

proprietary software codes to resolve the allegation of tampering?

17. If OLMS receives an election complaint challenging the software code in an electronic voting system, how can OLMS ensure that the code examined by OLMS in the investigation is the same code that was in place and operational during the challenged election?

18. In the electronic voting systems with which you are familiar, are all system activities of the union or third party election administrators permanently recorded or logged into the system? What safeguards exist to prevent accidental deletion from or tampering with the log? How could a third party, such as OLMS, investigate alleged tampering with the log? Does this log file, or other similar system file or database, include each voter's entry into the system, along with that voter's IP address, VIN, and voting data in sequential order?

19. What safeguards exist to prevent vote manipulation by "insiders" such as computer programmers, equipment manufacturers, technicians, system administrators, or election officials who may have legitimate access to election software and/or data? How could a third party, such as OLMS, investigate allegations of insider attacks?

20. How would the use of electronic balloting affect the issue of voter intimidation, if at all? For any voter intimidation that might take place in the context of an election using electronic balloting, what safeguards have been or could be used to address the issue?

21. What safeguards exist to prevent denial of service attacks, "spoofing" (*i.e.*, when one person masquerades as another and gains illegitimate access), automated vote buying, and viral attacks on voter personal computers? How could a third party, such as OLMS, investigate allegations of such activity?

22. There are reported cases of electronic voting system malfunctions in civic elections where votes have either not been recorded or have not been recorded accurately. These cases include: Volusia County, Florida (2000), Broward County, Florida (2004), Franklin County, Ohio (2004), Sarpy County, Nebraska (2004), Carteret County, North Carolina (2004), and Sarasota County, Florida (2006). What safeguards exist to detect such malfunctions? How could a third party, such as OLMS, investigate allegations that such malfunctions occurred?

23. What safeguards exist to prevent "phishing" in remote Internet voting systems? "Phishing" is a scheme that uses a web page set up to look just like the union's voting web page. Union members are brought to the site by

email, links, or reminders to vote with an embedded link. The union member "votes" on the fake site. The person who sets up the fake site then has the voter's VIN and other identifying information which the person then uses to log onto the real site and vote in place of the real voter. How could a third party, such as OLMS, investigate allegations of phishing?

24. Are there any other potential issues with the legality or practicality of electronic voting systems that have not been addressed in the preceding questions? If so, please explain.

Signed in Washington, DC, this 5th day of January 2011.

John Lund,

Director, Office of Labor-Management Standards.

[FR Doc. 2011-311 Filed 1-10-11; 8:45 am]

BILLING CODE 4510-CP-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket No. USCG-2010-1094]

RIN 1625-AA08

Special Local Regulation for Marine Event; Temporary Change of Dates for Recurring Marine Event in the Fifth Coast Guard District

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to temporarily change the enforcement periods of special local regulations for recurring marine events in the Fifth Coast Guard District. These regulations apply to four recurring marine events that conduct a rescue at sea demonstration, an air show, a swimming competition, and power boat races. Special local regulations are necessary to provide for the safety of life on navigable waters during these events. This action is intended to restrict vessel traffic in a portion of the Severn River at Annapolis, MD, the Chester River near Chestertown, MD, and Prospect Bay at Kent Island, MD during the events.

DATES: Comments and related material must be received by the Coast Guard on or before February 10, 2011.

The effective dates being proposed for this rule are from April 1 to September 1, 2011.

ADDRESSES: You may submit comments identified by docket number USCG-

2010-1094 using any one of the following methods:

(1) *Federal eRulemaking Portal:*
<http://www.regulations.gov>.

(2) *Fax:* 202-493-2251.

(3) *Mail:* Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001.

(4) *Hand delivery:* Same as mail address above, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

To avoid duplication, please use only one of these four methods. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions on this proposed rule, call Mr. Ronald L. Houck, Project Manager, Coast Guard Sector Baltimore Waterways Management Division, at 410-576-2674 or e-mail at Ronald.L.Houck@uscg.mil. If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

Public Participation and Request for Comments

We encourage you to participate in this rulemaking by submitting comments and related materials. All comments received will be posted without change to <http://www.regulations.gov> and will include any personal information you have provided.

