42 CFR Citation and purpose | Number of respondents | Responses per respondent | Total responses | Hours per response | Total hours
--- | --- | --- | --- | --- | ---
Part 54—States Receiving SA Block Grants and/or Projects for Assistance in Transition From Homelessness (PATH)

Reporting:
- 96.122(f)(5) Annual report of activities the state undertook to comply 42 CFR Part 54 (SABG).
- 54.8(c)(4) Total number of referrals to alternative service providers reported by program participants to States (respondents).
  - SABG | 7 | 68 (avg.) | 476 | 1 | 476
  - PATH | 10 | 5 | 50 | 1 | 50
- 54.8(e) Annual report by PATH grantees on activities undertaken to comply with 42 CFR Part 54.
  - PATH | 56 | 1 | 56 | 1 | 56

Disclosure:
- 54.8(b) State requires program participants to provide notice to program beneficiaries of their right to referral to an alternative service provider.
  - SABG | 60 | 1 | 60 | .05 | 3
  - PATH | 56 | 1 | 56 | .05 | 3

Recordkeeping:
- 54.6(b) Documentation must be maintained to demonstrate significant burden for program participants under 42 U.S.C. 300x–57 or 42 U.S.C. 290cc–33(a)(2) and under 42 U.S.C. 290cc–21 to 290cc–35.
  - PATH | 60 | 1 | 60 | 1 | 60

Part 54—Subtotal | 116 | | 818 | | 708

Part 54a—States, local governments and religious organizations receiving funding under Title V of the PHS Act for substance abuse prevention and treatment services

Reporting:
- 54a.8(c)(1)(iv) Total number of referrals to alternative service providers reported by program participants to states when they are the responsible unit of government.
  - PATH | 25 | 4 | 100 | .083 | 8
- 54a(8)(d) Total number of referrals reported to SAMHSA when it is the responsible unit of government. (NOTE: This notification will occur during the course of the regular reports that may be required under the terms of the funding award.).
  - PATH | 20 | 2 | 40 | .25 | 10

Disclosure:
- 54a.8(b) Program participant notice to program beneficiaries of rights to referral to an alternative service provider.
  - PATH | 1,460 | 1 | 1,460 | 1 | 1,460

Part 54a—Subtotal | 1,505 | | 1,600 | | 1,478

Total | 1,621 | | 2,418 | | 2,186

Written comments and recommendations concerning the proposed information collection should be sent by June 12, 2013 to the SAMHSA Desk Officer at the Office of Information and Regulatory Affairs, Office of Management and Budget (OMB). To ensure timely receipt of comments, and to avoid potential delays in OMB’s receipt and processing of mail sent through the U.S. Postal Service, commenters are encouraged to submit their comments to OMB via email to: OIRA_Submission@omb.eop.gov. Although commenters are encouraged to send their comments via email, commenters may also fax their comments to: 202–395–7285. Commenters may also mail them to: Office of Management and Budget, Office of Information and Regulatory Affairs, New Executive Office Building, Room 10102, Washington, DC 20503. Summer King, Statistician. [FR Doc. 2013–11251 Filed 5–10–13; 8:45 am] BILLING CODE 4162–20–P

DEPARTMENT OF HOMELAND SECURITY
Coast Guard
[Docket No. USC–2012–1095]

U.S. Flag Compliance With MARPOL Annex VI International Energy Efficiency (IEE) Requirements

AGENCY: Coast Guard, DHS.

ACTION: Notice of International Standards.

existing ships. To obtain the certificate, (1) new ships, (2) new ships when they undergo a major conversion, and (3) existing ships that undergo a major conversion after January 1, 2013, so extensive that it is regarded as a newly constructed ship, must first have an Attained Energy Efficiency Design Index. These requirements apply to all U.S. flag ships 400 gross tonnage and above that engage in voyages to ports or offshore terminals under the jurisdiction of other Parties to MARPOL. The Coast Guard Office of Commercial Vessel Compliance has issued Policy Letter 13–02 to provide amplifying guidance on U.S. implementation of MARPOL Annex VI Chapter 4 and associated requirements.

DATES: The amendments in IMO Resolution MEPC.203(62) became effective on January 1, 2013. The requirements and implementation schedule for existing ships and new ships are provided below in the SUPPLEMENTARY INFORMATION section.

ADDRESSES: To view the documents mentioned in this notice, go to http://www.regulations.gov. In the “Search” box, insert “USCG—2012–1095” and click “Search.” 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.

FOR FURTHER INFORMATION CONTACT: For information concerning this notice, contact Mr. Timothy Brown, U.S. Coast Guard, Commercial Vessel Compliance Division (CG–CVC–1), telephone 202–372–2358 or email CG-CVC-18@uscg.mil. If you have questions on viewing or submitting material to the docket, call Docket Operations at 202–366–0826.

