantic Ave
Boston, MA 02210

MSIB Number: 21-005
Date: July 15, 2021
Contact: Mr. Craig Lapiejko
E-Mail: Craig.D.Lapiejko@uscg.mil

Port Access Route Study: Northern New York Bight

This bulletin addresses the July 15, 2021, Notice of availability of the draft report, public meetings, and request for comments for the Northern New York Bight Port Access Route Study.

1. From June 29, 2020, through June 28, 2021, the Coast Guard conducted the Northern New York Bight Port Access Route Study (NNYBPARS) and is now requesting your comments on a draft version of the study report. The goal of the study is to evaluate the adequacy of existing vessel routing measures and determine whether additional vessel routing measures are necessary for port approaches to New York and New Jersey and international and domestic transit areas in the First Coast Guard District area of responsibility. To accomplish this goal, the Coast Guard has undertaken measures to determine whether existing or additional routing measures are necessary to improve navigation safety due to factors such as planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, existing and potential anchorage areas, changing vessel traffic patterns, effects of weather, or navigational difficulty. We seek your comments on the content and development of the draft report.
2. To view the notice of availability and the draft report or to submit your comments online go to the federal portal at <https://www.regulations.gov/search?filter=uscg-2020-0278> or go to <https://www.regulations.gov>, and insert "USCG-2020-0278" in the "search box." Click "Search". We will consider all comments and material received on or before August 30, 2021.
3. A public meeting will be held via webinar and teleconference to provide an opportunity for oral comments about the NNYBPARS draft report on Friday, July 30, 2021, beginning at 9 a.m. EST. Access information for this virtual public meeting will be posted at <https://www.navcen.uscg.gov/?pageName=PARS> by July 23, 2021.
4. Additional public meetings dates may be added. Information as to the date, time, and location of these in person public meetings will be posted at <https://www.navcen.uscg.gov/?pageName=PARS> by July 23, 2021.
5. For questions regarding this Marine Safety Information Bulletin contact Mr. Craig Lapiejko, Waterways Management at First Coast Guard District, telephone (617) 223-8351, e-mail craig.d.lapiejko@uscg.mil.

Captain Richard J. Schultz, First Coast Guard District Chief of Prevention, sends

ENCLOSURE 8

Marine Safety Information
Bulletin 21-006



Marine Safety Information Bulletin

Commander
First Coast Guard District
Prevention Division
408 Atlantic Ave
Boston, MA 02210

MSIB Number: 21-006
Date: August 04, 2021
Contact: Mr. Craig Lapiejko
E-Mail: Craig.D.Lapiejko@uscg.mil

Port Access Route Study: Northern New York Bight In Person Public Meetings

This Marine Safety Information Bulletin (MSIB) addresses the July 15, 2021 notice of availability of draft report and public meeting; request for comments for the Northern New York Bight Port Access Route Study.

1. On July 15, 2021 the First Coast Guard District published a notice of availability of draft report and public meeting; request for comments ([86 FR 37339](#)) for the Northern New York Bight Port Access Route Study. The DRAFT REPORT Northern New York Bight PARS June 29, 2021 is available at Federal Register docket number USCG-2020-0278, the federal portal at <https://www.regulations.gov/document/USCG-2020-0278-0035>.
2. Supplemental to the issuance of the draft report, the First Coast Guard District conducted a virtual public meeting on July 30, 2021. The [presentation](#) and [recording](#) of that public meeting are available in the Federal Register docket [USCG-2020-0278](#).
3. First Coast Guard District will host three in person public meetings and invites the public to provide oral comments.
 - U.S. Coast Guard Station Point Judith Boathouse, Narraganset, RI
August 10, 2021 4 p.m. EST
 - Montauk Fire District, Montauk, NY
August 24, 2021 4 p.m. EST
 - Portuguese Holy Ghost Society, Stonington, CT
August 25, 2021 4 p.m. EST
4. Meeting details of the in-person public meetings can be accessed at <https://www.navcen.uscg.gov/?pageName=PARS>.
5. The First Coast Guard District will consider all comments and material received on or before August 30, 2021. To submit your comment online, go to <https://www.regulations.gov>, and insert "USCG-2020-0278" in the "search box." Click "Search" and then click "Comment."
6. For questions regarding this MSIB contact Mr. Craig Lapiejko, Waterways Management at the First Coast Guard District, telephone (617) 223-8351, e-mail craig.d.lapiejko@uscg.mil.

Commander Trevor C. Cowan, Acting First Coast Guard District Chief of Prevention, sends

ENCLOSURE 9

Marine Safety Information
Bulletin 21-007



Marine Safety Information Bulletin

Commander
First Coast Guard District
Prevention Division
408 Atlantic Ave
Boston, MA 02210

MSIB Number: 21-007
Date: September 9, 2021
Contact: Mr. Craig Lapiejko
E-Mail: Craig.D.Lapiejko@uscg.mil

Port Access Route Study: Northern New York Bight Reopening of the Comment Period

This Marine Safety Information Bulletin (MSIB) addresses the September 9, 2021 notice of availability of draft report; reopening of the comment period for the Northern New York Bight Port Access Route Study.

1. On September 9, 2021 the First Coast Guard District published a notice of availability of draft report; reopening of comment period for the Northern New York Bight Port Access Route Study in the Federal Register ([86 FR 50546](#)).
2. The First Coast Guard District will now consider all comments and material received about our DRAFT REPORT on or before September 30, 2021. To submit your comment online, go to <https://www.regulations.gov>, and insert "USCG-2020-0278" in the "search box." Click "Search" and then click "Comment", or at <https://www.regulations.gov/document/USCG-2020-0278-0035>.
3. The *DRAFT REPORT Northern New York Bight Port Access Route Study June 29, 2021* is available in the federal portal at www.regulations.gov, docket number USCG-2020-0278, or at <https://www.regulations.gov/document/USCG-2020-0278-0036>.
4. For questions regarding this MSIB contact Mr. Craig Lapiejko, Waterways Management at the First Coast Guard District, telephone (617) 223-8351, e-mail craig.d.lapiejko@uscg.mil.

Captain Richard J. Schultz, First Coast Guard District Chief of Prevention, sends