

possible. Photo identification will be required for entry into the public session, and everyone in attendance must be present and seated by 9:45 a.m.

*Basis for Closure:* In accordance with Section 10(d) of the Federal Advisory Committee Act (FACA), Public Law 92-463, as amended (5 U.S.C. App. 1 *et seq.*), I have determined that portions of this HSAC meeting (referenced above as "closed") will concern matters excluded from Open Meetings requirements. At portions of the meeting where the committee will be addressing specific critical infrastructure vulnerabilities, interdependencies, infrastructure resilience and vulnerability mitigation, discussions may include: trade secrets and commercial or financial information that is privileged or confidential; investigative techniques and procedures; and matters that for which disclosure would likely frustrate significantly the implementation of proposed agency actions. Accordingly, I have determined that these portions of the meeting must be kept closed as well, consistent with the provisions of 5 U.S.C. 552b(c)(4), (7)(E), and (9)(B).

Dated: December 12, 2005.

**Michael Chertoff,**

*Secretary.*

[FR Doc. 05-24190 Filed 12-16-05; 8:45 am]

**BILLING CODE 4410-10-P**

## DEPARTMENT OF HOMELAND SECURITY

[DHS-2005-0051]

### Science and Technology Directorate, Office of Systems Engineering and Development; SAFECOM Interoperability Baseline Survey

**AGENCY:** Office of Systems Engineering and Development, DHS.

**ACTION:** Notice and request for comment.

**SUMMARY:** The Department of Homeland Security (DHS) is soliciting public comment on the Office of Systems Engineering and Development SAFECOM Interoperability Baseline Survey.

**DATES:** Comments are encouraged and will be accepted until February 17, 2006. This process is conducted in accordance with 5 CFR 1320.10

**ADDRESSES:** You may submit comments, identified by docket number DHS-2005-0051, by one of the following methods:

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *E-mail:* [thomas.cody@dhs.gov](mailto:thomas.cody@dhs.gov). Include docket number DHS-2005-0051 in the subject line of the message.

- *Mail:* Science and Technology Directorate, Office of Systems Engineering and Development (SED), 1120 Vermont Avenue NW. #8-104, Washington, DC 20528.

**FOR FURTHER INFORMATION CONTACT:** Thomas Cody 202-254-6084 (this is not a toll free number).

**SUPPLEMENTARY INFORMATION:** DHS, as part of its continuing effort to reduce paperwork and respondents' burden, invites the general public to take this opportunity to comment on this proposed information collection as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). The collection is the "SAFECOM Interoperability Baseline Survey."

*Description:* SAFECOM was established as the overarching umbrella program within the Federal government that oversees all initiatives and projects pertaining to public safety communications and interoperability. The SAFECOM Interoperability Baseline Survey is an essential step in a mission to provide public safety communications interoperability nationwide.

In developing SAFECOM, DHS has worked extensively with the public safety community to create a descriptive and measurable definition of public safety interoperability that takes into account issues of governance, procedure, technology, training, and usage. The SAFECOM Interoperability Baseline Survey, which was developed from this definition, will allow DHS to measure the current state of public safety communications interoperability among state and local public safety practitioners. This will provide a baseline against which to track the future impact of Federal programs and provide a basis for identifying and executing specific projects to improve communications interoperability.

#### Public Participation

Interested persons are invited to participate in this Information Collection Request by submitting written data, views, or arguments on all aspects of the proposed Information Collection Request. DHS also invites comments that relate to the economic, environmental, or federalism affects that might result from this Information Collection Request. Comments that will provide the most assistance to DHS in developing these procedures will reference a specific portion of the Information Collection Request, explain

the reason for any recommended change, and include data, information, or authority that support such recommended change.

*Instructions:* All submissions received must include the agency name and DHS-2005-0051 for this Information Collection Request. All comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

*Docket:* For access to the docket to read background documents or comments received, go to <http://www.regulations.gov>.

#### Analysis

*Agency:* Department of Homeland Security, Science and Technology Directorate, Office of Systems Engineering and Development.

*Title:* SAFECOM Interoperability Baseline Survey.

*OMB Control Number:* NEW.

*Frequency:* On Occasion.

*Affected Public:* State, Local or Tribal Government.

*Estimated Number of Respondents:* 18,375.

*Estimated Time per Response:* 20 minutes per response.

*Total Burden Hours:* 6,125.

*Total Cost Burden:* None.

Dated: December 12, 2005.

**Scott Charbo,**

*Chief Information Officer.*

[FR Doc. 05-24180 Filed 12-16-05; 8:45 am]

**BILLING CODE 4410-10-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[USCG-2005-23335]

#### Natural Working Group on Small Passenger Vessel Access

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of availability and request for comments.

**SUMMARY:** On November 14, 2005, the United States Coast Guard (USCG) and the Passenger Vessel Association (PVA) signed a charter establishing a Natural Working Group (NWG). The purpose of this NWG is to determine the acceptability and usefulness of a proposed risk matrix that was developed, by the Volpe Center, to assist small passenger vessel designers in meeting the requirements of the Americans with Disabilities Act (ADA) without compromising vessel safety. The USCG is seeking comments on this

initiative and the draft risk matrix to assist the NWG in meeting its objective.

