

APPENDIX A

INTERNATIONAL AIS STANDARDS AND DOMESTIC AIS REGULATIONS

Appendix A

Carriage Requirements

Safety of Life at Sea Conventions (SOLAS)

{as amended 12/13/02}

Chapter V, Regulation 19

2.4 All ships of 300 gross tonnage and upwards engaged on international voyages and cargo ships of 500 gross tonnage and upwards not engaged on international voyages and passenger ships irrespective of size shall be fitted with an automatic identification system (AIS), as follows:

- .1 ships constructed on or after 1 July 2002;
- .2 ships engaged on international voyages constructed before 1 July 2002:
 - .2.1 in the case of passenger ships, not later than 1 July 2003;
 - .2.2 in the case of tankers, not later than the first survey for safety equipment on or after 1 July 2003;
 - .2.3 in the case of ships, other than passenger ships and tankers, of 50,000 gross tonnage and upwards, not later than 1 July 2004;
 - .2.4 in the case of ships, other than passenger ships and tankers, of 300 gross tonnage and upwards, but less than 50,000 gross tonnage, not later than the first safety equipment survey¹ after 1 July 2004 or by 31 December 2004, whichever occurs earlier; and
- .3 ships not engaged on international voyages constructed before 1 July 2002, not later than 1 July 2008;
- .4 the Administration may exempt ships from the application of the requirements of this paragraph when such ships will be taken permanently out of service within two years after the implementation date specified in subparagraphs .2 and .3;
- .5 AIS shall:
 - .5.1 provide automatically to appropriately equipped shore stations, other ships and aircraft information, including the ship's identity, type, position, course, speed, navigational status and other safety-related information;
 - .5.2 receive automatically such information from similarly fitted ships;
 - .5.3 monitor and track ships; and
 - .5.4 exchange data with shore-based facilities;
- .6 the requirements of paragraph 2.4.5 shall not be applied to cases where international agreements, rules or standards provide for the protection of navigational information; and
- .7 AIS shall be operated taking into account the guidelines adopted by the Organization. Ships fitted with AIS shall maintain AIS in operation at all times except where international agreements, rules or standards provide for the protection of navigational information.

¹ The first safety equipment survey means the first annual survey the first periodical survey or the first renewal survey for safety equipment, whichever is due first after 1 July 2004 and, in addition, the case of ships under construction, the initial survey. [See SOLAS I/8]

Title 46, U.S. Code

{P. Law 107-295 enacted 11/25/02}

§ 70114. Automatic identification system

(a) SYSTEM REQUIREMENTS.—

(1) Subject to paragraph (2), the following vessels, while operating on the navigable waters of the United States, shall be equipped with and operate an automatic identification system under regulations prescribed by the Secretary:

(A) A self-propelled commercial vessel of at least 65 feet overall in length.

(B) A vessel carrying more than a number of passengers for hire determined by the Secretary.

(C) A towing vessel of more than 26 feet overall in length and 600 horsepower.

(D) Any other vessel for which the Secretary decides that an automatic identification system is necessary for the safe navigation of the vessel.

(2) The Secretary may—

(A) Exempt a vessel from paragraph (1) if the Secretary finds that an automatic identification system is not necessary for the safe navigation of the vessel on the waters on which the vessel operates; and

(B) Waive the application of paragraph (1) with respect to operation of vessels on navigable waters of the United States specified by the Secretary if the Secretary finds that automatic identification systems are not needed for safe navigation on those waters.

(b) REGULATIONS.—The Secretary shall prescribe regulations implementing subsection (a), including requirements for the operation and maintenance of the automatic identification systems required under subsection (a).

§ 70117. Civil Penalties

(e) PHASE-IN OF AUTOMATIC IDENTIFICATION SYSTEM.—

(1) SCHEDULE.—Section 70114 of title 46, United States Code, as enacted by this Act, shall apply as follows:

(A) On and after January 1, 2003, to any vessel built after that date.