Submitting Comments

If you submit a comment, please include the docket number for this rulemaking (USCG-2010-1094), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online (via <http://www.regulations.gov>) or by fax, mail, or hand delivery, but please use only one of these means. If you submit a comment online via <http://www.regulations.gov>, it will be considered received by the Coast Guard when you successfully transmit the comment. If you fax, hand deliver, or mail your comment, it will be considered as having been received by the Coast Guard when it is received at

the Docket Management Facility. We recommend that you include your name and a mailing address, an e-mail address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov>, click on the "submit a comment" box, which will then become highlighted in blue. In the "Document Type" drop down menu select "Proposed Rule" and insert "USCG-2010-1094" in the "Keyword" box. Click "Search" then click on the balloon shape in the "Actions" column. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period and may change the rule based on your comments.

Viewing Comments and Documents

To view comments, as well as documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, click on the "read comments" box, which will then become highlighted in blue. In the "Keyword" box insert USCG-2010-1094 and click "Search." Click the "Open Docket Folder" in the "Actions" column. You may also visit the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. We have an agreement with the Department of Transportation to use the Docket Management Facility.

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 notice regarding our public dockets in the January 17, 2008 issue of the **Federal Register** (73 FR 3316).

Public Meeting

We do not now plan to hold a public meeting. But you may submit a request for one using one of the four methods specified under **ADDRESSES**. Please explain why you believe a public

meeting would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the **Federal Register**.

Background and Purpose

Marine events are frequently held on the navigable waters within the boundary of the Fifth Coast Guard District. The activities that typically comprise marine events include: Sailing regattas, power boat races, swim races and holiday parades. For a description of the geographical area of each Coast Guard Sector—Captain of the Port Zone, please see 33 CFR 3.25.

This regulation proposes to temporarily change the enforcement period of special local regulations for recurring marine events within the Fifth Coast Guard District. This proposed regulation applies to four marine events previously published at 33 CFR 100.501, Table to § 100.501.

The first event is the annual "Safety at Sea Seminar," sponsored by the U.S. Naval Academy, on the waters of the Severn River at Annapolis, MD. The regulation at 33 CFR 100.501 is effective annually for the Safety at Sea Seminar marine event. The event consists of demonstrations of at sea rescues including surface and air platforms held on and above the waters of the Severn River in Annapolis, Maryland. Visual distress signal devices will be used and a helicopter with small boats will be operating before a large fleet of spectator crafts. Therefore, to ensure the safety of participants and support vessels, 33 CFR 100.501 would be enforced for the duration of the event. Under provisions of 33 CFR 100.501, from 11 a.m. to 1:30 p.m. on April 2, 2011, vessels may not enter the regulated area unless they receive permission from the Coast Guard Patrol Commander. Vessel traffic may be allowed to transit the regulated area only when the Patrol Commander determines it is safe to do so.

The second event is the annual "Blue Angels Air Show," sponsored by the U.S. Naval Academy, on the waters of the Severn River at Annapolis, MD. The regulation at 33 CFR 100.501 is effective annually for the Blue Angels Air Show marine event. The event consists of one day for arrival and practice and another day for the Air Show held above the waters of the Severn River, at Annapolis, Maryland. High performance military aircraft will conduct maneuvers before a large fleet of spectator crafts.

Therefore, to ensure the safety of participants and support vessels, 33 CFR 100.501 would be enforced for the duration of the event. Under provisions of 33 CFR 100.501, from 10:30 a.m. to

4 p.m. on May 24, 2011 and from 1:30 p.m. to 4 p.m. on May 25, 2011, vessels may not enter the regulated area unless they receive permission from the Coast Guard Patrol Commander. Vessel traffic may be allowed to transit the regulated area only when the Patrol Commander determines it is safe to do so.