**DATES:** Comments and related materials must reach the Docket Management Facility on or before March 20, 2006.

**ADDRESSES:** You may submit comments identified by Coast Guard docket number USCG–2005–23335 to the Docket Management Facility at the U.S. Department of Transportation. To avoid duplication, please use only 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 is 202–366–9329.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this Notice of Availability and Request for Comments, you may contact LT William A. Nabach at (202) 267–4004 or by e-mail at [wnabach@comdt.uscg.mil](mailto:wnabach@comdt.uscg.mil).

#### SUPPLEMENTARY INFORMATION:

##### Request for Comments

The USCG is seeking comments and related materials pertaining to this notice, the NWG charter and the draft risk matrix in the Volpe Phase 2 report. The NWG Charter and Volpe Center report (phase 1 and 2) may be found by running a “simple search” for docket number 23335 at <http://dms.dot.gov>. All comments will be posted, without change, to <http://dms.dot.gov> and will include any personal information that you have provided. Persons submitting comments should include their names, addresses and this notice reference number (USCG–2005–23335). We will consider all comments and materials received during the comment period.

##### Background Information

The Americans with Disabilities Act was signed into law in July 1990 (Pub. L. 101–336). The U.S. Departments of Justice and Transportation, and the Architectural and Transportation Barriers Compliance Board (Access Board) issued regulations and guidelines in July and September 1991. Both the DOT’s and Access Board’s Rules noted that while ADA applied to vessels, further rulemaking would be deferred until a better understanding could be gained of the unique challenges faced by the marine industry.

It soon became apparent the one of the most difficult challenges to complying with ADA would be the barrier to access presented by the USCG mandated door sills. The Access Board requested that the Volpe Center conduct research on this issue and develop a strategy to enable small passenger vessel designers to satisfy both the ADA accessibility requirements and the USCG’s door sill requirements. The Volpe Center’s research culminated in a draft risk matrix (available in the Phase 2 report) that provides a methodology to assess the risk presented to the vessel by each individual exterior door and justify a reduction in the sill height requirement for doors of lower risk.

The USCG is interested in adopting this risk-based methodology as policy, but must first evaluate the validity of the approach against a broad cross-section of small passenger vessel designs. The NWG is tasked with completing this evaluation. Please refer to the NWG charter for further details.

The Volpe Center’s report (Phase 1 and 2) are also available online through the Access Board’s Web site: <http://www.access-board.gov/news/research-vessels.htm>.

Dated: December 13, 2005.

**Howard L. Hime,**

*Acting Director of Standards, Marine Safety, Security and Environmental Protection.*

[FR Doc. E5–7508 Filed 12–16–05; 8:45 am]

**BILLING CODE 4910–15–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[CGD08–05–053]

#### Implementation of Sector Houston-Galveston

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of organizational change.

**SUMMARY:** The Coast Guard announces the stand-up of Sector Houston-Galveston. Sector Houston-Galveston is an internal reorganization to combine Group Galveston, Base Galveston, Vessel Traffic Service Houston-Galveston, Marine Safety Office Houston-Galveston including Marine Safety Unit Galveston and Marine Safety Office Port Arthur including Marine Safety Unit Lake Charles into one command. The Coast Guard has established a continuity of operations order whereby all previous practices and procedures will remain in effect until superseded by an authorized Coast Guard official and/or document.

**DATES:** This organizational change is effective December 15, 2005.

**ADDRESSES:** Documents indicated in this preamble as being available in the docket are part of docket CGD08–05–053 and are available for inspection or copying at Commander (rpl), Eighth Coast Guard District, 500 Poydras Street, New Orleans, Louisiana 70130–3310 between 7:30 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Lieutenant Michael Roschel, Eighth District Planning Office at 504–589–6293.

#### SUPPLEMENTARY INFORMATION:

##### Discussion of Notice

Sector Houston-Galveston is located at 9640 Clinton Dr., Houston, TX 77029 and contains a single Command Center. Sector Houston-Galveston is composed of a Response Department, Prevention Department, and Logistics Department. All existing missions and functions performed by Group Galveston, Base Galveston, Vessel Traffic Service Houston-Galveston, Marine Safety Office Houston-Galveston including Marine Safety Unit Galveston and Marine Safety Office Port Arthur including Marine Safety Unit Lake Charles will be performed by Sector Houston-Galveston. Effective December 15, 2005, Group Galveston, Base Galveston, Vessel Traffic Service Houston-Galveston, Marine Safety Office Houston-Galveston and Marine Safety Office Port Arthur will no longer exist as organizational entities. However, Marine Safety Office Port Arthur is renamed a Marine Safety Unit and will report directly to the Sector Houston-Galveston Commander as will Marine Safety Unit Galveston. Marine Safety Unit Lake Charles will report directly to MSU Port Arthur. There will also be a Sector Field Office retained at Galveston to provide remote support to Sector sub-units and will report directly to the logistics department. Sector Houston-Galveston contains one sub-zone, which is the Port Arthur Sub-Zone; however, Sector Houston-Galveston is responsible for all Coast Guard missions within this sub-zone.

Houston-Galveston Sector’s primary zone starts at the intersection of the sea and 94°23’ W. longitude; thence proceeds north along 94°23’ W. longitude to 30°00’ N. latitude; thence west along 30°00’ N. latitude to the east bank of the Trinity River; thence northerly along the east bank of the Trinity River; thence northwesterly along the eastern shore of Lake Livingston; thence northwesterly along