(B) On and after July 1, 2003, to any vessel built before the date referred to in subparagraph (A) that is—

(i) a passenger vessel required to carry a certificate under the International Convention for the Safety of Life at Sea, 1974 (SOLAS);

(ii) a tanker; or

(iii) a towing vessel engaged in moving a tank vessel.

(C) On and after December 31, 2004, to all other vessels built before the date referred to in subparagraph (A).

Title 33, Code of Federal Regulations

{as amended 07/01/03,, 07/16/03, and 10/22/03}

§ 164.46 Automatic Identification System (AIS)

- (a) The following vessels must have a properly installed, operational, type approved AIS as of the date specified:
- (1) Self-propelled vessels of 65 feet or more in length, other than passenger and fishing vessels, in commercial service and on an international voyage, not later than December 31, 2004.
 - (2) Notwithstanding paragraph (a)(1) of this section, the following, self-propelled vessels, that are on an international voyage must also comply with SOLAS, as amended, Chapter V, regulation 19.2.1.6, 19.2.4, and 19.2.3.5 or 19.2.5.1 as appropriate (Incorporated by reference, see § 164.03):
 - (i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;
 - (ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;
 - (iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and
 - (iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more but less than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.
 - (3) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, when navigating an area denoted in table 161.12(c) of § 161.12 of this chapter, not later than December 31, 2004.
 - (i) Self-propelled vessels of 65 feet or more in length, other than fishing vessels and passenger vessels certificated to carry less than 151 passengers-for-hire, in commercial service;
 - (ii) Towing vessels of 26 feet or more in length and more than 600 horsepower, in commercial service;
 - (iii) Passenger vessels certificated to carry more than 150 passengers-for-hire.

Note to § 164.46(a): “Properly installed” refers to an installation using the guidelines set forth in IMO SN/Circ.227 (incorporated by reference, see § 164.03). Not all AIS units are able to broadcast position, course, and speed without the input of an external positioning device (e.g. dGPS); the use of other external devices (e.g. transmitting heading device, gyro, rate of turn indicator) is highly recommended, however, not required except as stated in § 164.46(a)(2). “Type approved” refers to an approval by an IMO recognized Administration as to comply with IMO Resolution MSC.74(69), ITU-R Recommendation M.1371-1, and IEC 61993-2 (Incorporated by reference, see § 164.03). “Length” refers to “registered length” as defined in 46 CFR part 69. “Gross tonnage” refers to tonnage as defined under the International Convention on Tonnage Measurement of Ships, 1969.
- (b) The requirements for Vessel Bridge-to-Bridge radiotelephones in §§ 26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter also apply to AIS. The term “effective operating condition” used in § 26.06 of this chapter includes accurate input and upkeep of AIS data fields.
- (c) The use of a portable AIS is permissible only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board and such that only one AIS unit may be in operation at any one time.
- (d) The AIS Pilot Plug, on each vessel over 1,600 gross tons on an international voyage, must be available for pilot use, easily accessible from the primary conning position of the vessel, and near a 120 Volt, AC power, 3-prong receptacle.

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APPENDIX B

PUBLIC INVOLVEMENT

**(NOI, INTERESTED PARTY LETTER, MAILING LIST, SCOPING RESPONSES, NOA,
INTERESTED PARTY LETTER, MAILING LIST, PUBLIC COMMENTS AND RESPONSES ON
THE DRAFT PEIS)**

PUBLIC INVOLVEMENT

(NOI, INTERESTED PARTY LETTER, MAILING LIST, SCOPING RESPONSES)

