

DATES: Comments must reach the Coast Guard and OIRA on or before June 21, 2018.

ADDRESSES: You may submit comments identified by Coast Guard docket number [USCG–2018–0134] to the Coast Guard using the Federal eRulemaking Portal at <http://www.regulations.gov>. Alternatively, you may submit comments to OIRA using one of the following means:

(1) *Email:* dhsdeskofficer@omb.eop.gov.

(2) *Mail:* OIRA, 725 17th Street NW, Washington, DC 20503, attention Desk Officer for the Coast Guard.

A copy of the ICR is available through the docket on the internet at <http://www.regulations.gov>. Additionally, copies are available from: Commandant (CG–612), Attn: Paperwork Reduction Act Manager, U.S. Coast Guard, 2703 Martin Luther King Jr. Ave SE, Stop 7710, Washington, DC 20593–7710.

FOR FURTHER INFORMATION CONTACT: Mr. Anthony Smith, Office of Information Management, telephone 202–475–3532, or fax 202–372–8405, for questions on these documents.

SUPPLEMENTARY INFORMATION:

Public Participation and Request for Comments

This Notice relies on the authority of the Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended. An ICR is an application to OIRA seeking the approval, extension, or renewal of a Coast Guard collection of information (Collection). The ICR contains information describing the Collection's purpose, the Collection's likely burden on the affected public, an explanation of the necessity of the Collection, and other important information describing the Collection. There is one ICR for each Collection. The Coast Guard invites comments on whether this ICR should be granted based on the Collection being necessary for the proper performance of Departmental functions. In particular, the Coast Guard would appreciate comments addressing: (1) The practical utility of the Collection; (2) the accuracy of the estimated burden of the Collection; (3) ways to enhance the quality, utility, and clarity of information subject to the Collection; and (4) ways to minimize the burden of the Collection on respondents, including the use of automated collection techniques or other forms of information technology. These comments will help OIRA determine whether to approve the ICR referred to in this Notice.

We encourage you to respond to this request by submitting comments and

related materials. Comments to Coast Guard or OIRA must contain the OMB Control Number of the ICR. They must also contain the docket number of this request, [USCG–2018–0134], and must be received by June 21, 2018.

Submitting Comments

We encourage you to submit comments through the Federal eRulemaking Portal at <http://www.regulations.gov>. If your material cannot be submitted using <http://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions. Documents mentioned in this notice, and all public comments, are in our online docket at <http://www.regulations.gov> and can be viewed by following that website's instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted.

We accept anonymous comments. All comments received will be posted without change to <http://www.regulations.gov> and will include any personal information you have provided. For more about privacy and the docket, you may review a Privacy Act notice regarding the Federal Docket Management System in the March 24, 2005, issue of the **Federal Register** (70 FR 15086).

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 Number: 1625–0012.

Previous Request for Comments

This request provides a 30-day comment period required by OIRA. The Coast Guard published the 60-day notice (83 FR 9010, March 2, 2018) required by 44 U.S.C. 3506(c)(2). That Notice elicited one comment. The commenter expressed concern about the burden of the master signing all three copies of the collection in ink. The commenter explained that when the entire crew is discharged, the master must sign his name in excess of 60 times. The commenter also proposed allowing digital signatures on the collection.

In response to the burden of signing a certificate more than once, the Coast Guard is bound by regulation in 46 CFR 14.307(a) to require the certificate and its copies to be ink signed. We may consider changing this regulation at a future time. The Coast Guard will not accept electronic signed certificates at this time because the regulation

expressly states they must be ink signed. Additionally, the Coast Guard has not evaluated or selected any certain software for electronic signatures from the public and do not currently have the capabilities to implement electronic signature verification. Accordingly, no changes have been made to the Collections.

Information Collection Request

Title: Certificate of Discharge to Merchant Mariner.

OMB Control Number: 1625–0012.

Summary: Title 46, United States Code 10311 requires each master or individual in charge of a vessel, to prepare a Certificate of Discharge to Merchant Mariners for each mariner being discharged from the vessel. These documents are used to establish evidence of sea service aboard U.S. flagged merchant vessels for merchant mariners to upgrade their credentials, establish proof of eligibility for union and other benefits, and in litigation where vessel service is an issue.

Need: The information collected provides the U.S. Coast Guard evidence of sea service used in determining eligibility for issuance of a merchant mariner credential, to determine eligibility for various benefits such as medical and retirement, and to provide information to the U.S. Maritime Administration (MARAD) on the availability of mariners in a time of a national emergency.

Forms: CG–718A. Certificate of Discharge to Merchant Mariner.

Respondents: Shipping companies, masters or individuals in charge of a vessel.

Frequency: On occasion.

Hour Burden Estimate: The estimated annual burden remains 1,478 hours a year.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended.

Dated: May 16, 2018.

James D. Roppel,

U.S. Coast Guard, Acting Chief, Office of Information Management.

[FR Doc. 2018–10858 Filed 5–21–18; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG–2018–0269]

Certificate of Alternative Compliance for the TUG EXPORTER, Washburn & Doughty Hull 122

AGENCY: Coast Guard, DHS.

ACTION: Notification of issuance of a certificate of alternative compliance.

SUMMARY: The Coast Guard announces that the U.S. Coast Guard First District Prevention Department has issued a certificate of alternative compliance from the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), for the TUG EXPORTER, Washburn & Doughty Hull 122. We are issuing this notice because its publication is required by statute. Due to the construction and placement of the vessel's side lights, TUG EXPORTER cannot fully comply with the light, shape, or sound signal provisions of the 72 COLREGS without interfering with the vessel's design and construction. This notification of issuance of a certificate of alternative compliance promotes the Coast Guard's marine safety mission.

