also contain the docket number of this request, [USCG 2012–0077], and must be received by June 4, 2012. We will post all comments received, without change, to http://www.regulations.gov. They will include any personal information you provide. We have an agreement with DOT to use their DMF. Please see the “Privacy Act” paragraph below.

Submitting Comments

If you submit a comment, please include the docket number [USCG–2012–0077], indicate the specific section of the document to which each comment applies, providing a reason for each comment. You may submit your comments and material online (via http://www.regulations.gov), by fax, mail, or hand delivery, but please use only one of these means. If you submit a comment online via 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 DMF. We recommend you include your name, mailing address, an email address, or other contact information in the body of your document so that we can contact you if we have questions regarding your submission.

You may submit comments and material by electronic means, mail, fax, or delivery to the DMF at the address under ADDRESSES, but please submit them by only one method. To submit your comment online, go to http://www.regulations.gov, and type “USCG–2012–0077” in the “Keyword” box. 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 will address them accordingly.

Viewing Comments and Documents

To view comments, as well as documents mentioned in this Notice 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–2012–0077” and click “Search.” Click the “Open Docket Folder” in the “Actions” column. You may also visit the DMF in Room W12–140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. Monday through Friday, except Federal holidays.

OIRA posts its decisions on ICRs online at http://www.reginfo.gov/public/do/PRAMain after the comment period for each ICR. An OMB Notice of Action on each ICR will become available via a hyperlink in the OMB Control Numbers: 1625–0014 and 1625–0088.

Privacy Act

Anyone can search the electronic form of comments received in docket 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 statement regarding Coast Guard public dockets in the January 17, 2008, issue of the Federal Register (73 FR 3316).

Previous Request for Comments

This request provides a 30-day comment period required by OIRA. The Coast Guard published the 60-day notice (77 FR 9951, February 21, 2012) required by 44 U.S.C. 3506(c)(2). That Notice elicited no comments.

Information Collection Requests

1. Title: Request for Designation and Exemption of Oceanographic Research Vessels.

OMB Control Number: 1625–0014.

Type of Request: Revision of a currently approved collection.

Respondents: Owners or operators of certain vessels.

Burden Estimate: The estimated burden has increased from 35 hours to 1,116 hours a year.


R.E. Day,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Command, Control, Communications, Computers and Information Technology.

[FR Doc. 2012–10751 Filed 5–3–12; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[USCG–2011–1106]

Mobile Offshore Drilling Unit Dynamic Positioning Guidance

AGENCY: Coast Guard, DHS.

ACTION: Notice of Recommended Interim Voluntary Guidance.

SUMMARY: On December 29, 2011, the Coast Guard published a notice of availability and request for comments regarding a draft policy letter on Dynamic Positioning (DP) Systems, Emergency Disconnect Systems, Blowout Preventers, and related training and emergency procedures on a Mobile Offshore Drilling Unit. We received comments both as submissions to the docket and at a public meeting held on February 9, 2012, at Coast Guard Headquarters. Based on the comments received, the Coast Guard intends to adjust the scope of the policy described in that notice. The Coast Guard is publishing this notice to recommend interim voluntary DP system guidance and recommend DP incident reporting criteria.

DATES: The policy outlined in this document is effective May 4, 2012.

ADDRESSES: Comments and material received from the public, as well as documents mentioned in this preamble as being available in the docket, are part of docket USCG–2011–1106 and are available for inspection or copying at the 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, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet by going to http://www.regulations.gov, inserting USCG–2011–1106 in the “Keyword” box, and then clicking “Search.”
standards.

DP system design and operating 
reporting requirements and minimum 
rulemaking that addresses DP incident 
developing the rule. The Coast Guard 
standard has been set and to consider 
to publish a rule for areas where no 
both as submissions to the docket, call 
 Renee V. Wright, Program Manager, 
Docket Operations, telephone 202–366– 
9826.

