

in the **FOR FURTHER INFORMATION CONTACT** section below.

FOR FURTHER INFORMATION CONTACT: If you have questions about this meeting, please contact Mr. Mike Sollosi, the NAVSAC Alternate Designated Federal Officer (ADFO), by telephone at 202-372-1545 or via email at mike.m.sollosi@uscg.mil; or Mr. Burt Lahn, NAVSAC meeting coordinator, at telephone 202-372-1526 or email burt.a.lahn@uscg.mil. If you have questions on viewing or submitting material to the docket, call Barbara Hairston, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given under the Federal Advisory Committee Act (FACA), 5 U.S.C. App. (Pub. L. 92-463).

The NAVSAC is an advisory committee authorized by 33 U.S.C. 2073 and chartered under the provisions of the FACA. NAVSAC provides advice and recommendations to the Secretary, through the Commandant of the U.S. Coast Guard, on matters relating to prevention of maritime collisions, rammings, and groundings; Inland and International Rules of the Road; navigation regulations and equipment; routing measures; marine information; diving safety; and aids to navigation systems.

The meeting will be held at the Navy League Building, Coast Guard Recruiting Command, 5th floor conference room, 2300 Wilson Boulevard, Suite 500, Arlington, Virginia 20598. <http://maps.google.com/maps?hl=en&gbv=2&um=1&ie=UTF-8&q=navy+league+building+arlington+va&fb=1&gl=us&hq=navy+league+building&hnear=0x89b7b69d7ba7a70f:0xf8cf6fc845f6b093,Arlington,+VA&cid=0,0,16025978759884607342&sa=X&ei=c-4YUcGuKcy50AH0nYGGdQ&ved=0CCIQtQMwAg>

Agenda: The NAVSAC will meet to review, discuss and formulate recommendations on the following topics: Wednesday, April 10, 2013:

(1) Update on all past Resolutions to the Council. The Council will receive an update on the status of all outstanding resolutions and open action items.

(2) Risk assessment updates. The Coast Guard is currently conducting formal risk assessments for several U.S. ports/waterways. The Council will receive a briefing on why the risk assessments were initiated, how they are being conducted, what the risk assessments will produce, and how the Coast Guard will act on the results.

(3) E-Navigation Strategy. Under the auspices of the Committee on the Marine Transportation System, the

Coast Guard and other agencies have developed a National e-Navigation Strategy that will establish a framework for data exchange between and among ships and shore facilities. The Council will receive an update on how the use of the Automatic Identification System (AIS) and the Physical Oceanographic Real Time System support the E-Navigation Strategy.

(4) Atlantic Coast Ports Access Route Study (ACPARS). The Council will receive an update on the ACPARS undertaken to accommodate offshore wind energy development. The update will include a presentation on how AIS track data is being included as a Geospatial Information System component of the study.

(5) In response to a statement made by a member of the public during the April 2012 meeting, the Council will receive an update on requirements for encoding information into shipboard AIS devices.

Following the above presentations, the Council will form working groups to discuss and provide recommendations on the following tasks as appropriate:

(1) NAVSAC Task 05-05—Lights for Public Safety and Law Enforcement Vessels. At the November 2012 NAVSAC meeting, the Council briefly discussed the task and its ongoing work, and in response to task statement 05-05, provided Resolution 12-07, concerning lights on vessels engaged in defined public safety activities. The Council will be asked to continue discussions on this task and provide an update to Resolution 12-07 that includes recommendations for lights on law enforcement vessels engaged in law enforcement activities.

(2) NAVSAC Task 12-03—Unmanned vehicles/vessels (UV). The Council was asked to review current UV standards of operation, consider whether the latest generation of these vessels should employ AIS, and propose additional rules/standards of operation for both unmanned underwater vehicles, and unmanned surface vessels. NAVSAC was asked to provide a Resolution to this task at the spring 2013 meeting. At the November 2012 NAVSAC meeting, the Council briefly discussed the task and its ongoing work, and in response to task statement 12-03, provided Resolution 12-08 on recommendations for unmanned underwater vehicles. The Council will be asked to continue discussions on this task and provide an update to Resolution 12-08 that includes recommendations for rules/standards of operation for unmanned surface vessels.