SUPPLEMENTARY INFORMATION: The International Maritime Organization (IMO) established new MARPOL Annex VI requirements to improve the energy efficiency of ships. These new Annex VI standards were adopted on July 15, 2011, and are contained in IMO Resolution MEPC.203(62). The Act to Prevent Pollution from Ships (33 U.S.C. 1901, et. seq.) requires compliance with Annex VI, which now includes the new Annex VI energy efficiency requirements discussed below. The Coast Guard is currently developing regulations to facilitate compliance with the amendments in Resolution MEPC.203(62), which came into force for the U.S. on January 1, 2013. The lack of updated regulations does not exempt ships from meeting the requirements of the amended MARPOL Annex VI.

Effective as of January 1, 2013, IMO Resolution MEPC.203(62) amended MARPOL Annex VI and requires energy efficiency surveys and the issuance of an International Energy Efficiency (IEE) Certificate (Annex VI, Regs. 5.4 & 6.4), in addition to the preparation of a Ship Energy Efficiency Management Plan (SEEMP) for both new and existing ships (Annex VI, Reg. 22). Additionally, IMO Resolution MEPC.203(62) adds new Chapter 4 to Annex VI, establishing a set of efficiency performance standards intended to reduce air pollution emissions from ships burning fuel oil, including distillate and residual fuels, for purposes of propulsion or operation on board a ship. Also, new Annex VI Regulations 20 and 21 require an Energy Efficiency Design Index (EEDI) for (1) new ships, (2) new ships when they undergo a major conversion, and (3) existing ships that undergo a major conversion after January 1, 2013, so extensive that it is regarded as a newly constructed ship (see definition of “major conversion” in Regulation 2(24)). Regulations 5 and 6 make mandatory for new ships to which Chapter 4 of MARPOL Annex VI applies, the preparation of and issuance of an IEE Certificate which includes a Supplement. The Coast Guard or a recognized classification society (RCS) would issue the IEE Certificate. New Regulation 6.4 requires the issuance of an IEE Certificate to vessels 400 gross tonnage and above that have been surveyed in accordance with the provisions of Regulation 5.4. The tonnage referenced here is gross tonnage measured in accordance with the tonnage measurement regulations contained in Annex I to the International Convention on Tonnage Measurements of Ships, 1969 or any successor Convention (GT ITC) (see Regulation 2.10). Regulation 6.4 also specifies that such ships not engage in voyages to ports or offshore terminals under the jurisdiction of other countries that are Parties to MARPOL before they obtain an IEE Certificate. For existing ships, the verification of the requirement to have a SEEMP on board according to new Regulation 22 will take place at the first intermediate or renewal International Air Pollution Prevention (IAPP) Certificate survey, whichever is first, on or after January 1, 2013. The SEEMP itself does not have to be approved by the Coast Guard or a RCS, but must meet the guidelines for preparation of a SEEMP in IMO Resolution MEPC.213(63) (see Regulation 22.2 and 33 U.S.C. 1908). RCSs will issue IEE Certificates to existing ships to which the RCS also issued an International Air Pollution Prevention (IAPP) Certificate after completion of the required surveys. All new ships as defined in Annex VI Regulation 2 should make arrangements with an RCS to complete the requirements for IEE Certificate issuance. Existing ships that received their IAPP Certificate from the Coast Guard should contact the cognizant Officer in Charge, Marine Inspection (OCMI) to obtain their IEE Certificate. Once issued, the IEE Certificate is valid for the life of the ship unless the ship is withdrawn from service, a new certificate is issued following a “major conversion” as defined in Annex VI Regulation 2, or the ship is transferred to the flag of another State (see Regulations 9.10 and 9.11).

The term “new ship” means a ship for which the building contract is placed on or after January 1, 2013; or in the absence of a building contract, the keel of which is laid on or before January 1, 2013; or the delivery of which is on or after July 1, 2013; or the delivery of which is on or after July 1, 2015 (see Regulation 2.23). The requirements for new ships also apply to ships that undergo a major conversion as defined in Annex VI Regulation 2. In addition to a SEEMP (Regulation 22), new ships and those that have undergone a major conversion must have an Attained Energy Efficiency Design Index (EEDI) (see Regulation 20). IMO Resolution MEPC.213(63) provides survey and certification guidelines to ship owners and designers regarding the calculation of the EEDI. An EEDI technical file should be prepared during the design of the ship and submitted to the Coast Guard or RCS for preliminary verification along with the rest of the ship’s drawings and particulars during the existing plan approval process. Final verification of the EEDI technical file is conducted following RCS surveyor observance of a sea trial. IMO Resolution MEPC.214(63) provides survey and certification guidelines. If the results of the sea trial are inconsistent with the preliminary contents of the EEDI technical file, the ship owner or designer may be required to revise the EEDI technical file prior to issuance of the IEE Certificate. Following the final verification of the EEDI technical file a Record of Construction Relating to Energy Efficiency (Supplement to the IEE Certificate) and IEE Certificate will be issued.

On December 10, 2012, the Coast Guard published a final rule to amend 46 CFR 8.320. That rule, which became
Reduction Act: Ship’s Stores
in accordance with the Paperwork
request to the Office of Management and
the following information collection
Homeland Security will be submitting
Protection (CBP) of the Department of
SUMMARY:
AGENCY:
U.S. Customs and Border Protection
SECURITY
DEPARTMENT OF HOMELAND
BILLING CODE 9110–04–P
[FR Doc. 2013–11232 Filed 5–10–13; 8:45 am]
Captain, U.S. Coast Guard, Director,
Paul F. Thomas,
Coast Guard (CG–CVC–1).