SUPPLEMENTARY INFORMATION:

I. General

A. Background and Intent To Publish 
Rule

Over the past several decades, the 
expansion of offshore exploration, 
development and production into 
deeper water has transformed an 
industry once characterized by 
relatively simple, domestic shallow 
water fixed platforms and small 
logistical vessels into an industry with 
complex, international floating vessels 
supplied and serviced by other large, 
international multipurpose vessels. This 
has given rise to the use of DP as a 
practical means for keeping these 
vessels within precise geographic limits. 
Failure of a DP system on a vessel 
conducting critical operations such as 
oil exploration and production could 
have severe consequences including 
loss of life, pollution, and property 
damage. This is particularly true for 
Mobile Offshore Drilling Units 
(MODUs), where a loss of position could 
result in a subsea spill and potentially 
catastrophic environmental 
consequences. The Deepwater Horizon 
incident demonstrated the serious 
challenges associated with subsea spill 
response. In a preliminary effort to 
better understand critical systems, 
training, and emergency procedures put 
in place to prevent or mitigate a loss of 
position on a dynamically positioned 
MODU and inform any related future 
rulemaking, the Coast Guard published 
a notice in the Federal Register (76 FR 
81957) requesting public comment on 
a draft policy. We received comments 
both as submissions to the docket and 
at a public meeting held on February 9, 
2012. The Coast Guard was encouraged 
to publish a rule for areas where no 
standard has been set and to consider 
industry standards and guidance when 
developing the rule. The Coast Guard 
agrees and intends to initiate a 
rulemaking that addresses DP incident 
reporting requirements and minimum 
DP system design and operating 

B. Immediate Areas of Concern

As discussed in the draft policy letter 
published with the notice of availability 
on December 29, 2011, there have been 
several DP incidents in the Gulf of 
Mexico involving both DP system 
equipment failures and human error on 
MODUs. Because of the consequences 
associated with a deepwater subsea spill, the Coast Guard believes DP 
incidents on MODUs engaged in drilling 
represent the most immediate concern 
and chooses to address them first. 
To ensure sufficient safety measures 
are developed, the Coast Guard needs to 
improve its awareness of DP incidents 
on MODUs. The existing regulations on 
the reporting of marine casualties have 
proven ill-suited for reporting of DP 
related incidents, as they do not require 
MODUs (either U.S. or foreign) to 
report DP incidents to the Coast Guard. 
There are also reporting disparities 
between U.S. and foreign flagged 
MODUs. For example, U.S. flagged 
MODUs are required by 46 CFR 4.05 to 
report some equipment failures to the 
Coast Guard, but there is confusion and 
ambiguity over how these requirements 
apply to DP related incidents, and they 
do not apply to foreign flagged MODUs. 
Some MODU vessel operators have 
voluntarily reported some DP incidents 
to the Coast Guard, but the Coast Guard 
believes this practice is not universal. 
The Coast Guard is considering updates 
to its marine casualty reporting 
requirements, and will consider past 
recommendations, including public 
comments on a notice of proposed 
rulemaking, “Outer Continental Shelf 
Activities,” published on December 7, 
1999 (64 FR 68416) and the 
recommendations of the National 
Offshore Advisory Committee (NOSAC) 
subcommittee on incident reporting, 
and will provide further opportunity for 
public comment.

