

TO: VESSEL OPERATORS OF SHIPS ARRIVING INTO THE U.S. FROM INDONESIA

Due to concerns about the security situation at various Indonesian ports, the US Coast Guard has added Indonesia to the list of countries for which vessels must maintain VSP level 2 security while in those ports before coming to the U.S.

Attached is the USCG Notice published in the Federal Register on February 25, 2008. This notice becomes effective MARCH 08, 2008.

The maritime law firm of Holland & Knight LLP summarizes the new policy as follows:

“The US Coast Guard issued a notice stating that, effective March 10, it will impose conditions of entry on vessels arriving from Indonesia. With the exception of vessels arriving from certain named ports, any vessel arriving in the United States that called in Indonesia during its previous five port calls must demonstrate the following: (1) that it implemented measures in accordance with the ship’s security plan equivalent to Security Level 2; (2) that each access point to the vessel was guarded and that the guards had total visibility of the exterior to the ship while in the Indonesian port; (3) that it attempted to execute a Declaration of Security; (4) that it logged all security actions in the ship’s log; (5) that it reported such actions to the USCG Captain of the Port (COTP) prior to arrival in the United States; and (6) that each access point to the vessel is guarded and that the guards have total visibility of the exterior to the ship during US port calls. Note: Similar conditions of entry have been imposed on ships arriving in the United States from Cameroon, Equatorial Guinea, Guinea-Bissau, Liberia, and Mauritania. (February 25, 2008).”

on U.S.-flag vessels in U.S. ports and waterways.

DATES: Application forms should reach the Coast Guard on or before July 31, 2008.

ADDRESSES: You may request an application form by writing to Commandant (CG-5223), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001; by calling (202) 372-1425/1422; or by faxing (202) 372-1926. Submit application forms to the same address. This notice and the application form are available on the Internet at <http://dms.dot.gov>. The application form is also available at <http://homeport.uscg.mil/ctac> as a supporting document for "How to become a CTAC member" under "Members".

FOR FURTHER INFORMATION CONTACT:

Commander Richard J. Raksnis, Executive Director of CTAC, or Ms. Sara S. Ju, Assistant to the Executive Director, telephone (202) 372-1425/1422, fax (202) 372-1926.

SUPPLEMENTARY INFORMATION: The Chemical Transportation Advisory Committee (CTAC) is an advisory committee constituted under the Federal Advisory Committee Act, 5 U.S.C. App. (Pub. L. 92-463). It advises, consults with, and makes recommendations to the Commandant through the Assistant Commandant for Operations on matters relating to the safe and secure transportation and handling of hazardous materials in bulk on U.S.-flag vessels in U.S. ports and waterways. The advice and recommendations of CTAC also assist the U.S. Coast Guard in formulating the position of the United States on hazardous material transportation issues prior to meetings of the International Maritime Organization.

CTAC meets at least once a year, usually twice a year, at Coast Guard Headquarters in Washington, DC, or in another location. CTAC's subcommittees and working groups may meet to perform specific assignments as required.

The Coast Guard will consider applications for nine positions that expire on December 31, 2008. To be eligible, applicants should have experience associated with, and represent the viewpoints of, the following areas associated with marine transportation of hazardous materials in bulk: Chemical manufacturing companies, companies that handle or transport chemicals in the marine environment, vessel design and construction companies, marine safety or security companies and marine

environmental protection groups. Each member serves for a term of 3 years. Some members may serve consecutive terms. All members serve at their own expense, and receive no salary, reimbursement of travel expenses, or other compensation from the Federal Government.

In support of the policy of the Department of Homeland Security on gender and ethnic diversity, the Coast Guard encourages applications from qualified women and members of minority groups.

Dated: February 13, 2008.

J.G. Lantz,

Director of Commercial Regulations and Standards, Assistant Commandant for Operation.