4. Alkyl(C8+)amine, Alkenyl (C12+) acid ester mixture
5. Aluminium chloride (30% or less)/ Hydrochloric acid (20% or less) solution
6. 2-(2-Aminoethoxy) ethanol
7. 2-Amino-2-hydroxymethyl-1,3-propanediol solution (40% or less)
8. Ammonium bisulphite solution (70% or less)
9. Ammonium thiocyanate (25% or less)/Ammonium thiosulphate (20% or less) solution
10. Benzyl chloride
11. N,N-bis(2-hydroxyethyl) oleamide
12. Brake fluid base mix: Poly(2-8)alkylene (C2-C3) glycols/ Polyalkylene (C2-C10)
13. glycols monoalkyl (C1-C4) ethers and their borate esters
14. Butene oligomer
15. Butyl stearate
16. Calcium alkyl (C9) phenol sulphide/ Polyolefin phosphorusulphide mixture
17. Calcium long-chain alkaryl sulphonate (C11-C50)
18. Calcium long-chain alkyl phenolic amine (C8-C40)
19. Calcium nitrate/Magnesium nitrate/ Potassium chloride solution
20. Calcium nitrate solutions (50% or less)
21. Camphor oil
22. Caramel solutions
23. Carbolic oil
24. Cashew nut shell oil (untreated)
25. Chlorinated paraffins (C14-C17) (with 50% chlorine or more, and less than 1% C13 or shorter chains)
26. Coal tar
27. Coal tar naphtha solvent
28. Coal tar pitch (molten)
29. Cobalt naphthenate in solvent naphtha
30. Coconut oil fatty acid methyl ester
31. Creosote (coal tar)
32. Creosote (wood)
33. Cresylic acid, sodium salt solution
34. Decyl acetate
35. 1,6-Dichlorohexane
36. 2,4-Dichlorophenoxyacetic acid, triisopropanolamine salt solution
37. 1,3-Dichloropropane
38. Diethylene glycol diethyl ether
39. Diethylene glycol phthalate
40. Diglycidyl ether of bisphenol
41. 1,4-Dihydro-9,10-dihydroxyanthracene, disodium salt solution
42. Diisononyl adipate
43. Dinonyl phthalate
44. Diphenylamine, reaction product with 2,2,4-Trimethylpentene
45. Diphenylmethane diisocyanate
46. Ditridecyl adipate
47. Ditridecyl phthalate
48. Dodecenylsuccinic acid, dipotassium salt solution
49. Dodecylamine/Tetradecylamine mixture
50. Dodecyl diphenyl ether disulphonate solution
51. Ethyl amyl ketone
52. N-Ethylbutylamine
53. Ethyl butyrate
54. Ethylene glycol methyl butyl ether
55. Ethylene-Vinyl acetate copolymer (emulsion)
56. o-Ethylphenol
57. Ethyl propionate
58. Ferric hydroxyethylethylenediaminetriacetic acid, trisodium salt solution
59. Fish solubles (water-based fish meal extract)
60. Fluorosilicic acid (20-30%) in water solution
61. Fumaric adduct of rosin, water dispersion
62. Glycerine (83%), Dioxanedimethanol (17%) mixture
63. Glycerol polyalkoxylate
64. Icosa (oxypropane-2,3-diyl)s
65. Isopropylamine (70% or less)
66. Latex, ammonia (1% or less), inhibited
67. Latex: Carboxylated styrene-Butadiene copolymer; Styrene-Butadiene rubber
68. Ligninsulphonic acid, sodium salt solution
69. Long-chain alkaryl sulphonic acid (C16-C60)
70. Long-chain polyetheramine in alkyl (C2-C4) benzenes
71. Long-chain polyetheramine in aromatic solvent
72. Magnesium long-chain alkaryl sulphonate (C11-C50)
73. Methyl heptyl ketone
74. 3-Methyl-3-methoxybutyl acetate
75. Naphthenic Acids
76. Nitroethane, 1-Nitropropane (each 15% or more) mixture
77. o- or p-Nitrotoluenes
78. Nonyl acetate
79. Octyl decyl adipate
80. Oleylamine
81. Palm kernel acid oil
82. Palm oil fatty acid methyl ester
83. Pentaethylenehexamine
84. Phosphate esters, alkyl (C12-C14) amine
85. Poly(2-8)alkylene glycol monoalkyl(C1-C6) ether
86. Poly(2-8)alkylene glycol monoalkyl (C1-C6) ether acetate
87. Polyalkylene oxide polyol
88. Polybutene
89. Polyether (molecular weight 2000+)
90. Polyethylene polyamines
91. Polyglycerin, sodium salt solution (containing less than 3% sodium hydroxide)
92. Polyglycerol
93. Polyolefin amide alkeneamine/ molybdenum oxysulphide mixture
94. Polyolefin amide alkeneamine polyol
95. Polyolefin aminoester salts (mw 2000+)
96. Poly(5+)propylene
97. Poly(tetramethylene ether) glycol (mw 600-3000)
98. Potassium chloride solution (10% or more)
99. Potassium salt of polyolefin acid
100. n-Propyl chloride
101. Propylene-Butylene copolymer
102. Propylene dimer
103. Pyrolysis gasoline
104. Rosin soap (disproportionated) solution
105. Sodium alkyl (C14-C17) sulphonates (60-65% solution)
106. Sodium aluminate solution
107. Sodium petroleum sulphonate
108. Sodium tartrates/Sodium succinates solution
109. Sulpho hydrocarbon long chain (C18+) alkylamine mixture
110. Sulphurized polyolefinamide alkene (C28-C250) amine
111. Tall oil (crude and distilled)
112. Tall oil fatty acid (resin acids less than 20%)
113. Tall oil fatty acid, barium salt
114. Tall oil soap (disproportionated) solution
115. Tallow fatty acid
116. Trimethylhexamethylenediamine (2,2,4- and 2,4,4-isomers)
117. Trimethylhexamethylene diisocyanate (2,2,4-and 2,4,4-isomers)
118. Trimethylolpropane polyethoxylate
119. Trimethyl phosphite
120. Urea/Ammonium mono- and dihydrogen phosphate/Potassium chloride solution
121. Urea formaldehyde resin solution
122. White spirit, low (15-20%) aromatic

