§ 100.35–T05–0266 Special Local Regulations for Marine Events; Patuxent River, Solomons, MD.

(a) Regulated area. The following location is a regulated area: All waters of the Patuxent River, within lines connecting the following positions: from latitude 38°19′45″N, longitude 076°28′06″W, thence to latitude 38°19′24″N, longitude 076°28′30″W, thence to latitude 38°18′32″N, longitude 076°28′14″W; and from latitude 38°17′38″N, longitude 076°27′26″W, thence to latitude 38°18′00″N, longitude 076°26′41″W, thence to latitude 38°18′59″N, longitude 076°27′20″W, located at Solomons, Maryland. All coordinates reference Datum NAD 1983.

(b) Definitions. (1) Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the U.S. Coast Guard who has been designated by the Commander, Coast Guard Sector Baltimore.

(2) Official Patrol means any vessel assigned or approved by Commander, Coast Guard Sector Baltimore with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

(3) Participant means all vessels participating in the Chesapeake Challenge under the auspices of the Marine Event Permit issued to the event sponsor and approved by Commander, Coast Guard Sector Baltimore.

(4) Spectator means all persons and vessels not registered with the event sponsor as participants or official patrol.

(c) Special local regulations. (1) The Coast Guard Patrol Commander may forbid and control the movement of all vessels in the regulated area. When hailed or signaled by an official patrol vessel, a vessel in the regulated area shall immediately comply with the directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both.

(2) The Coast Guard Patrol Commander may terminate the event, or the operation of any vessel participating in the event, at any time it is deemed necessary for the protection of life or property.

(3) All vessel traffic, not involved with the event, will be allowed to transit the regulated area and shall proceed in a northerly or southerly direction westward of the spectator area, taking action to avoid a close-quarters situation with spectators, until finally past and clear of the regulated area.

(4) All Coast Guard vessels enforcing this regulated area can be contacted on marine band radio VHF–FM channel 16 (156.8 MHz).

(5) Only participants and official patrol are allowed to enter the race course area.

(6) Spectators are allowed inside the regulated area only if they remain within the designated spectator area. Spectators will be permitted to anchor within the designated spectator area. No vessel may anchor within the regulated area outside the designated spectator area. Spectators may contact the Coast Guard Patrol Commander to request permission to pass through the regulated area. If permission is granted, spectators must pass directly through the regulated area outside the race course and spectator areas at a safe speed and without loitering.

(7) Designated spectator fleet area. The spectator fleet area is located within a line connecting the following positions: Latitude 38°19′00″N, longitude 076°28′22″W, thence to latitude 38°19′07″N, longitude 076°28′12″W, thence to latitude 38°18′53″N, longitude 076°27′55″W, thence to latitude 38°18′30″N, longitude 076°27′45″W, thence to latitude 38°18′00″N, longitude 076°27′11″W, thence to latitude 38°17′54″N, longitude 076°27′20″W, thence to the point of origin at latitude 38°19′00″N, longitude 076°28′22″W. All coordinates reference datum NAD 83.

(8) The Coast Guard will publish a notice in the Fifth Coast Guard District Local Notice to Mariners and issue marine information broadcast on VHF–FM marine band radio announcing specific event date and times.

(d) Enforcement periods. This section will be enforced from 10 a.m. until 6 p.m. on September 24, 2011, and from 10 a.m. until 6 p.m. on September 25, 2011.

Dated: April 20, 2011.
Mark P. O’Malley,
Captain, U.S. Coast Guard, Captain of the Port Baltimore.

[FR Doc. 2011–15165 Filed 6–17–11; 8:45 am]
BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 167

[USCG–2009–0576]

Port Access Route Study: The Approaches to San Francisco

AGENCY: Coast Guard, DHS.

ACTION: Notice of availability of study results.

SUMMARY: The Coast Guard announces the availability of a Port Access Route Study (PARS) evaluating the continued applicability of and the potential need for modifications to the current vessel routing in the approaches to San Francisco. The study was completed in February, 2011. This notice summarizes the study recommendations which include enhancements to existing vessel routing measures.

SUPPLEMENTARY INFORMATION:

Viewing the comments and “Port Access Route Study Approaches to San Francisco Bay” February 2011. To view the comments and the PARS San Francisco 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–2009–0576” and click “Search.” Click the “Open Docket Folder” in the “Actions” column. If you do not have access to the Internet, you may view the docket online by visiting 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, system of records notice regarding our public dockets in the January 17, 2008, issue of the Federal Register (73 FR 3316).