(3) NAVSAC Task 13-01—Special Distinctive Lights for Small Passenger Vessels. Various port and government

authorities, in conjunction with operators of small passenger vessels, have designed and installed distinctive lights for their vessels. The Council will be briefed on some of these lighting schemes and asked to consider whether a change to the navigation rules is needed to standardize these lighting schemes nationwide.

Public comments or questions will be taken during the meeting after the Council discusses each issue and prior to the Council formulating recommendations on each issue. There will also be a public comment period at the end of the meeting.

Thursday, April 11, 2013:

- (1) Working Group Discussions continued from April 10.
- (2) Working Group Reports presented to the Council.
- (3) New Business:
 - a. Summary of NAVSAC Action Items.
 - b. Schedule Next Meeting Date—Fall 2013.
 - c. Council discussions and summary of new tasks and pending action items.

A public comment period will be held after the discussion of new tasks. Speakers' comments are limited to 10 minutes each. Public comments or questions may also be taken during the discussion and recommendations, and new business portions of the meeting.

Dated: March 22, 2013.

P.F. Cook,

Acting Director, Marine Transportation Systems, Captain, U.S. Coast Guard.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2013-0088]

Prince William Sound Regional Citizens' Advisory Council (PWSRCAC) Charter Renewal

AGENCY: Coast Guard, DHS.

ACTION: Notice of recertification.

SUMMARY: The purpose of this notice is to inform the public that the Coast Guard has recertified the Prince William Sound Regional Citizens' Advisory Council (PWSRCAC) as an alternative voluntary advisory group for Prince William Sound, Alaska. This certification allows the PWSRCAC to monitor the activities of terminal facilities and crude oil tankers under the Prince William Sound Program established by statute.

DATES: This recertification is effective from March 1, 2013, until February 28, 2014.

FOR FURTHER INFORMATION CONTACT: LCDR Jason Boyle, Seventeenth Coast Guard District (dpi), by phone at (907) 463-2821, email Jason.T.Boyle@uscg.mil or by mail at P.O. Box 25517, Juneau, Alaska 99802.

SUPPLEMENTARY INFORMATION:

A. Background and Purpose

As part of the Oil Pollution Act of 1990, Congress passed the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990 (the Act), 33 U.S.C. 2732, to foster a long-term partnership among industry, government, and local communities in overseeing compliance with environmental concerns in the operation of crude oil terminals and oil tankers.

On October 18, 1991, the President delegated his authority under 33 U.S.C. 2732(o) to the Secretary of Transportation in Executive Order 12777, section 8(g) (see 56 FR 54757; October 22, 1991) for purposes of certifying advisory councils, or groups, subject to the Act. On March 3, 1992, the Secretary redelegated that authority to the Commandant of the USCG (see 57 FR 8582; March 11, 1992). The Commandant redelegated that authority to the Chief, Office of Marine Safety, Security and Environmental Protection (G-M) on March 19, 1992 (letter #5402).

On July 7, 1993, the USCG published a policy statement, 58 FR 36504, to clarify the factors that shall be considered in making the determination as to whether advisory councils, or groups, should be certified in accordance with the Act.

The Assistant Commandant for Marine Safety and Environmental Protection (G-M), redelegated recertification authority for advisory councils, or groups, to the Commander, Seventeenth Coast Guard District on February 26, 1999 (letter #16450).

On September 16, 2002, the USCG published a policy statement, 67 FR 58440, that changed the recertification procedures such that applicants are required to provide the USCG with comprehensive information every three years (triennially). For each of the two years between the triennial application procedure, applicants submit a letter requesting recertification that includes a description of any substantive changes to the information provided at the previous triennial recertification. Further, public comment is not solicited prior to recertification during streamlined years, only during the triennial comprehensive review.