Dated: November 17, 2005.

Howard L. Hime,

Acting Director of Standards, Marine, Safety, Security, and Environmental Protection, U.S. Coast Guard.

[FR Doc. 05-23234 Filed 11-22-05; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[USCG-2005-22837]

Nationwide Automatic Identification System (NAIS); Preparation of Programmatic Environmental Impact Statement

AGENCY: U.S. Coast Guard (USCG or Coast Guard), Department of Homeland Security (DHS).

ACTION: Notice of intent; notice of public meeting; request for comments.

SUMMARY: The Coast Guard announces that it intends to prepare a Programmatic Environmental Impact Statement (PEIS) as part of the environmental planning process for the Nationwide Automatic Identification System (NAIS) project. The NAIS project, a USCG and DHS Level 1 investment and major systems acquisition, was initiated as a component of implementing the Maritime Transportation Security Act of 2002. Implementation of the NAIS, in part, involves installing Automatic Identification System (AIS) equipment and related support systems on and around communications towers or other structures along 95,000 miles of coastline and inland rivers.

The NAIS project is being conducted to provide the USCG with the capability to receive and distribute information from shipboard Automatic Identification System (AIS) equipment in order to enhance Maritime Domain Awareness (MDA). The project will provide detection and identification of vessels carrying AIS equipment approaching or operating in the maritime domain where little or no vessel tracking currently exists.

AIS is an international standard, approved by the International Maritime Organization (IMO), for ship-to-ship, ship-to-shore and shore-to-ship communication of information, including vessel position, speed, course, destination, and other data of critical interest for maritime safety and security. The information provided by this system will support national maritime interests—from the safety of ports through collision avoidance, to the safety of the nation through detection and classification of vessels when they are still thousands of miles offshore.

Publication of this notice begins a scoping process that identifies and determines the scope of environmental issues to be addressed in the PEIS. This notice requests public participation in the scoping process and provides information on how to participate.

DATES: The USCG will hold a public meeting concerning the scope of the PEIS. The public meeting will be held on Thursday, December 22, 2005, at the USCG Headquarters building in Washington, DC. The public meeting will be held from 2 p.m. to 4 p.m. and will be preceded by an open house from 1 p.m. to 2 p.m. The public meeting may end later than the stated time, depending on the number of persons wishing to speak.

Comments and related material must reach the Docket Management Facility by December 23, 2005.

