

are not in place in certain ports of Equatorial Guinea and that it will impose conditions of entry on vessels arriving from that country. The Coast Guard also announces that conditions of entry are being removed from vessels arriving from ports in the Democratic Republic of Congo.

**DATES:** The policy announced in this notice is effective on February 7, 2006.

**ADDRESSES:** The Docket Management Facility maintains the public docket for this notice. This notice will be available for inspection or copying at 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. You may also find this docket, including this notice, on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this notice, call Mr. Mike Brown, Coast Guard, telephone 202-267-4330.

**SUPPLEMENTARY INFORMATION:**

**Background and Purpose**

Section 70110 of the Maritime Transportation Security Act provides that the Secretary of Homeland Security may impose conditions of entry into the United States from ports that are not maintaining effective anti-terrorism measures. The Coast Guard has been delegated the authority by the Secretary to carry out the provisions of this section. The Docket contains previous notices imposing or removing conditions of entry on vessels arriving from certain countries and those conditions of entry and the countries they pertain to remain in effect unless modified by this notice.

The Coast Guard has determined that ports, with certain exceptions, in Equatorial Guinea are not maintaining effective anti-terrorism measures. Accordingly, effective February 7, 2006, the Coast Guard will impose the following conditions of entry on vessels that visited ports in Equatorial Guinea with the exception of Punta Europa, K-5, Luba, Zafiro, and Ceiba during their last five port calls. Vessels must:

- Implement measures per the ship's security plan equivalent to Security Level 2;
- Ensure that each access point to the ship is guarded and that the guards have total visibility of the exterior (both landside and waterside) of the vessel while the vessel is in ports in the above countries. Guards may be provided by the ship's crew, however additional crewmembers should be placed on the ship if necessary to ensure that limits on maximum hours of work are not

exceeded and/or minimum hours of rest are met, or provided by outside security forces approved by the ship's master and Company Security Officer;

- Attempt to execute a Declaration of Security;
- Log all security actions in the ship's log;
- Report actions taken to the cognizant U.S. Coast Guard Captain of the Port prior to arrival into U.S. waters; and
- Ensure that each access point to the ship is guarded by armed, private security guards and that they have total visibility of the exterior (both landside and waterside) of the vessel while in U.S. ports. The number and position of the guards has to be acceptable to the Coast Guard Captain of the Port.

Based on recent information, the Coast Guard is removing the conditions of entry announced in its previously published Notice of Policy (70 FR 22668) for the Democratic Republic of Congo.

With this notice, the current list of countries not maintaining effective anti-terrorism measures is as follows: Equatorial Guinea, Guinea-Bissau, Liberia, and Mauritania.

January 10, 2006.

**Craig E. Bone,**

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

[FR Doc. E6-756 Filed 1-23-06; 8:45 am]

**BILLING CODE 4910-15-P**

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

[USCG-2006-23652]

**Temporary Authorization To Extend Certificates of Inspection and Certificates of Compliance**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of policy.

**SUMMARY:** The Coast Guard announces that Congress authorized (through H.R. 4508), the Secretary of Homeland Security to extend temporarily the duration or the validity of Certificates of Inspection and Certificates of Compliance that are issued under chapter 33 or 37, respectively, of title 46, U.S. Code. These certificates may be extended for up to three (3) months for any vessel inspected by the Coast Guard in Alabama, Mississippi, or Louisiana.

**DATES:** This temporary extension authorization for the Secretary of Homeland Security expires on February 28, 2006.

**ADDRESSES:** Vessel owners or operators must send written requests for extensions to the local Officer in Charge, Marine Inspection (OCMI) for consideration.

**FOR FURTHER INFORMATION CONTACT:** If you have questions regarding this notice, contact Lieutenant Commander Brian J. Downey, Office of Vessel Activities (G-PCV-1), by telephone 202-267-0495, fax 202-267-4394, or e-mail [BDowney@comdt.uscg.mil](mailto:BDowney@comdt.uscg.mil). If you have questions on viewing to the docket, call Ms. Renee V. Wright, Program Manager, Docket Operations, telephone 202-493-0402.

**SUPPLEMENTARY INFORMATION:**

**Background**

Following the devastation of Hurricane Katrina that struck the U.S. Gulf Coast on August 29, 2005, the Coast Guard mounted an unprecedented emergency response. Urgent reprioritization of Coast Guard missions and reallocation of resources was required to effectively manage the regional response. In an effort to reduce the impact to the marine industry because of the Coast Guard's hurricane response measures, Congress authorized temporary vessel inspection regulatory relief through H.R. 4508.

**Policy**

Vessel owners or operators must send written requests for extensions to the local Officer in Charge, Marine Inspection (OCMI) for consideration. OCMI's, at their discretion, may extend expiration dates for Certificates of Inspection (COIs) and Certificates of Compliance (COCs) that will expire before February 28, 2006. Extensions are only authorized in cases where the OCMI lacks resources to provide timely service or in cases where vessel operators clearly document that an extension is required to provide direct/emergent hurricane relief efforts. Vessels, not normally inspected in Alabama, Mississippi or Louisiana are not eligible for extension. Vessels with certificates expiring after February 28, 2006 are not eligible for extension. Vessel owner/operator requests should define the length of extension required (not to exceed 90 days), outline the cause for the extension, and should attest to the vessel's substantial compliance with applicable inspection regulations. OCMI's must authorize all extensions with official correspondence to the requester detailing the extended expiration date. Vessels operating with expired COIs and COCs without a written extension are in violation of

applicable vessel inspection laws and can be subject to enforcement action.

Dated: January 13, 2006.

