

docket for this notice, which is available on line at <http://dms.dot.gov>. You may also request a copy by one of the following means:

(1) Mail: Mr. Neal J. Armstrong, U.S. Coast Guard Headquarters (G-OCU-3), 2100 Second Street, SW., Washington, DC 20593.

(2) Fax: (202) 267-4415. Or,

(3) E-mail:  
[narmstrong@comdt.uscg.mil](mailto:narmstrong@comdt.uscg.mil).

In choosing from these means, please give due regard to the continuing difficulties and delays associated with delivery of mail through the U.S. Postal Service to federal facilities.

You may submit comments on the PEA and/or FONSI, identified by Coast Guard docket number USCG-2005-21833, by one of the following methods:

(1) Web Site: <http://dms.dot.gov>.

(2) Mail: Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001.

(3) Fax: 202-493-2251. or,

(4) Delivery: Room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number for the Docket Management Facility is 202-366-9329.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about the project, viewing or submitting material, or would like a copy of the Draft PEA or FONSI, you may contact Mr. Neal Armstrong at (202) 267-2572 or by e-mail at [narmstrong@comdt.uscg.mil](mailto:narmstrong@comdt.uscg.mil).

**SUPPLEMENTARY INFORMATION:**

**Request for Comments**

We encourage you to submit comments and related materials on the draft PEA and draft FONSI. Persons submitting comments should include their names and addresses, this notice reference number (USCG-2005-21833), and the reasons for each comment. You may submit your comments and materials by mail, hand delivery, fax, or electronic means using the information provided in the **ADDRESSES** section above. If you choose to submit them by mail, submit them in an unbound format, no larger than 8½ by 11 inches, and suitable for copying and electronic filing. If you submit them by mail and would like to know if they reached the Coast Guard, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and materials received during the comment period. For additional information about this notice or the Draft PEA, contact Ms. Keby Kelley at (202) 267-6034 or [Kkelley@comdt.uscg.mil](mailto:Kkelley@comdt.uscg.mil).

**Background Information**

Domestic port safety and security has long been a core Coast Guard mission. However, in the wake of the terrorist attacks committed on September 11, 2001, emerging threats to the U.S. homeland have prompted an increased Coast Guard focus on protecting domestic ports and the U.S. Maritime Transportation System from terrorist threats.

As part of the U.S. response to these threats, the Coast Guard has undertaken a PEA for the decision to establish and operate the MK 11 Static Barrier RGES at various and currently unknown U.S. ports throughout the U.S. Maritime Domain, when necessary.

The MK 11 Static Barrier RGES would be used to provide a barrier around a high value asset or to establish a "line of demarcation" thereby outlining a security or safety zone and allow security forces sufficient time to react and counter a threat. The MK 11 Static Barrier RGES would have a line that floats on the surface of the water, with 40-inch long loops spaced every 8 inches. Inflatable 15-inch buoys would be placed every 100 feet. Lights would also be attached every 100 feet, midway between the floatation buoys. Anchoring systems would be required every 200 feet.

The RGES could operate in typical harbor, anchorage, and wharf environments including fresh, salt and brackish waters, in air and water temperatures and thermoclines, as would typically be expected in a port/harbor environment. U.S. Coast Guard personnel would provide a continuous watch over the deployed MK 11 Static Barrier RGES.

Public input is important to the preparation of the Final PEA. Your concerns and comments regarding the establishment and operation of MK 11 Static Barrier RGES and the possible environmental impacts are important to the Coast Guard.

Dated: July 8, 2005.

**Richard Button,**

*CDR, U.S. Coast Guard, Chief, Office of Cutter Training.*

[FR Doc. 05-13957 Filed 7-14-05; 8:45 am]

**BILLING CODE 4910-15-P**

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

[USCG-2003-16711]

**Cooperative Research and Development Agreements**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of intent.

**SUMMARY:** The Coast Guard announces its intent to enter into a Cooperative Research and Development Agreement and seeks inquiries and proposals from potential partners. The goal of this agreement will be further development of innovative fire suppression/protection systems for use on marine vessels and Coast Guard approval procedures for such systems.

**DATES:** Preliminary inquiries must be received by August 4, 2005. The deadline for receiving proposals is August 24, 2005.

**ADDRESSES:** Inquiries and proposals from potential partners must be sent to David Beene, Fire and Safety Technologies Project Manager, U.S. Coast Guard Research & Development Center, 1082 Shennecossett Road, Groton, CT 06340 (email: [dbeene@rdc.uscg.mil](mailto:dbeene@rdc.uscg.mil)).

The general public can comment on this notice or on the Coast Guard's Cooperative Research and Development Agreement (CRADA) procedures. These comments will be docketed in the Docket Management System (DMS). Include the docket number (USCG-2003-16711) of this notice, and submit it using the DMS Web site (<http://dms.dot.gov>) or the Federal eRulemaking Portal (<http://www.regulations.gov>). You can also fax comments to 202-493-2251 or mail or hand-deliver them to: Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Washington, DC 20590-0001.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this notice or the proposed CRADA, contact David Beene, Fire and Safety Technologies Project Manager, U.S. Coast Guard Research & Development Center, 1082 Shennecossett Road, Groton, CT 06340, telephone (860) 441-2759, email: [dbeene@rdc.uscg.mil](mailto:dbeene@rdc.uscg.mil). If you have questions on viewing or submitting material to the docket, call Andrea M. Jenkins, Program Manager, Docket Operations, telephone (202) 366-0271.