FOR FURTHER INFORMATION CONTACT: If you have questions concerning this notice, contact Lieutenant Lucas Mancini, Eleventh Coast Guard District, telephone 510–437–3801, e-mail Lucas.W.Mancini@uscg.mil. If you have questions on viewing the docket contact, Renee V. Wright, Program Manager, Docket Operations, 202–366–9826.

Definitions: The following definitions should help the reader to understand terms used throughout this document:

Marine Environment, as defined by the Ports and Waterways Safety Act, means the navigable waters of the United States and the land resources therein and thereunder; the waters and fishery resources of any area over which the United States has exclusive fishery management authority; the seabed and subsoil of the Outer Continental Shelf; and any other waters and fishery resources the Secretary of Commerce determines to be part of the Marine Environment.

9826.

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Continental Shelf of the United States, the resources thereof and the waters superjacent thereto; and the recreational, economic, and scenic values of such waters and resources.

**Precautionary area** means a routing measure comprising an area within defined limits where vessels must navigate with particular caution and within which the direction of traffic flow may be recommended.

**Traffic lane** means an area within defined limits in which one-way traffic is established. Natural obstacles, including those forming separation zones, may constitute a boundary.

**Traffic Separation Scheme or TSS** means a routing measure aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

**Vessel routing system** means any system of one or more routes or routing measures aimed at reducing the risk of casualties; it includes traffic separation schemes, two-way routes, recommended tracks, areas to be avoided, no anchoring areas, inshore traffic zones, roundabouts, precautionary areas, and deep-water routes.

**SUPPLEMENTARY INFORMATION:**

**Background and Purpose**

The Coast Guard published a notice of study in the Federal Register on December 10, 2009 (74 FR 65543), entitled “Port Access Route Study: Off San Francisco.” The PARS evaluated 5 separate concerns that resulted in 7 recommendations intended to improve the safety of vessel traffic in the study area, as well as adhere to governing regulations regarding the National Marine Sanctuaries. The actual PARS should be consulted for a detailed explanation of each recommendation. The PARS also contains a chartlet of the proposed changes to the TSS. It can be accessed as described in the Viewing the comments and “Port Access Route Study Approaches to San Francisco Bay” February 2011 section of this notice. The PARS recommendations include:

- Extend the northern TSS 17nm to the northern end of the VTS San Francisco area of responsibility.
- Add a dog leg turn in the northern TSS just below the 38th parallel to keep vessels on a predictable path in a prime area for fishing.
- Change the current flared configuration of the northern TSS to a 3 mile wide approach. The 3 mile wide TSS would consist of 1 nautical mile wide lanes, separated by a 1 nautical mile wide separation zone.
- Extend the southern TSS 8.5NM to the southern end of the VTS San Francisco area of responsibility.

**Conclusion**

The PARS contains 7 recommendations, which would require the approval of the International Maritime Organization for implementation. The Coast Guard will follow the Federal rulemaking process for implementation of any of the proposed changes to the traffic separation schemes. This process will also include section 7 consultations with the National Marine Fisheries Service in accordance with the Endangered Species Act. This will provide ample opportunity for additional comments on proposed changes to the existing vessel routing system through a notice of proposed rulemaking (NPRM) published in the Federal Register.

Dated: May 20, 2011.

J.R. Castillo,
Rear Admiral, U.S. Coast Guard, Commander, Eleventh Coast Guard District.

[FR Doc. 2011–15167 Filed 6–17–11; 8:45 am]

**BILLING CODE 9110–04–P**

**ENVIRONMENTAL PROTECTION AGENCY**

40 CFR Part 63


RIN 2060–AM37

**Amendments to National Emission Standards for Hazardous Air Pollutants for Area Sources: Plating and Polishing**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** On June 12, 2008, EPA issued national emission standards for control of hazardous air pollutants (HAP) for the plating and polishing area source category under section 112 of the Clean Air Act (CAA). In today’s action, EPA is proposing to amend the national emission standards for control of hazardous air pollutants (NESHAP) for the plating and polishing area source category published on June 12, 2008. The amendments to the area source standards for plating and polishing area sources would clarify that the emission control requirements of the plating and polishing area source NESHAP do not