Coast Guard regulations currently do 
not include specific DP system design 
and operating standards. In addition, 
there is a disparity between 
requirements for U.S. and foreign 
flagged MODUs. For U.S. dynamically 
positioned MODUs, the Coast Guard 
views a DP system, as defined in 
International Maritime Organization 
(IMO) Maritime Safety Committee 
Circular 645 paragraph 1.3.2, as a vital 
system under our regulations in 46 CFR 
part 62. While Part 62 contains a 
“failsafe” concept that could be directly 
applied for an Equipment Class 2 DP 
system, it does not have an equivalent 
concept that directly applies to DP 
system reliability for Equipment Class 2 
or 3 as discussed in paragraph 2 of the 
Circular. Because the Coast Guard 
believes that a dynamically positioned 
MODU engaged in drilling should meet 
a minimum of Equipment Class 2 as 
defined in paragraph 2.2 of the Circular, 
Part 62 should be updated to make it 
more directly applicable to U.S. 
dynamically positioned MODUs. 
Foreign flagged MODUs have several 
options for compliance with coastal 
state regulations in 33 CFR 143.207, one 
of which is compliance with the 1979 
MODU Code (IMO Assembly Resolution 
A.414(XI)). This Code does not contain 
any standards applicable to DP systems. 
Although more recent versions of the 
MODU Code reference IMO circulars 
with DP system guidelines, the Coast 
Guard has not yet adopted these Codes 
in its regulations. The Coast Guard is 
considering adopting updated versions 
of the MODU code, including any DP 
circulars referenced by these versions, 
and any DP related recommendations by 
the NOSAC. These areas of concern are 
likely to be the subject of a future 
rulemaking.

II. Interim Voluntary DP System 
Guidance

On July 7th, 2010, in response to a 
request from the Coast Guard, NOSAC 
issued the report “Recommendations for 
Dynamic Positioning System Design and 
Engineering, Operational and Training 
Standards.” The report contained draft 
guidelines from the Marine Technology 
Society (MTS) Dynamic Positioning 
Committee, which the MTS has since 
completed. The Coast Guard has 
reviewed the guidance, referred to it 
when responding to known DP 
incidents and found it to be 
comprehensive and highly useful. Until 
the Coast Guard publishes a DP Rule, 
the Coast Guard recommends owners 
and operators of dynamically positioned 
MODUs (not leaseholders who contract 
MODUs) operating on the U.S. Outer 
Continental Shelf (OCS) voluntarily 
follow guidance provided in the “DP 
Operations Guidance Prepared through 
the Dynamic Positioning Committee of 
the Marine Technology Society to aid in 
the safe and effective management of DP 
Operations”, March 2012 Part 2 
Appendix 1 (dynamically positioned 
MODUs), available at http://www.dynamic-positioning.com/ 
dp_operations_guidance.cfm.

It is particularly important they 
distinguish the DP System’s Critical 
Activity Mode of Operation (CAMO) 
and ensure Well Specific Operating 
Guideline (WSOGs) are developed for 
operations at every well and location. A 
MODU attached to the seafloor of the 
U.S. OCS should be operated in 
accordance with the appropriate WSOG. 
The WSOG should clearly state which
well operations are critical and require the DP System configured in its CAMO for these operations.

In addition to following the MTS DP Operations Guidance, MODU owners or operators are encouraged to voluntarily report to the Coast Guard reactive changes of DP status from “green” to “red” as described paragraph 4.11 using the procedures listed in 46 CFR 4.05.

III. Authority
This document is issued under the authority of 5 U.S.C. 552(a), 43 U.S.C. 1331, et seq., and 33 CFR 1.05–1. The guidance contained in this notice is not a substitute for applicable legal requirements, nor is it itself a regulation. It is not intended to nor does it impose legally binding requirements on any party. It represents the Coast Guard’s current thinking on this topic and may assist industry, mariners, the general public, and the Coast Guard, as well as other Federal and State regulators, in applying statutory and regulatory requirements. You can use an alternative approach if the approach satisfies the requirements of the applicable statutes and regulations.


J.G. Lantz,
Director of Commercial Regulations and Standards, U.S. Coast Guard.

[FR Doc. 2012–10669 Filed 5–2–12; 4:15 pm]
BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

U.S. Customs and Border Protection

[Docket No. USCBP–2012–0018]

Advisory Committee on Commercial Operations of Customs and Border Protection (COAC)

AGENCY: U.S. Customs and Border Protection, Department of Homeland Security (DHS).

ACTION: Committee Management; Notice of Federal Advisory Committee Meeting.