[FR Doc. E8-3412 Filed 2-22-08; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2007-0142]

Notification of the Imposition of Conditions of Entry for Certain Vessels Arriving to the United States; Indonesia

AGENCY: Coast Guard, DHS.

ACTION: Notice.

SUMMARY: The Coast Guard announces that effective anti-terrorism measures are not in place in certain ports of Indonesia and that it will impose conditions of entry on vessels arriving from that country.

DATES: The policy announced in this notice will become effective March 10, 2008.

ADDRESSES: This notice will be available for inspection and copying at the Docket Management Facility at the U.S. Department of Transportation, Room W12-140 on the Ground Floor of the West Building, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, call Mr. Michael Brown, International Port Security Evaluation Division, Coast Guard, telephone 202-372-1081. 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:

Background and Purpose

Section 70110 of the Maritime Transportation Security Act of 2002 (Pub. L. 107-295, Nov. 25, 2002) provides that the Secretary of Homeland Security may impose conditions of entry on vessels requesting entry into the United States arriving from ports that are not maintaining effective anti-terrorism measures. The Coast Guard has been delegated the authority by the Secretary to carry out the provisions of this section. The Docket contains previous notices imposing or removing conditions of entry on vessels arriving from certain countries and those conditions of entry and the countries they pertain to remain in effect unless modified by this notice.

The Coast Guard has determined that ports in Indonesia, with certain exceptions, are not maintaining effective anti-terrorism measures. Accordingly, effective March 10, 2008, Coast Guard will impose the following conditions of entry on vessels that visited ports in Indonesia with the exception of PT Terminal Petikemas Surabaya, Banjarmasin Port, PT Pertamina Unit Pemasaran III Jakarta, Pertamina Unit Pengolahan V Balikpapan, Senipah Terminal Total E&P Indonesia Balikpapan, Caltex Oil Terminal Dumai, Pelindo II Conventional Terminal Jakarta, Jakarta International Container Terminal, PT Pupuk Kaltim Bontang, PT Badak Bontang, PT Indominco Mandiri Bontang, Pertamina Unit Pengolahan II Dumai, PT Pelabuhan Indonesia I Cabang Dumai, Semarang International Container Terminal, Belawan Multi-Purpose Terminal and PT Multimas Nabati Asahan during their last five port calls. Vessels must:

- Implement measures per the ship's security plan equivalent to Security Level 2;
- Ensure that each access point to the ship is guarded and that the guards have total visibility of the exterior (both landside and waterside) of the ship while the ship is in an Indonesian port other than those specified above. Guards may be provided by the ship's crew, however additional crewmembers should be placed on the ship if necessary to ensure that limits on maximum hours of work are not exceeded and/or minimum hours of rest are met, or provided by outside security forces approved by the ship's master and Company Security Officer;
- Attempt to execute a Declaration of Security;
- Log all security actions in the ship's log;
- Report actions taken to the cognizant U.S. Coast Guard Captain of

the Port prior to arrival into U.S. waters; and

- Ensure that each access point to the ship is guarded by armed, private security guards and that they have total visibility of the exterior (both landside and waterside) of the ship while in U.S. ports. The number and position of the guards has to be acceptable to the cognizant Coast Guard Captain of the Port prior to the vessel's arrival.

With this notice, the current list of countries not maintaining effective anti-terrorism measures is as follows: Indonesia, Cameroon, Equatorial Guinea, Guinea-Bissau, Liberia, and Mauritania.

Dated: February 18, 2008.

Rear Admiral David Pekoske,

USCG Assistant Commandant For Operations.

[FR Doc. 08-842 Filed 2-21-08; 10:57 am]

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DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

[Docket No. TSA-2006-24191]

Extension of Agency Information Collection Activity Under OMB Review: Transportation Worker Identification Credential Program

AGENCY: Transportation Security Administration, DHS.

ACTION: Notice.