The third event is the annual "Maryland Swim for Life," sponsored by the District of Columbia Aquatics Club, on the waters of the Chester River near Chestertown, MD. The regulation at 33 CFR 100.501 is effective annually for the Maryland Swim for Life marine event. The event is an open water swimming competition held on the waters of the Chester River, near Chestertown, Maryland. Approximately 200 swimmers will start from Rolph's Wharf and swim up-river 2.5 miles then swim down-river returning back to Rolph's Wharf. A large fleet of support vessels accompany the swimmers. Therefore, to ensure the safety of participants and support vessels, 33 CFR 100.501 would be enforced for the duration of the event. Under provisions of 33 CFR 100.501, from 5:30 a.m. to 2:30 p.m. on June 25, 2011, vessels may not enter the regulated area unless they receive permission from the Coast Guard Patrol Commander. Vessel traffic may be allowed to transit the regulated area only when the Patrol Commander determines it is safe to do so.

The fourth event is the annual "Thunder on the Narrows", sponsored by the Kent Narrows Racing Association on the waters of Prospect Bay at Kent Island, MD. The regulation at 33 CFR 100.501 is effective annually for the Thunder on the Narrows marine event. The event consists of two days of power boat racing on the waters of Prospect Bay, at Kent Island, Maryland. High performance power boats will race on a designated course before a large fleet of spectator crafts. Therefore, to ensure the safety of participants and support vessels, 33 CFR 100.501 would be enforced for the duration of the event. Under provisions of 33 CFR 100.501, from 9:30 a.m. to 6:30 p.m. on June 25, 2011 and from 9:30 a.m. to 6:30 p.m. on June 26, 2011, vessels may not enter the regulated area unless they receive permission from the Coast Guard Patrol Commander. Vessel traffic may be allowed to transit the regulated area only when the Patrol Commander determines it is safe to do so.

Discussion of Proposed Rule

The Coast Guard proposes to temporarily suspend the regulations at 33 CFR 100.501 by changing the date of enforcement in the table to § 100.501. The Coast Guard proposes to

temporarily change the enforcement periods of special local regulations for recurring marine events within the Fifth Coast Guard District. This NPRM applies to the marine events below.

Severn River, Annapolis, MD

The Table to § 100.501, event No. 13 establishes the enforcement date for the Safety at Sea Seminar. This regulation proposes to temporarily change the enforcement date from “March—4th or last Saturday” to the first Saturday in April, holding the annual marine event on April 2, 2011. The U.S. Naval Academy, which is the sponsor for this event, intends to hold this event annually; however, they have changed the date of the event for 2011 so that it is outside the scope of the existing enforcement period. Due to the need for vessel control while high performance aircraft are conducting maneuvers above the Severn River, vessel traffic would be temporarily restricted to provide for the safety of participants, spectators and transiting vessels.

Severn River, Annapolis, MD

The Table to § 100.501, event No. 19 establishes the enforcement date for the Blue Angels Air Show. This regulation proposes to temporarily change the enforcement date from “May—3rd Tuesday and Wednesday” to the fourth Tuesday and Wednesday in May, holding the annual marine event on May 24, 2011 and May 25, 2011. The U.S. Naval Academy, which is the sponsor for this event, intends to hold this event as it usually does on the Tuesday and Wednesday before Memorial Day annually; however, the existing enforcement period listed in the permanent regulation does not accurately reflect these dates. Due to the need for vessel control while high performance aircraft are conducting maneuvers above the Severn River, vessel traffic would be temporarily restricted to provide for the safety of participants, spectators and transiting vessels.

Chester River, Chestertown, MD

The Table to § 100.501, event No. 21 establishes the enforcement date for the Maryland Swim for Life. This regulation proposes to temporarily change the enforcement date from “June—3rd Saturday or July—3rd Saturday” to the fourth or last Saturday in June, holding their 20th annual marine event on June 25, 2011. The District of Columbia Aquatics Club, which is the sponsor for this event, intends to hold this event annually; however, they have changed the date of the event for 2011 so that it is outside the scope of the existing

enforcement period. Due to the need for vessel control while swimmers are in the water along the Chester River, vessel traffic would be temporarily restricted to provide for the safety of participants, spectators and transiting vessels.