**Craig E. Bone,**

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

[FR Doc. E6-754 Filed 1-23-06; 8:45 am]

BILLING CODE 4910-15-P

## DEPARTMENT OF HOMELAND SECURITY

### Bureau of Customs and Border Protection

#### Automated Commercial Environment (ACE): National Customs Automation Program Test of Automated Truck Manifest for Truck Carrier Accounts; Deployment Schedule

**AGENCY:** Customs and Border Protection; Department of Homeland Security.

**ACTION:** General notice.

**SUMMARY:** The Bureau of Customs and Border Protection, in conjunction with the Department of Transportation, Federal Motor Carrier Safety Administration, is currently conducting a National Customs Automation Program (NCAP) test concerning the transmission of automated truck manifest data. This document announces the next two groups, or clusters, of ports to be deployed for this test.

**DATES: Effective Dates:** The ports identified in this notice, in the state of Texas, are expected to deploy in two clusters no earlier than January 2006, as provided in this notice. Comments concerning this notice and all aspects of the announced test may be submitted at any time during the test period.

**FOR FURTHER INFORMATION CONTACT:** Mr. James Swanson via e-mail at [James.Swanson@dhs.gov](mailto:James.Swanson@dhs.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The National Customs Automation Program (NCAP) test concerning the transmission of automated truck manifest data for truck carrier accounts was announced in a General Notice published in the **Federal Register** (69 FR 55167) on September 13, 2004. That notice stated that the test of the Automated Truck Manifest would be conducted in a phased approach, with primary deployment scheduled for no earlier than November 29, 2004. The document identified the ports of Blaine, Washington, and Buffalo, New York, as the original deployment sites.

The September 13, 2004, notice stated that subsequent deployment of the test

would occur at Champlain, New York; Detroit, Michigan; Laredo, Texas; Otay Mesa, California; and Port Huron, Michigan, on dates to be announced. The notice stated that the Bureau of Customs and Border Protection (CBP) would announce the implementation and sequencing of truck manifest functionality at these ports as they occur and further stated that additional participants and ports would be selected throughout the duration of the test. The test is to be expanded eventually to include ACE Truck Carrier Account participants at all land border ports, and subsequent releases of ACE will include all modes of transportation.

#### Implementation of the Test

The test commenced in Blaine, Washington in December 2004, but not at Buffalo, New York. In light of experience with the implementation of the test in Blaine, Washington, CBP decided to change the implementation schedule and published a General Notice in the **Federal Register** on May 31, 2005 (70 FR 30964) announcing the changes.

As noted in the May 31, 2005, General Notice, the next deployment sites will be brought up as clusters. In some instances, one site in the cluster will be identified as the "model site" or "model port" for the cluster. This deployment strategy will allow for more efficient equipment set-up, site checkouts, port briefings and central training.

The ports identified belonging to the first cluster announced in the May 31, 2005, notice included the original port of implementation: Blaine, Washington. Sumas, Washington, was designated as the model port. The other ports of deployment in the cluster included the following: Point Roberts, WA; Oroville, WA (including sub ports); Boundary, WA; Danville, WA; Ferry, WA; Frontier, WA; Laurier, WA; Metaline Falls, WA; Nighthawk, WA; and Lynden, WA.

In a notice published in the **Federal Register** (70 FR 43892) on July 29, 2005, CBP announced that the test was being further deployed, in two clusters, at ports in the States of Arizona and North Dakota. CBP stated that the test would be deployed at the following ports in Arizona as of July 25, 2005: Douglas, AZ; Naco, AZ; Lukeville, AZ; Sasabe, AZ; and Nogales, AZ. Douglas, AZ was designated as the model port. The test was also to be deployed, according to information provided in the notice, at the following ports in North Dakota as of August 15, 2005: Pembina, ND; Neche, ND; Noyes, ND; Walhalla, ND; Maida, ND; Hannah, ND; Sarles, ND; and Hansboro, ND. Pembina, ND, was designated as the model port.

In a General Notice published in the **Federal Register** (70 FR 60096) on October 14, 2005, CBP announced that the test was to be further deployed in a cluster of ports, in the State of Michigan, no earlier than the dates indicated as follows (all in the year 2005): Windsor Tunnel, October 4; Barge Transport, October 5; Ambassador Bridge, October 7; Port Huron, October 14; Marine City, October 18; Algonac, October 18; and Sault St. Marie, October 28. No port in this cluster was designated as a "model port."

#### New Clusters

Through this notice, CBP announces the next two clusters of ports to be brought up for purposes of implementation of the test. The test will be deployed at the following cluster of ports no earlier than January 2006: Eagle Pass, Texas and Del Rio, Texas. The test will also be deployed no earlier than January 2006 at the following cluster of ports: Brownsville, Texas; Pharr, Texas; Progresso, Texas; Rio Grande City, Texas; and Roma, Texas. No ports in these clusters are designated as "model ports."

#### Previous NCAP Notices Not Concerning Deployment Schedules

On Monday, March 21, 2005, a General Notice was published in the **Federal Register** (70 FR 13514) announcing a modification to the NCAP test to clarify that all relevant data elements are required to be submitted in the automated truck manifest submission. That notice did not announce any change to the deployment schedule and is not affected by publication of this notice. All requirements and aspects of the test, as set forth in the September 13, 2004 notice, as modified by the March 21, 2005 notice, continue to be applicable.

Dated: January 12, 2006.

**William S. Heffelfinger III,**

*Acting Assistant Commissioner, Office of Field Operations.*

[FR Doc. 06-620 Filed 1-23-06; 8:45 am]

BILLING CODE 9111-14-P

## DEPARTMENT OF HOMELAND SECURITY

### U.S. Citizenship and Immigration Services

#### Agency Information Collection Activities: Extension of a Currently Approved Information Collection; Comment Request

**ACTION:** 30-Day Notice of Information Collection Under Review; Monthly