DATES: The Certificate of Alternative Compliance was issued on 8 May, 2018.

FOR FURTHER INFORMATION CONTACT: For information or questions about this notice call or email Mr. Kevin Miller, First District Towing Vessel/Barge Safety Specialist, U.S. Coast Guard; telephone (617) 223-8272, email Kevin.L.Miller2@uscg.mil.

SUPPLEMENTARY INFORMATION: The United States is signatory to the International Maritime Organization's International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), as amended. The special construction or purpose of some vessels makes them unable to comply with the light, shape, or sound signal provisions of the 72 COLREGS. Under statutory law and Coast Guard regulations, specified 72 COLREGS provisions are not applicable to a vessel of special construction or purpose if the Coast Guard determines that the vessel cannot comply fully with those requirements without interfering with the special function of the vessel.¹

The owner, builder, operator, or agent of a special construction or purpose vessel may apply to the Coast Guard District Office in which the vessel is being built or operated for a determination that compliance with alternative requirements is justified,² and the Chief of the Prevention Division would then issue the applicant a certificate of alternative compliance (COAC) if he or she determines that the vessel cannot comply fully with 72 COLREGS light, shape, and sound signal provisions without interference with the vessel's special function.³ If the Coast Guard issues a COAC, it must publish

notice of this action in the **Federal Register**.⁴

The First District Prevention Department, U.S. Coast Guard, certifies that the TUG EXPORTER, Washburn & Doughty Hull 122 is a vessel of special construction or purpose, and that, with respect to the position of the vessels side light, it is not possible to comply fully with the requirements of the provisions enumerated in the 72 COLREGS, without interfering with the normal operation, construction, or design of the vessel. The First District Prevention Department further finds and certifies that the vessel's sidelights (13' 5" from the vessel's side mounted on the pilot house) and the vessel's stern light and towing lights (3' 6" aft of frame 20) are in the closest possible compliance with the applicable provisions of the 72 COLREGS.⁵

This notice is issued under authority of 33 U.S.C. 1605(c) and 33 CFR 81.18.

Dated: May 8, 2018.

Byron L. Black,

Captain, U.S. Coast Guard, Chief, Prevention Division, First Coast Guard District.

[FR Doc. 2018-10890 Filed 5-21-18; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2018-0489]

Notice of Public Meeting in Preparation for the Sixty-Eighth Session of the IMO's Technical Cooperation Committee Meeting and the One Hundred Twentieth Session of the IMO Council

AGENCY: Coast Guard, DHS.

ACTION: Notice of meeting.

SUMMARY: The United States Coast Guard will conduct an open meeting in Washington, DC in preparation for the upcoming sixty-eighth session of the International Maritime Organization's (IMO) Technical Cooperation Committee Meeting and the one hundred twentieth session of the IMO Council to be held at the IMO Headquarters, London, United Kingdom, on June 18-20, 2018 and July 2-6, 2018, respectively.

DATES: This meeting will be held on Wednesday, June 13, 2018, beginning at 9:00 a.m., Eastern Time. This meeting is open to the public.

ADDRESSES: The public meeting will be held in Room 5L18-01 of the Douglas A.

Munro Coast Guard Headquarters Building at St. Elizabeth's, 2703 Martin Luther King, Jr. Avenue SE, Washington, DC 20593. Due to security requirements, each visitor must present one valid, government-issued photo identification in order to gain entrance to the building. Those desiring to attend the public meeting should contact the Coast Guard ahead of the meeting (see **FOR FURTHER INFORMATION CONTACT**) to facilitate the security process related to building access, or to request reasonable accommodation.

FOR FURTHER INFORMATION CONTACT: For additional information about this public meeting you may contact Lieutenant Commander Staci Weist by telephone at 202-372-1376 or by email at Eustacia.Y.Weist@uscg.mil.

SUPPLEMENTARY INFORMATION: The primary purpose of this meeting is to prepare for the upcoming sixty-eighth session of the IMO's Technical Cooperation Committee (TC 68) and the one hundred twentieth session of the IMO Council (C 120). The agenda items of TC 68 include:

- Adoption of the agenda
- Work of other bodies and organizations
- Integrated Technical Cooperation Programme (Annual report for 2017)
- Sustainable financing of the Integrated Technical Cooperation Programme (Long Term Resource Mobilization Strategy and Analysis of the viability of introducing an access fee to GISIS data)
- The 2030 Agenda for Sustainable Development: (Maritime transport policy development, Country Maritime Profiles, Implementation of the 2030 Agenda for Sustainable Development, and Strengthening the impact of women in the maritime sector)
- Partnerships (Regional presence and coordination and Partnership arrangements)
- IMO Member State Audit Scheme
- Review and status of implementation of the recommendations of the Impact Assessment Exercise for the period 2012-2015
- Global maritime training institutions (World Maritime University, IMO International Maritime Law Institute, and other established arrangements)
- Development of a New Strategic Framework for the Organization for 2018-2023
- Application of the document on the Organization and method of work of the Technical Cooperation Committee
- Work programme
- Election of the Chairman and Vice-Chairman for 2019

¹ 33 U.S.C. 1605.

² 33 CFR 81.5.

³ 33 CFR 81.9.

⁴ 33 U.S.C. 1605(c) and 33 CFR 81.18.

⁵ 33 U.S.C. 1605(a); 33 CFR 81.9.