Prospect Bay, Kent Island, MD

The Table to § 100.501, event No. 23 establishes the enforcement date for the Thunder on the Narrows. This regulation proposes to temporarily change the enforcement date from “August—1st Saturday and Sunday” to the fourth Saturday and Sunday in June, holding the annual marine event on June 25, 2011 and June 26, 2011. The Kent Narrows Racing Association, which is the sponsor for this event, intends to hold this event annually; however, they have changed the date of the event for 2011 so that it is outside the scope of the existing enforcement period. Due to the need for vessel control while high performance power boats are racing on Prospect Bay, vessel traffic would be temporarily restricted to provide for the safety of participants, spectators and transiting vessels.

Regulatory Analyses

We developed this proposed rule after considering numerous statutes and executive orders related to rulemaking. Below we summarize our analyses based on 13 of these statutes or executive orders.

Regulatory Planning and Review

The proposed rule is not a significant regulatory action under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order.

Although this proposed rule prevents traffic from transiting a portion of certain waterways during specified events, the effect of this regulation will not be significant due to the limited duration that the regulated area will be in effect and the extensive advance notifications that will be made to the maritime community via marine information broadcasts, local radio stations and area newspapers, so mariners can adjust their plans accordingly. Additionally, this rulemaking does not change the permanent regulated areas that have been published in 33 CFR 100.501, Table to § 100.501. In some cases vessel traffic may be able to transit the regulated area when the Coast Guard Patrol Commander deems it is safe to do so.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601–612), we have considered whether this proposed rule would have a significant economic impact on a substantial number of small entities. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities. This rule would affect the following entities, some of which might be small entities: The owners or operators of vessels intending to transit or anchor in the area where the marine events are being held. This regulation will not have a significant impact on a substantial number of small entities because it will be enforced only during marine events that have been permitted by the Coast Guard Captain of the Port. The Captain of the Port will ensure that small entities are able to operate in the areas where events are occurring when it is safe to do so. In some cases, vessels will be able to safely transit around the regulated area at various times, and, with the permission of the Patrol Commander, vessels may transit through the regulated area. Before the enforcement period, the Coast Guard will issue maritime advisories so mariners can adjust their plans accordingly.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (*see ADDRESSES*) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this proposed rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the individual listed under **FOR FURTHER INFORMATION CONTACT** at the beginning of this rule. The Coast Guard will not retaliate against small entities that

question or complain about this proposed rule or any policy or action of the Coast Guard.

Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this proposed rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this proposed rule would not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This proposed rule would not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This proposed rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this proposed rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and would not create an environmental risk to health or risk to

safety that might disproportionately affect children.

Indian Tribal Governments

This proposed rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this proposed rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a “significant energy action” under that order because it is not a “significant regulatory action” under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This proposed rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

Environment

We have analyzed this proposed rule under Department of Homeland

Security Management Directive 023–01 and Commandant Instruction M16475.ID, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f), and have made a preliminary determination that this action is one of a category of actions, under paragraph 34(h), which do not individually or cumulatively have a significant effect on the human environment. This rule involves implementation of regulations within 33 CFR Part 100 that apply to organized marine events on the navigable waters of the United States that may have potential for negative impact on the safety or other interest of waterway users and shore side activities in the event area. The category of water activities includes but is not limited to sail boat regattas, boat parades, power boat racing, swimming events, crew racing, and sail board racing. Under figure 2–1, paragraph (34)(h), of the Instruction, an “Environmental Analysis Check List” and a “Categorical Exclusion Determination” are not required for this rule. We seek any comments or information that may lead to the discovery of a significant environmental impact from this proposed rule.

List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 100 as follows:

PART 100—SAFETY OF LIFE ON NAVIGABLE WATERS

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233.

2. In § 100.501, suspend entries No. 13, No. 19, No. 21 and No. 23 in the Table to § 100.501.

3. In the Table to § 100.501, add entries 65, 66, 67, and 68 to read as follows:

§ 100.501–T05–1094 Special Local Regulations; Recurring Marine Event in the Fifth Coast Guard District.

* * * * *

Table To § 100.501.-All coordinates listed in the Table to § 100.501 reference Datum NAD 1983.

