DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2010–0795]

Drawbridge Operation Regulations; Shaw Cove, New London, CT, Maintenance

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Amtrak Bridge across Shaw Cove, mile 0.0, at New London, Connecticut. This deviation allows the bridge to remain in the closed position two separate days in October and November to facilitate scheduled maintenance.

DATES: This deviation is effective from 6 p.m. on October 21, 2010 through 6 a.m. on November 16, 2010.

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG–2010–0795 and are available online at *http://www.regulations.gov,* inserting USCG–2010–0795 in the "Keyword" and then clicking "Search". They are also 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.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or e-mail Ms. Judy Leung-Yee, Project Officer, First Coast Guard District, telephone (212) 668–7165. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION: The Amtrak Bridge, across Shaw Cove at mile 0.0, at New London, Connecticut, has a vertical clearance in the closed position of 3 feet at mean high water and 6 feet at mean low water. The drawbridge operation regulations are listed at 33 CFR 117.223.

The owner of the bridge, the National Passenger Rail Corporation (Amtrak), requested a temporary deviation from the regulations to facilitate scheduled bridge maintenance, gear box repairs at the bridge.

Under this temporary deviation the Amtrak Bridge may remain in the closed position from 6 p.m. on October 21, 2010 through 6 a.m. on October 22, 2010 to remove the old gear box. The bridge may remain in the closed position from 6 p.m. on November 12, 2010 through 6 a.m. on November 13, 2010, to install the rebuilt gear box.

In the event of inclement weather the bridge may remain in the closed position to reinstall the gear box from 6 p.m. on November 14, 2010 to 6 a.m. on November 15, 2010 or from 6 p.m. on November 15, 2010 to 6 a.m. on November 16, 2010.

A crane barge will be located in the south navigation channel during the removal and installation of the gear box. Vessels that can pass under the bridge in the closed position may do at any time through the north Channel.

Waterway users were advised of the requested bridge and channel closure and offered no objection.

In accordance with 33 CFR 117.35(e), the bridge must return to its regular operating schedule immediately at the end of the designated time period. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: August 24, 2010.

Gary Kassof,

Bridge Program Manager, First Coast Guard District.

[FR Doc. 2010–22035 Filed 9–2–10; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2010–0815]

Drawbridge Operation Regulation; Trent River, New Bern, NC

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Fifth Coast Guard District, has issued a temporary deviation from the regulations governing the operation of the US70 (Alfred C. Cunningham) Bridge across Trent River, mile 0.0, at New Bern, NC, to accommodate a bike race and parade. This deviation allows the drawbridge to be maintained in the closed position to vessels at specific dates and times.

DATES: This deviation is effective from 8 a.m. on September 11, 2010 to 12:30 p.m. on September 18, 2010.

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG–2010–0815 and are available online by going to *http://www.regulations.gov,* inserting USCG–2010–0815 in the "Keyword" box and then clicking "Search". They are also 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.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or e-mail Sandra S. Elliott, Bridge Management Specialist, Fifth Coast Guard District; telephone 757–398–6557, e-mail *Sandra.S.Elliott@uscg.mil.* If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION: The US70 (Alfred C. Cunningham) Bridge a bascule lift bridge across Trent River, at mile 0.0, has a vertical clearance in the closed position to vessels of approximately 14 feet above mean high water.

On behalf of the National Multiple Sclerosis (MS) Society and the City of New Bern NC, the North Carolina Department of Transportation has requested a temporary deviation from the current operating regulations of the bridge set out in 33 CFR 117.843 (a) to accommodate both the annual Bike MS/Historic New Bern Ride and the City of New Bern Heritage Parade.

Under this deviation, the drawbridge would be allowed to remain in the closed position to vessels on two separate occasions on the following dates and times: For the annual Bike MS/Historic New Bern Ride from 8 a.m. to 9 a.m. on Saturday, September 11, 2010 and Sunday, September 12, 2010, respectively; and for the City of New Bern Heritage Parade from 10 a.m. to 12:30 p.m. on Saturday, September 18, 2010. There are no alternate routes for vessels transiting this section of the Trent River and the drawbridge will be able to open in the event of an emergency.

The Coast Guard will inform the users of the waterway through our Local and Broadcast Notices to Mariners of the closure periods for the bridge so that vessels can arrange their transits to minimize any impact caused by the temporary deviations.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the designated time periods. This deviation from the operating regulation is authorized under 33 CFR 117.35.

Dated: August 24, 2010.

Waverly W. Gregory, Jr.,

Chief, Bridge Administration Branch, Fifth Coast Guard District.

[FR Doc. 2010–22036 Filed 9–2–10; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 127

[USCG–2007–27022]

RIN 1625–AB13

Revision of LNG and LHG Waterfront Facility General Requirements

AGENCY: Coast Guard, DHS.