Authority
This notice is issued under the
authority of 5 U.S.C. 552(a), 33 U.S.C.
1901(a)(5), 1903, and 1907(a).
Paul F. Thomas,
Captain, U.S. Coast Guard, Director,
Inspections and Compliance.
[FR Doc. 2013–11232 Filed 5–10–13; 8:45 am]
BILLING CODE 9110–04–P
DEPARTMENT OF HOMELAND
SECURITY
U.S. Customs and Border Protection
Agency Information Collection
Activities: Ship’s Store Declaration
AGENCY: U.S. Customs and Border
Protection, Department of Homeland
Security.
ACTION: 30-Day notice and request for
comments: Extension of an existing
information collection: 1651–0018.
SUMMARY: U.S. Customs and Border
Protection (CBP) of the Department of
Homeland Security will be submitting
the following information collection
request to the Office of Management and
Budget (OMB) for review and approval
in accordance with the Paperwork
Reduction Act: Ship’s Stores
Declaration (CBP Form 1303). This is a
proposed extension of an information
collection that was previously
approved. CBP is proposing that this
information collection be extended with
no change to the burden hours. This
document is published to obtain
comments from the public and affected
agencies. This proposed information
collection was previously published in
the Federal Register (78 FR 15031) on
March 8, 2013, allowing for a 60-day
comment period. This notice allows for
an additional 30 days for public
comments. This process is conducted in
accordance with 5 CFR 1320.10.
DATES: Written comments should be
received on or before June 12, 2013.
ADDRESSES: Interested persons are
invited to submit written comments on
this proposed information collection to
the Office of Information and Regulatory
Affairs, Office of Management and
Budget. Comments should be addressed
to the OMB Desk Officer for Customs
and Border Protection, Department of
Homeland Security, and sent via
email to oira_submission@omb.eop.gov or faxed
to (202) 395–5806.
SUPPLEMENTARY INFORMATION:
U.S. Customs and Border Protection (CBP)
encourages the general public and
affected Federal agencies to submit
written comments and suggestions on
proposed and/or continuing information
collection requests pursuant to the
Paperwork Reduction Act (Pub. L.104–
13). Your comments should address one
of the following four points:
(1) Evaluate whether the proposed
collection of information is necessary for
the proper performance of the
functions of the agency/component,
including whether the information will
have practical utility;
(2) Evaluate the accuracy of the
agencies/components estimate of the
burden of the proposed collection of
information, including the validity of
the methodology and assumptions used;
(3) Enhance the quality, utility, and
clarity of the information to be
collected; and
(4) Minimize the burden of the
collections of information on those who
are to respond, including the use of
appropriate automated, electronic,
mechanical, or other technological
techniques or other forms of
information.
Title: Ship’s Stores Declaration.
OMB Number: 1651–0018.
Form Number: CBP Form 1303.
Abstract: CBP Form 1303, Ship’s
Stores Declaration, is used by the
carriers to declare articles to be retained
on board the vessel, such as sea stores,
ship’s stores (e.g. alcohol and tobacco
products), controlled narcotic drugs,
or bunker oil in a format that can be
readily audited and checked by CBP.
This form was developed as a single
international standard ship’s stores
declaration form to replace the different
forms used by various countries for the
entrance and clearance of vessels. CBP
Form 1303 collects information about
the ship, the ports of arrival and
departure, and the articles on the ship.
It is pursuant to the provisions of
section 432, Tariff Act of 1930 and
provided for by 19 CFR 4.7, 4.7a, 4.81,
4.85, & 4.87. This form is accessible at
http://forms.cbp.gov/pdf/
CBP_Form_1303.pdf.
Current Actions: CBP proposes to
extend the expiration date of this
information collection with no change to
the burden hours or to the
information being collected.
Type of Review: Extension (without
change).
Affected Public: Businesses.
Estimated Number of Respondents: 8,000.
Estimated Number of Responses per
Estimated Number of Total Annual
Responses: 104,000.
Estimated Total Annual Burden
Hours: 26,000.

If additional information is required
contact: Tracey Denning, U.S. Customs
and Border Protection, Regulations and
Rulings, Office of International Trade,
90 K Street NE., Washington, DC 20229–
Tracey Denning,
Agency Clearance Officer, U.S. Customs and
Border Protection.
[FR Doc. 2013–11306 Filed 5–10–13; 8:45 am]
BILLING CODE 9111–14–P
DEPARTMENT OF HOMELAND
SECURITY
U.S. Customs and Border Protection
Modification of the National Customs
Automation Program Test (NCAP)
Regarding Reconciliation for Filing
Certain Post-Importation Claims
AGENCY: U.S. Customs and Border
Protection, Department of Homeland
Security.
ACTION: General notice.
SUMMARY: This document announces a
modification to the Automated
Commercial System (ACS) National
Customs Automation Program (NCAP)
Reconciliation prototype test to include
the filing of post-importation