COAST GUARD SECTOR BALTIMORE—COTP ZONE

Number	Date	Event	Sponsor	Location
65	April 2, 2011	Safety at Sea Seminar.	U.S. Naval Academy.	All waters of the Severn River from shoreline to shoreline, bounded to the north-west by a line drawn from the south shoreline at latitude 39°00'38.9" N., longitude 076°31'05.2" W. thence to the north shoreline at latitude 39°00'54.7" N., longitude 076°30'44.8" W., this line is approximately 1300 yards northwest of the U.S. 50 fixed highway bridge. The regulated area is bounded to the southeast by a line drawn from the Naval Academy Light at latitude 38°58'39.5" N., longitude 076°28'49" W. thence southeast to a point 700 yards east of Chinks Point, MD, at latitude 38°58'1.9" N., longitude 076°28'1.7" W. thence northeast to Greenbury Point at latitude 38°58'29" N., longitude 076°27'16" W.
66	May 24 and 25, 2011.	Blue Angels Air Show.	U.S. Naval Academy.	All waters of the Severn River from shoreline to shoreline, bounded to the north-west by a line drawn from the south shoreline at latitude 39°00'38.9" N., longitude 076°31'05.2" W. thence to the north shoreline at latitude 39°00'54.7" N., longitude 076°30'44.8" W., this line is approximately 1300 yards northwest of the U.S. 50 fixed highway bridge. The regulated area is bounded to the southeast by a line drawn from the Naval Academy Light at latitude 38°58'39.5" N., longitude 076°28'49" W. thence southeast to a point 700 yards east of Chinks Point, MD, at latitude 38°58'1.9" N., longitude 076°28'1.7" W. thence northeast to Greenbury Point at latitude 38°58'29" N., longitude 076°27'16" W.
67	June 25, 2011.	Maryland Swim for Life.	District of Columbia Aquatics Club.	The waters of the Chester River from shoreline to shoreline, bounded on the south by a line drawn at latitude 39°10'16" N., near the Chester River Channel Buoy 35 (LLN-26795) and bounded on the north at latitude 39°12'30" N by the Maryland S.R. 213 Highway Bridge.
68	June 25 and 26, 2011.	Thunder on the Narrows.	Kent Narrows Racing Association.	All waters of Prospect Bay enclosed by the following points: Latitude 38°57'52.0" N., longitude 076°14'48.0" W., to latitude 38°58'02.0" N., longitude 076°15'05.0" W., to latitude 38°57'38.0" N., longitude 076°15'29.0" W., to latitude 38°57'28.0" N., longitude 076°15'23.0" W., to latitude 38°57'52.0" N., longitude 076°14'48.0" W.

* * * * *

Dated: December 16, 2010.

Mark P. O'Malley,*Captain, U.S. Coast Guard, Captain of the Port Baltimore, MD.*

[FR Doc. 2011-169 Filed 1-10-11; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Parts 100 and 165**

[Docket No. USCG-2010-0110]

RIN 1625-AA08; AA01

Special Local Regulations and Safety Zones; Recurring Events in Northern New England

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to amend special local regulations and to establish permanent safety zones in the Coast Guard Northern New England Captain of the Port Zone for annual

recurring marine events. When these special local regulations or safety zones are activated, and thus subject to enforcement, this rule would restrict vessels from portions of water areas during annual events listed in TABLES 1 and 2 that pose a hazard to public safety. The revised special local regulations and safety zones are proposed to reduce administrative overhead, expedite public notification of events, and to ensure the protection of the maritime public and event participants from the hazards associated with firework displays, boat races, and other marine events.

DATES: Comments and related material must be received by the Coast Guard on or before February 10, 2011. Requests for public meetings must be received by the Coast Guard on or before February 1, 2011.

ADDRESSES: You may submit comments identified by docket number USCG-2010-0110 using any one of the following methods:

(1) *Federal e-Rulemaking Portal:*
<http://www.regulations.gov>.

(2) *Fax:* 202-493-2251.

(3) *Mail:* Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001.

(4) *Hand Delivery:* Same as mail address above, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

To avoid duplication, please use only one of these four methods. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions on this proposed rule, call or e-mail Lieutenant Junior Grade Terence Leahy, Waterways Management Division at Coast Guard Sector Northern New England, telephone 207-767-0398, e-mail Terence.O.Leahy@uscg.mil. If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.