SUMMARY: This notice announces that the Transportation Security Administration (TSA) has forwarded the Information Collection Request (ICR) abstracted below to the Office of Management and Budget (OMB) for review and approval of an extension of the currently approved collection under the Paperwork Reduction Act. The ICR describes the nature of the information collection and its expected burden. TSA published a **Federal Register** notice, with a 60-day comment period soliciting comments, of the following collection of information on December 3, 2007, 72 FR 67945. The collection mechanisms include (1) a Disclosure Form that requires a TWIC applicant to certify his/her eligibility and provide basic biographic information and (2) a customer satisfaction survey that evaluates an applicant's entire enrollment experience.

DATES: Send your comments by March 26, 2008. A comment to OMB is most effective if OMB receives it within 30 days of publication.

ADDRESSES: Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to Nathan Lesser, Desk Officer, Department of Homeland Security/TSA, and sent via electronic mail to aira_submission@omb.eop.gov or faxed to (202) 395-6974.

FOR FURTHER INFORMATION CONTACT:

Joanna Johnson, Communications Branch, Business Management Office, Operational Process and Technology, TSA-32, Transportation Security Administration, 601 South 12th Street, Arlington, VA 22202-4220; telephone (571) 227-3651; facsimile (703) 603-0822.

SUPPLEMENTARY INFORMATION:

Comments Invited

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. The ICR documentation is available at <http://www.reginfo.gov>. Therefore, in preparation for OMB review and approval of the following information collection, TSA is soliciting comments to—

- (1) Evaluate whether the proposed information requirement is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;
- (2) Evaluate the accuracy of the agency's estimate of the burden;
- (3) Enhance the quality, utility, and clarity of the information to be collected; and
- (4) Minimize the burden of the collection of information on those who are to respond, including using appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

Information Collection Requirement

TSA developed the TWIC program to mitigate security threats and vulnerabilities in the national maritime system. The TWIC is a biometric credential that is issued to all mariners and individuals who require unescorted access to maritime facilities and vessels. Before issuing an individual a credential, TSA performs a security threat assessment, which requires the collection of certain biographic and biometric information during the enrollment process. Each TWIC applicant must complete the TWIC

Disclosure and Certification Form. This form provides the applicant a Privacy Act Notice and a Paperwork Reduction Act Statement, explains how an applicant's biographic information will be used, and requires each applicant to certify his/her eligibility for a TWIC, as required in the TWIC final rule. The TWIC Enrollment Customer Satisfaction Survey is entirely voluntary. However, participation is recommended to all applicants in order to provide the government key insights regarding the quality of each applicant's enrollment experience (initial enrollment through completion of card activation). The data collected from the surveys will be used for process improvements and contractor performance reviews.

The TWIC program implements authorities set forth in the Maritime Transportation Security Act of 2002 (MTSA) (Pub. L. 107-295; Nov. 25, 2002; sec. 102), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59; Aug. 10, 2005; sec. 7105), codified at 49 U.S.C. 5103a(g). TSA and the United States Coast Guard (Coast Guard) issued a joint final rule on January 25, 2007, cited in the **Federal Register**, 72 FR 3492.

Applicants may provide enrollment data electronically during an optional pre-enrollment step, via an enrollment Web site which streamlines the applicant's enrollment experience. Applicants who pre-enroll are able to provide all of the biographic information electronically that is required to complete enrollment and make an appointment at the enrollment center where enrollment must be completed in-person. During in-person enrollment, applicants pay the enrollment fee, complete a TWIC Disclosure and Certification Form (required of all applicants), provide and verify biographic information (if not already provided during pre-enrollment) and a complete set of fingerprints, and sit for a digital photograph. All applicants are required to provide acceptable documents to verify their identity and immigration status (if required) at this time as well. These documents are reviewed by the Trusted Agent and scanned into the electronic enrollment record. The current estimated annualized reporting burden is 1,353,100 hours and the estimated annualized cost burden is \$14,779,500 (low)/\$18,063,833 (high).

Title: Transportation Worker Identification Credential Program.

Type of Request: Extension of a currently approved collection mechanisms.