On March 1, 2003, the Coast Guard was transferred from the Department of Transportation (DoT) to the Department of Homeland Security (DHS) and retained the previous delegations that were provided while it was in the DoT.

The Alyeska Pipeline Service Company pays the PWSRCAC \$2.9 million annually in the form of a longterm contract. In return for this funding, the PWSRCAC must annually show that it “fosters the goals and purposes” of OPA 90 and is “broadly representative of the communities and interests in the vicinity of the terminal facilities and Prince William Sound.” The PWSRCAC is an independent, nonprofit organization founded in 1989. Though it receives federal oversight like many independent, non-profit organizations, it is not a federal agency. The PWSRCAC is a local organization that predates the passage of OPA 90. The existence of the PWSRCAC was specifically recognized in OPA 90 where it is defined as an “alternate voluntary advisory group.”

Alyeska funds the PWSRCAC, and the Coast Guard makes sure the PWSRCAC operates in a fashion that is broadly consistent with OPA 90.

Recertification

By letter dated, March 1, 2013, the Commander, Seventeenth Coast Guard certified that the PWSRCAC qualifies as an alternative voluntary advisory group under 33 U.S.C. 2732(o). This recertification terminates on February 28, 2014.

Dated: March 1, 2013.

T.P. Ostebo,

Rear Admiral, U.S. Coast Guard Commander, Seventeenth Coast Guard District.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2010-1066]

Recreational Boating Safety Projects, Programs and Activities Funded Under Provisions of the Transportation Equity Act for the 21st Century; Accounting of

ACTION: Notice.

SUMMARY: In 1999, the Transportation Equity Act for the 21st Century made \$5 million per year available for the payment of Coast Guard expenses for personnel and activities directly related to coordinating and carrying out the national recreational boating safety

program. In 2005, the law was amended, and the amount was increased to \$5.5 million. The Coast Guard is publishing this notice to satisfy a requirement of the Act that a detailed accounting of the projects, programs, and activities funded under the national recreational boating safety program provision of the Act be published annually in the **Federal Register**. In this notice, we have specified the funding amounts the Coast Guard has committed, obligated, or expended during fiscal year 2012, as of September 30, 2012.

FOR FURTHER INFORMATION CONTACT: For questions on this notice, call Jeff Ludwig, Regulations Development Manager, telephone 202-372-1061.

SUPPLEMENTARY INFORMATION:

Background and Purpose

The Transportation Equity Act for the 21st Century became law on June 9, 1998 (Pub. L. 105-178; 112 Stat. 107). The Act required that of the \$5 million made available to carry out the national recreational boating safety program each year, \$2 million shall be available only to ensure compliance with Chapter 43 of title 46, U.S. Code. On September 29, 2005, the Sportfishing and Recreational Boating Safety Amendments Act of 2005 was enacted (Public Law 109-74; 119 Stat. 2031). This Act increased the funds available to the national recreational boating safety program from \$5 million to \$5.5 million annually, and stated that “not less than” \$2 million shall be available only to ensure compliance with Chapter 43 of title 46, U.S. Code.

These funds are available to the Secretary of Homeland Security (Secretary) from the Sport Fish Restoration and Boating Trust Fund established under 26 U.S.C. 9504(a) for payment of Coast Guard expenses for personnel and activities directly related to coordinating and carrying out the national recreational boating safety program. Under 46 U.S.C. 13107(c), no funds available to the Secretary under this subsection may be used to replace funding traditionally provided through general appropriations, nor for any purposes except those purposes authorized; namely, for personnel and activities directly related to coordinating and carrying out the national recreational boating safety program. Amounts made available under 46 U.S.C. 13107(c) remain available during the two succeeding fiscal years. Any amount that is unexpended or unobligated at the end of the 3-year period during which it is available, shall be withdrawn by the Secretary and allocated to the States in addition to any other amounts available