SUMMARY: The Advisory Committee on Commercial Operations of Customs and Border Protection (COAC) will meet on May 22, 2012, in Savannah, GA. The meeting will be open to the public. As an alternative to on-site attendance, U.S. Customs and Border Protection (CBP) will also offer a live webcast of the COAC meeting via the Internet.

DATES: COAC will meet on Tuesday, May 22, 2012 from 1:00 p.m. to 5:30 p.m. Please note that the meeting may close early if the committee has completed its business.

Registration: If you plan on attending via webcast, please register online at https://apps.cbp.gov/te_registration/?w=76 by close-of-business on May 18, 2012. Please feel free to share this information with interested members of your organizations or associations. If you plan on attending on-site, please register either online at https://apps.cbp.gov/te_registration/?w=75 or by email to tradeevents@dhs.gov, or by fax to 202–325–4290 by close-of-business on May 18, 2012.

If you have completed an online webcast registration and wish to cancel your registration, you may do so at https://apps.cbp.gov/te_registration/cancel.asp?w=76.

If you have completed an online on-site registration and wish to cancel your registration, you may do so at https://apps.cbp.gov/te_registration/cancel.asp?w=75.

ADDRESSES: The meeting will be held at Hyatt Regency Savannah Hotel on the Historic Riverfront, Two West Bay Street, Savannah, GA 31401, in Ballroom A&B. All visitors report to the foyer of Ballroom A&B in the hotel. For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact Ms. Wanda Tate, Office of Trade Relations, U.S. Customs and Border Protection at 202–344–1661 as soon as possible.

To facilitate public participation, we are inviting public comment on the issues to be considered by the committee as listed in the “Agenda” section below.

Comments must be submitted in writing no later than May 14, 2012, and must be identified by USCBP–2012–0018 and may be submitted by one of the following methods:

• Federal eRulemaking Portal: http://www.regulations.gov. Follow the instructions for submitting comments. • Email: Tradeevents@dhs.gov. Include the docket number in the subject line of the message. • Fax: 202–325–4290. • Mail: Ms. Wanda Tate, Office of Trade Relations, U.S. Customs and Border Protection, 1300 Pennsylvania Avenue NW., Room 5.2A, Washington, DC 20229;

instructions: All submissions received must include the words “Department of Homeland Security” and the docket number for this action. Comments received will be posted without alteration at http://www.regulations.gov, including any personal information provided. Do not submit personal information to this docket.

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

There will be two public comment periods held during the meeting on May 22, 2012. On-site speakers are requested to limit their comments to two (2) minutes or less to facilitate greater participation. Contact the individual listed below to register as a speaker. Please note that the public comment period for on-site speakers may end before the time indicated on the schedule that is posted on the CBP web page at the time of the meeting.

Comments can also be made electronically anytime during the COAC meeting webcast, but please note that webinar participants will not be able to provide oral comments. Comments submitted electronically will be read into the record during the two (2) public comment periods.

FOR FURTHER INFORMATION CONTACT: Ms. Wanda Tate, Office of Trade Relations, U.S. Customs and Border Protection, 1300 Pennsylvania Avenue NW., Room 5.2A, Washington, DC 20229; telephone 202–344–1440; facsimile 202–325–4290.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given under the Federal Advisory Committee Act, 5 U.S.C. App. (Pub. L. 92–463). The COAC provides advice to the Secretary of Homeland Security, the Secretary of the Treasury, and the Commissioner of U.S. Customs and Border Protection (CBP) on matters pertaining to the commercial operations of CBP and related functions within DHS or the Department of the Treasury.

Agenda
The COAC will hear from the following subcommittees on the topics listed below and then will review, deliberate, and formulate recommendations on how to proceed on those topics:

• The work of the Land Border Security Subcommittee:

• The work of the Trade Facilitation Subcommittee:

• The work of the One U.S. Government at the Border Subcommittee:

• The work of the Role of the Broker Subcommittee: Recommendation to