

**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](mailto: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.*

[FR Doc. 2013-06987 Filed 3-26-13; 8:45 am]

**BILLING CODE 9110-04-P**

**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

for allocation in the fiscal year in which they are withdrawn or the following fiscal year.

Use of these funds requires compliance with standard Federal contracting rules with associated lead and processing times resulting in a lag time between available funds and spending. The total amount of funding transferred to the Coast Guard from the Sport Fish Restoration and Boating Trust Fund and committed, obligated, and/or expended during fiscal year 2012 for each activity is shown below.

#### *Specific Accounting of Funds*

**Factory Visit Program/Boat Testing Program:** Funding was provided to continue the national recreational boat factory visit program, initiated in January 2001. Under the factory visit program, contracted personnel, acting on behalf of the Coast Guard, visited 1,150 recreational boat manufacturers during the 2012 reporting year to either inspect for compliance with Federal regulations, communicate with the manufacturers as to why they need to comply with Federal regulations, or educate them, as necessary, on how to comply with Federal regulations. Funding was also provided for testing of certain associated equipment and in-water testing of atypical and used recreational boats for compliance with capacity and flotation standards. Funding in the amount of \$1,984,621 was provided for the Factory Visit Program/Boat Testing Program, with an additional \$857 for travel expenses. (\$1,985,478).<sup>1</sup>

**New Recreational Boating Safety Associated Travel:** Travel by employees of the Boating Safety Division was performed to carry out additional recreational boating safety actions and to gather background and planning information for new recreational boating safety initiatives, in support of the National Recreational Boating Safety Program Strategic Plan. (\$23,367).

**Boating Accident News Clipping Services:** Funding was provided to continue to gather daily news stories of recreational boating accidents nationally for more real time accident information and to identify accidents that may

involve regulatory non-compliances or safety defects. (\$82,900).

**Web-based Document Management System:** Funding was provided to continue to provide a web-based document management system to better enable the handling of thousands of recreational boating recall case and campaign reports. (\$60,000).

**Recreational Boating Safety (RBS) Outreach Program:** Funding was allocated for this program, which provides full marketing, media, public information, and program strategy support to the nation-wide RBS effort. The goal is to coordinate the RBS outreach initiatives and campaigns, some of which include: National Boating Under the Influence Campaign (BUI), "Boat Responsibly!", Life Jacket Wear, Vessel Safety Check Program (VSC), Boating Safety Education Courses, Propeller Strike Avoidance, Carbon Monoxide Poisoning Awareness and Education, and other recreational boating safety issues on an as needed basis. (\$845,598).

**Boating Accident Report Database (BARD) Web System:** Funding was allocated to continue providing the BARD Web System, which enables reporting authorities in the 50 States, five U.S. Territories, and the District of Columbia to submit their accident reports electronically over a secure Internet connection. The system also enables the user community to generate statistical reports that show the frequency, nature, and severity of boating accidents. Fiscal year 2012 funds supported system maintenance, development, and technical (hotline) support. (\$372,440).

**Personnel Support:** Funding was provided for personnel to support the development of new regulations and to conduct boating safety-related research and analysis. (\$681,773).

**Reimbursable Salaries:** Funding was provided to carry out the work as prescribed in 46 U.S.C. 13107(c) and as described herein. The first position was that of a professional mathematician/statistician to conduct necessary national surveys and studies on recreational boating activities as well as to serve as a liaison to other Federal agencies that are conducting boating surveys so that we can pool our resources and reduce costs. The second position was that of an Outreach Coordinator with responsibilities that include overseeing and managing RBS projects related to carbon monoxide poisoning, propeller injury mitigation, and manufacturer compliance initiatives. (\$296,000).

**Web site Support:** Funding for this initiative provides a full range of public

media and boating safety information at <http://www.uscgboating.org> for a worldwide audience. It covers a wide spectrum of boating safety related topics and is dedicated to reducing loss of life, injuries, and property damage that occur on U.S. waterways by improving the knowledge, skills, and abilities of recreational boaters. (\$79,658).

Of the \$5.5 million made available to the Coast Guard in fiscal year 2012, \$2,280,621 has been committed, obligated, or expended and an additional \$2,146,591 of prior fiscal year funds have been committed, obligated, or expended, as of September 30, 2012.

#### **Authority**

This notice is issued pursuant to 46 U.S.C. 13107(c)(4).

Dated: March 20, 2013.

**Paul F. Thomas,**

*Captain, U.S. Coast Guard, Director of Inspections & Compliance.*

[FR Doc. 2013-06986 Filed 3-26-13; 8:45 am]

**BILLING CODE 9110-04-P**

## **DEPARTMENT OF HOMELAND SECURITY**

### **Coast Guard**

**[Docket No. USCG-2013-0184]**

### **National Offshore Safety Advisory Committee; Vacancies**

**AGENCY:** United States Coast Guard, DHS.

**ACTION:** Request for applications.

**SUMMARY:** The United States Coast Guard is requesting applications from qualified candidates seeking consideration for appointment as members to the National Offshore Safety Advisory Committee (NOSAC). NOSAC advises the Secretary of the Department of Homeland Security (DHS) on matters and actions concerning activities directly involved with or in support of the exploration of offshore mineral and energy resources insofar as they relate to matters within Coast Guard jurisdiction.

**DATES:** Applicants should submit a cover letter and resume in time to reach the Alternate Designated Federal Officer (ADFO) on or before May 28, 2013.

**ADDRESSES:** Applicants should send their cover letter and resume via one of the following methods:

- *By mail:* Commandant (CG-OES-2), Attn: Vessel and Facility Operations Standards, U.S. Coast Guard, 2100 Second Street SW., STOP 7126, Washington, DC 20593-7126; or
- *By phone:* (202) 372-1437; or
- *By fax:* (202) 372-1926; or

<sup>1</sup> Section 13707(c)(1) of title 46 U.S.C. requires that " \* \* \* not less than \$2,000,000 be available to ensure compliance with chapter 43 of title 46 U.S.C. [—Recreational Vessels]." For purposes of satisfying this requirement, we consider \$100,000 of funding for "personnel support" and \$140,000 for "reimbursable salaries" in addition to the amount of \$1,985,478 itemized for Factory Visit Program/Boat Testing Program. We did not include those amounts in the total for Factory Visit Program/Boat Testing Program because the broad categories of "personnel support" and "reimbursable salaries" are accounted for separately below.