ADDRESSES: The public meeting and open house will be held in room number 2415 of U.S. Coast Guard Headquarters (Transport Building), 2100 Second Street SW., Washington, DC 20593.

You may submit comments identified by Coast Guard docket number USCG–2005–22837 to the Docket Management Facility at the U.S. Department of Transportation (DOT). To avoid duplication, please use only one of the following methods:

(1) *Web Site:* <http://dms.dot.gov>.

(2) *Mail:* Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590–0001.

(3) *Fax:* 202–493–2251.

(4) *Delivery:* Room PL–401 on the Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202–366–9329.

(5) Federal eRulemaking Portal: <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, please call or e-mail Mr. David Wiskochil, NAIS Project Support Team, at 202–475–3118 or dwiskochil@comdt.uscg.mil, respectively. If you have questions on viewing or submitting material to the docket, please call Ms. Andrea M. Jenkins, Program Manager, Docket Operations, at 202–366–0271.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard requests public comments and other relevant information on environmental issues related to the proposed NAIS project. The scheduled public meeting is not the only opportunity you have to comment. In addition to or instead of providing comments at the meeting, you can submit comments to the Docket Management Facility during the public comment period (see **DATES**). The USCG will consider all comments and material received during the comment period.

All comments received will be posted, without change, to <http://dms.dot.gov> and will include any personal information you have provided. The USCG has an agreement with the Department of Transportation (DOT) to use the Docket Management Facility. Please see DOT's "Privacy Act" paragraph below.

Submitting comments: If you submit a comment, please include your name and address, identify the docket number for this notice (USCG–2005–22837) and

give the reason for each comment. You may submit your comments by electronic means, mail, fax, or delivery to the Docket Management Facility at the address under **ADDRESSES**; but please submit your comments by only one means. If you submit them by mail or delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. The USCG will consider all comments received during the comment period.

Viewing comments and documents: To view comments, go to <http://dms.dot.gov> at any time, click on "Simple Search," enter the last five digits of the docket number for this rulemaking, and click on "Search." You may also visit the Docket Management Facility in room PL–401 on the Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy Act: Anyone can search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the Department of Transportation's Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477), or you may visit <http://dms.dot.gov>.

Public Meeting and Open House

The Coast Guard invites you to learn about the proposed NAIS project at an informational open house, and to identify and comment on environmental issues related to the proposed program at a public meeting. Your comments will help the Coast Guard identify and refine the scope of the environmental issues to be addressed in the PEIS.

In order to allow everyone a chance to speak at the public meeting, the Coast Guard may limit speaker time, or extend the meeting hours, or both. When you rise to speak, you must identify yourself, and any organization you represent, by name. Your remarks will be recorded or transcribed for inclusion in the public docket.

You may submit written material at the public meeting, either in place of or in addition to speaking. Written material must include your name and address, and will be included in the public docket.

The USCG's public meeting location at USCG Headquarters is wheelchair-accessible. If you plan to attend the

open house or public meeting, and need special assistance such as sign language interpretation or other reasonable accommodation, please notify the Coast Guard (see **FOR FURTHER INFORMATION CONTACT**) at least 3 business days in advance. Include your contact information as well as information about your specific needs.

Background and Purpose

The Maritime Transportation Security Act (MTSA) of 2002 (46 U.S.C. 70113) directed the Secretary of the Department of Homeland Security to "implement a system to collect, integrate, and analyze information concerning vessels operating on or bound for waters subject to the jurisdiction of the United States." Furthermore, Congress appropriated funds to the Coast Guard for "the acquisition and installation * * * of the shore-based universal AIS coverage system in ports nationwide." The Coast Guard will implement such a system in support of MDA through the proposed NAIS project.

AIS is an international standard (International Telecommunications Union Recommendation ITU-R M.1371-1) for ship-to-ship, ship-to-shore and shore-to-ship communication of information, including vessel position, speed, course, destination and other data of critical interest for maritime safety and security. AIS equipment is required domestically and internationally aboard major commercial vessels. AIS is a communication system that relies upon vessels to properly transmit their position, identification, speed, and other navigational information.