**SUPPLEMENTARY INFORMATION:**

## Cooperative Research and Development Agreements

Cooperative Research and Development Agreements, or CRADAs, are authorized by the Federal Technology Transfer Act of 1986 (Pub. L. 99-502, codified at 15 U.S.C. 3710a). A CRADA promotes the transfer of technology to the private sector for commercial use as well as specified research or development efforts that are consistent with the mission of the Federal parties to the CRADA. The Federal party or parties agree with one or more non-Federal parties to share research resources, but the Federal party does not contribute funding. The Department of Homeland Security (DHS), as an executive agency under 5 U.S.C. 105, is a Federal agency for purposes of 15 U.S.C. 3710a and may enter into a CRADA. DHS delegated its authority to the Commandant of the Coast Guard (see DHS Delegation No. 0160.1, section 2(B)(34)), and the Commandant has delegated his authority to the Coast Guard Research and Development Center.

### Goal of Proposed CRADA

Under the proposed agreement, the Coast Guard's Research & Development Center (RDC) would collaborate with industry. Together, the RDC and its CRADA partner(s) will examine fire suppression/protection systems for protecting marine vessels. Through joint research, they will also provide scientific information to support development of test protocols for use on merchant vessels.

The RDC, with its CRADA partner(s), will create a structured and collaborative test environment to advance concepts and technologies for fire suppression/protection systems. Gaseous agent systems currently used on vessels are either banned or being phased out by the International Maritime Organization and/or the Environmental Protection Agency. The RDC will provide test data on new systems to the Coast Guard Marine Safety, Security, and Environmental Protection directorate for use in developing approval procedures for such systems to be used on merchant vessels.

### Party Contributions

We anticipate that the Coast Guard's contributions under the proposed CRADA will include:

(1) A full-scale test chamber that meets the International Maritime Organizations test protocol requirements to test and demonstrate CRADA products;

(2) Personnel and equipment to manage and operate the test chamber;

(3) An instrumentation system to record real time test data for future analysis; and

(4) Test data to/for CRADA partners for their own analysis.

We anticipate that industry's contributions under the proposed CRADA will include:

(1) Proposed fire suppression/protection systems for study;

(2) A proposed test plan, for comment by the RDC, for each fire suppression/protection system to be tested;

(3) Provision and installation of agent distribution systems and products. This may include but not be limited to piping, nozzles, manifolds, and cylinder connections to allow testing called for in the test plan;

(4) The disassembly and removal of all items installed by CRADA partner(s);

(5) The repair or replacement of any government instrumentation or equipment that is damaged or destroyed as a result of these tests; and

(6) The provision to the Coast Guard of one copy of the draft report of test results for review and of two copies of the final report upon its completion.

### Selection Criteria

The Coast Guard reserves the right to select for CRADA partners all, some, or none of the proposals in response to this notice. The Coast Guard will provide no funding for reimbursement of proposal development costs. Proposals (or any other material) submitted in response to this notice will not be returned. Proposals submitted are expected to be unclassified and have no more than 4 single-sided pages (excluding cover page and resumes). The Coast Guard will select proposals at its sole discretion on the basis of:

(1) How well they communicate an understanding of, and ability to meet, the proposed CRADA's goal; and

(2) How well they address the following criteria:

(a) Technical capability to support the non-Federal party contributions described;

(b) Resources available for supporting the non-Federal party contributions described; and

(c) Technical expertise/understanding of marine fire suppression/protection needs and industry best practices in fire suppression/protection technologies.

This is a technology transfer/development effort. So far, the Coast Guard has no forecast to procure the technology. Proposals should clearly discuss how the concepts and proposed technologies, *e.g.*, for fire suppression/protection systems to replace current

halon and carbon dioxide systems could improve upon systems currently being proposed by and reviewed by the International Maritime Organization.

Special consideration will be given to small business firms/consortia, and preference will be given to business units located in the United States which agree that products embodying inventions made under the CRADA or produced through the use of such inventions will be manufactured substantially in the United States.

Dated: June 27, 2005.

**F.A. Dutch,**

*Capt USCG, Commanding Officer, R&D Center.*

[FR Doc. 05-13961 Filed 7-14-05; 8:45 am]

**BILLING CODE 4910-15-P**

## DEPARTMENT OF HOMELAND SECURITY

### Federal Emergency Management Agency

[FEMA-1593-DR]

### Alabama; Major Disaster and Related Determinations

**AGENCY:** Federal Emergency Management Agency, Emergency Preparedness and Response Directorate, Department of Homeland Security.

**ACTION:** Notice.

**SUMMARY:** This is a notice of the Presidential declaration of a major disaster for the State of Alabama (FEMA-1593-DR), dated July 10, 2005, and related determinations.

**DATES:** Effective July 10, 2005.

**FOR FURTHER INFORMATION CONTACT:** Magda Ruiz, Recovery Division, Federal Emergency Management Agency, Washington, DC 20472, (202) 646-2705.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that, in a letter dated July 10, 2005, the President declared a major disaster under the authority of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. 5121-5206 (the Stafford Act), as follows:

I have determined that the damage in certain areas of the State of Alabama, resulting from Hurricane Dennis beginning on July 10, 2005, and continuing, is of sufficient severity and magnitude to warrant a major disaster declaration under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. 5121-5206 (the Stafford Act). Therefore, I declare that such a major disaster exists in the State of Alabama.

In order to provide Federal assistance, you are hereby authorized to allocate from funds available for these purposes such amounts as you find necessary for Federal disaster assistance and administrative expenses.