ACTION: Rule; information collection approval.

SUMMARY: In a final rule published May 26, 2010, the Coast Guard amended Letter of Intent (LOI) and Waterway Suitability Assessment (WSA) requirements for liquefied natural gas (LNG) and liquefied hazardous gas (LHG) facilities. The amendment triggered information collection requirements affecting these facilities. The Coast Guard now announces that the collection of information has been approved by the Office of Management and Budget (OMB) under the Paperwork Reduction Act of 1995. The OMB Control Number is 1625–0049.

DATES: The collection of information requirement associated with 33 CFR 127.007 will be enforced beginning September 3, 2010.

FOR FURTHER INFORMATION CONTACT: If you have questions about this document, contact Commander Patrick Clark, CG–5222, U.S. Coast Guard, at 202–372–1410 or by e-mail at *Patrick.W.Clark@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: On May 26, 2010, the Coast Guard published a final rule entitled "Revision of LNG and LHG Waterfront Facility General Requirements" (75 FR 29420) amending the LOI and Letter of Recommendation (LOR) regulations for LNG and LHG facilities. The rule became effective on June 25, 2010.

The revised 33 CFR 127.007 describes LOI and WSA requirements for LNG and LHG facilities. As required by the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), the preamble of the final rule stated that the Coast Guard would not enforce the collection of information requirements associated with 33 CFR 127.007 until the collection of information request was approved by the Office of Management and Budget (OMB), and indicated the Coast Guard would publish a notice in the **Federal Register** announcing OMB approval.

The Coast Guard submitted the information collection request to OMB for approval in accordance with the Paperwork Reduction Act of 1995. On August 20, 2010, OMB approved the collection of information, which is assigned OMB Control Number 1625–0049. The approval of this collection expires on August 31, 2013. A copy of the OMB notice of action is available in our online docket at *http://www.regulations.gov*.

Dated: August 30, 2010.

J.G. Lantz,

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

[FR Doc. 2010–22021 Filed 9–2–10; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Parts 154 and 155

[USCG–2001–8661]

RIN 1625–AA26

Vessel and Facility Response Plans for Oil: 2003 Removal Equipment Requirements and Alternative Technology Revisions

AGENCY: Coast Guard, DHS.

ACTION: Rule; information collection approval.

SUMMARY: On August 31, 2009, the Coast Guard amended its requirements for oil-spill removal equipment associated with vessel response plans and marine transportation-related facility response plans. The amendment triggered information collection requirements affecting vessel response planholders required to establish evidence that they have properly planned to mitigate oil outflow and to provide that information to the Coast Guard for its use in emergency response. This notice announces that the collection of information has been approved by the Office of Management and Budget (OMB) and may now be enforced. The OMB Control Number is 1625–0066.

DATES: The collection of information requirements under 33 CFR 154.1065 and 155.1070 will be enforced beginning September 3, 2010.

FOR FURTHER INFORMATION CONTACT: If you have questions on this document, contact Lieutenant Commander Ryan Allain at 202–372–1226 or *Ryan.D.Allain@uscg.mil*. If you have questions on viewing the docket (USCG–2001–8661), call Ms. Renee V. Wright, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION: On August 31, 2009, the Coast Guard published a final rule entitled "Vessel and Facility Response Plans for Oil: 2003 Removal Equipment Requirements and Alternative Technology Revisions" (74 FR 45004). This final rule amended its requirements for oil-spill removal equipment associated with vessel response plans and marine transportation-related facility response plans. Those updates were based on a review of those requirements conducted by the Coast Guard pursuant to its regulations. The changes added requirements for new response technologies and revised methods and procedures for responding to oil spills upon the navigable waters of the United States, adjoining shorelines, and the exclusive economic zone. Those revisions triggered information collection requirements under 33 CFR 154.1065 and 155.1070. This provision requires that planholders show evidence that they have properly planned to mitigate oil outflow and to provide that information to the Coast Guard for its use in emergency response. This evidence includes name and contact information for oil spill responders for each vessel or facility with appropriate equipment and resources located in each zone of operation; specific lists of equipment that the resource providers will make available in case of an incident in each zone; and certification that the responders are qualified and have given permission to be included in the plan. Oil Spill Removal Organizations (ORSOs) will also need to update contracts and their own records to add dispersant capabilities when appropriate. The Coast Guard will use this information to determine whether a vessel or facility meets the salvage and marine firefighting requirements.

With the exception of this collection of information, the Vessel and Facility Response Plans for Oil: 2003 Removal Equipment Requirements and Alternative Technology Revisions final rule became effective on September 30, 2009. As required by the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520), the preamble to the final rule stated that the Coast Guard would not enforce the collection of information requirements occurring under 33 CFR