Certain vessels are currently subject to carriage requirements for AIS equipment. Despite the nation's critical homeland security need to track these vessels, USCG does not have the network of receivers and transmitters necessary to capture, display, and use this AIS information except in a few select port areas. The information provided by this system will support all of the nation's maritime interests—from the safety of ports through collision avoidance, to the safety of the nation through detection and classification of vessels when they are still thousands of miles offshore. The NAIS project will provide the United States with the ability to fully utilize the IMO international standard and requirements outlined in MTSA of 2002.

Although mandated by Congress, consideration of the NAIS project includes analysis of the proposed project's natural and human environmental impacts. The Coast Guard is the lead agency for

determining the scope of this review, and in this case the Coast Guard has determined that review must include preparation of a PEIS. This notice of intent is required by 40 CFR 1508.22, and briefly describes the proposed action and possible alternatives and our proposed scoping process. You can address any questions about the proposed action, the scoping process, or the PEIS to the Coast Guard NAIS Project Office (see **FOR FURTHER INFORMATION CONTACT**).

Proposed Action and Alternatives

The Proposed Action to be analyzed in the PEIS is the broad scope of implementation of the NAIS project. The PEIS will provide a general level of analysis of alternatives and environmental impacts because specific implementation sites and methods are not currently known. The PEIS will serve as a top tier environmental analysis of the general project of installing a nationwide AIS-based vessel detection, identification, tracking and communication system. Following completion of the PEIS, the USCG will conduct site-specific environmental analysis coincident with project implementation, once specific sites become known. The following alternatives for establishing shore-based antenna sites (e.g., towers) will be evaluated in the PEIS: Use of existing or currently proposed government sites; Lease of commercial sites; Construction of new sites. The preferred alternative is to implement a combination of the shore-based antenna site alternatives. The PEIS will also discuss the No Action Alternative as required under NEPA.

Scoping Process

Public scoping is an early and open process for identifying and determining the scope of issues to be addressed in the PEIS. Scoping begins with this notice, continues through the public comment period (see **DATES**), and ends when the Coast Guard has completed the following actions:

- Invites the participation of Federal, State, and local agencies, any affected Indian tribe and other interested persons;
- Determines the actions, alternatives, and impacts described in 40 CFR 1508.25;
- Identifies and eliminates from detailed study those issues that are not significant or that have been covered elsewhere;
- Allocates responsibility for preparing PEIS components;

- Indicates any related environmental assessments or environmental impact statements that are not part of the PEIS;
- Other relevant environmental review and consultation requirements;
- Indicates the relationship between timing of the environmental review and other aspects of the proposed program; and
- At its discretion, exercises the options provided in 40 CFR 1501.7(b).

Once the scoping process is complete, the Coast Guard will prepare a draft PEIS, and will publish a **Federal Register** notice announcing its public availability. (If you want that notice to be sent to you, please contact the Coast Guard Project Office point of contact identified in **FOR FURTHER INFORMATION CONTACT**). You will have an opportunity to review and comment on the draft PEIS. Additionally, the Coast Guard anticipates holding a public meeting in May, 2006 in Washington, DC to present the draft PEIS and receive public comments regarding the document. The Coast Guard will consider all comments received and then prepare the final PEIS. As with the draft PEIS, the Coast Guard will announce the availability of the final PEIS and once again give you an opportunity for review and comment.

Summary of the Proposed NAIS Project

The general NAIS concept of operations is to provide AIS functionality in support of all national maritime missions, particularly navigation safety and maritime security. NAIS is expected to consist of a system of AIS receivers, transmitters, transceivers, repeaters and other equipment located on shoreside installations and remote platforms potentially including buoys, offshore platforms, aircraft and spacecraft as needed to receive, distribute, and use the information transmitted by vessels that operate AIS equipment and transmit data to these vessels.

NAIS will send and receive AIS messages, via a very high frequency (VHF) data link, to and from AIS equipped vessels, Aids to Navigation, and search and rescue (SAR) aircraft. Nationwide AIS will leverage several types of platforms to support AIS receive and transmit infrastructure. While some support receive-only capabilities (e.g., satellites, buoys, and aircraft), others may support receive and transmit capabilities (e.g., towers and platforms). AIS message data will be transported between system components over a wide-area network (WAN) and diverse, remote site connectivity (e.g., leased analog circuits, microwave).

NAIS will process (e.g., validate, filter, etc.) and store the data. Some NAIS functions may be implemented by enhancing existing systems. These systems, while not part of NAIS, are included in the context of the systems' operations. Primarily, it is expected that these systems (e.g., Ports and Waterways Safety System [PAWSS], Sector Command Centers [SCC], Maritime Information Safety and Law Enforcement [MISLE], Vessel Traffic Services [VTS]) will provide data processing functions (e.g., vessel tracking correlation, intelligence processing, anomaly detection) and user interfaces necessary to meet all the requirements for fully using AIS data. Some users of NAIS capabilities (e.g., Deepwater assets and other government agencies) may indirectly access AIS data via other systems.

NAIS will complement other surveillance and intelligence systems greatly aiding the essential process of identifying vessels requiring further investigation and action. NAIS information will be displayed in the USCG national maritime COP and shared, along with correlated data and intelligence as appropriate, with other DHS and federal agencies. Unclassified portions of the COP will also be available to local port partners in support of security and safety operations. This information will be invaluable to agencies, such as Customs and Border Patrol (CBP), Immigration and Customs Enforcement (ICE), and the Transportation Security Administration (TSA), as it will provide real-time location data on all major cargo and other commercial vessels in the maritime domain.

Dated: November 9, 2005.

J.P. Currier,

Rear Admiral, United States Coast Guard, Assistant Commandant for Acquisition.

[FR Doc. 05-23233 Filed 11-22-05; 8:45 am]

BILLING CODE 3510-22-P

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

Agency Information Collection Activities: Proposed Collection; Comment Request

AGENCY: Federal Emergency Management Agency, U.S. Department of Homeland Security.

ACTION: Notice and request for comments.

SUMMARY: The Federal Emergency Management Agency, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed revised information collections. In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3506(c)(2)(A)), this notice seeks comments concerning the use of the Emergency Management Institute Resident Course Evaluation Form which is used to identify problems with course materials, evaluate the quality of course delivery, facilities and instructors.

SUPPLEMENTARY INFORMATION: The Emergency Management Institute (EMI) develops courses and administers resident and nonresident training programs in areas such as natural hazards, technical hazards, instructional methodology, professional development, leadership, exercise design and evaluation, information technology, public information, integrated emergency management, and train-the-trainer. A significant portion of the training is conducted by State emergency management agencies under cooperative agreements with FEMA.

In order to meet current information needs of EMI staff and management, the EMI uses this course evaluation form to identify problems with course materials, delivery, facilities and instructors. This is a resident evaluation form. EMI staff

will use the information to monitor and recommend changes in course materials, student selection criteria, training experience, and classroom environment. Reports will be generated and distributed to EMI management and staff. Without the information it will be difficult to determine the need for improvements and the degree of student satisfaction with each course.

The respondents are students attending EMI resident courses at either the National Emergency Training Center (NETC) or at an off-site location. The evaluation form will be administered at the end of the course and will take no more than 10 minutes to complete. Contractors will scan the evaluation forms and generate the data reports using a computer program developed by a FEMA program analyst contractor. Evaluation forms are destroyed in accordance with FEMA's records retention schedule.

Collection of Information

Title: Emergency Management Institute Residential Course Evaluation Form.

Type of Information Collection: Revision of a currently approved collection.

OMB Number: 1660-0034.

Form Number: 95-41.

Abstract: Students attending the Emergency Management Institute resident program courses at FEMA's NETC will be asked to complete a course evaluation form. The information will be used by EMI staff and management to identify problems with course materials, evaluate the quality of the course delivery, facilities, and instructors. The data received will enable them to recommend changes in course materials, student selection criteria, training experience and classroom environment.

Affected Public: State, Local, or Tribal Government, Individuals or Households, and Federal Government.

Estimated Total Annual Burden Hours: 1,671 hours.

FEMA forms	Number of respondents (A)	Frequency of response (B)	Hours per response (minutes) (C)	Annual burden hours (A x B x C)
95-41	10,027	Per course	10	1,671
Total	10,027	10	1,671

Estimated Cost: There is no cost to respondents for this information collection.

Comments: Written comments are solicited to (a) evaluate whether the

proposed data collection is necessary for the proper performance of the agency, including whether the information shall have practical utility; (b) evaluate the accuracy of the agency's estimate of the

burden of the proposed collection of information, including the validity of the methodology and assumptions used; (c) enhance the quality, utility, and clarity of the information to be



16475
November 23, 2005

Dear Interested Party:

The United States Coast Guard (USCG) is announcing its intent to prepare a Programmatic Environmental Impact Statement (PEIS) for the establishment of a Nationwide Automatic Identification System (NAIS) (see Enclosure). Preparation of the PEIS is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969 [Section 102(2)(c) and its implementing regulations (40 Code of Federal Regulations Part 1500–1508)], and USCG Commandant's Instruction M16475.1D (*NEPA Implementing Procedures and Policy for Considering Environmental Impacts*).

The NAIS Project, a USCG and Department of Homeland Security investment and major systems acquisition, was initiated in response to the Maritime Transportation Security Act of 2002. The NAIS Project is being conducted to provide the USCG with the capability to receive and distribute information between shipboard and shore-side Automatic Identification System (AIS) equipment in order to enhance Maritime Domain Awareness (MDA). The project will help the USCG detect and identify vessels carrying AIS equipment approaching or operating in the maritime domain of the United States. In addition to MDA, NAIS potentially has applications in other USCG missions, including vessel traffic management, maritime safety and mobility, search and rescue, and environmental protection and response.

NAIS is expected to consist of a system of radio frequency (RF) antennas, AIS receivers, transmitters, transceivers, repeaters and other equipment located on shore-based installations and remote platforms potentially including buoys, offshore platforms, aircraft and spacecraft as needed to receive, distribute, and use the information transmitted by vessels that operate AIS equipment and transmit data to these vessels. The area of operation is expected to encompass the continental U.S. and U.S. Territories (including the Great Lakes, Western Rivers, Alaska, Hawaii, Puerto Rico, Guam and other waters thereof extending up to 2,000 nautical miles off-shore).

The Proposed Action to be analyzed in the PEIS is the broad scope of implementation of the NAIS Project. The PEIS will provide a general level of analysis of alternatives and environmental impacts because specific implementation sites and methods are not currently known. The USCG would use the PEIS to tier site-specific environmental analysis during implementation, once specific sites become known. The following alternatives for establishing shore-based antenna sites will be evaluated in the PEIS: Use of existing or currently proposed government sites; lease of commercial sites; and construction of new sites. The preferred alternative is to implement a combination of the shore-based antenna site alternatives. The PEIS will also discuss the No Action Alternative as required under NEPA.

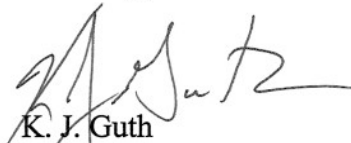
We would like to hear from the public and encourage you to submit comments and related materials. We will consider comments and related materials received by December 23, 2005. Comments may be submitted to Department of Transportation's Docket Management Facility. Please refer to the enclosed Notice of Intent for detailed instructions for submitting comments. In choosing from these means, please give due regard to the continuing difficulties and delays associated with delivery of mail through the U.S. Postal Service to Federal facilities.

We also invite the public to an informational open house and scoping meeting to be held December 22, 2005, at the USCG Headquarters building in Washington, DC. The public meeting will be held from 2:00 p.m. to 4:00 p.m. and will be preceded by an open house from 1:00 p.m. to 2:00 p.m. Please refer to the enclosed Notice of Intent for additional details.

The PEIS as well as comments and associated materials received from the public will become part of the public docket and will be available for inspection or copying in Room PL-401 on the Plaza Level of the Nassif Building, 400 Seventh Street SW, Washington DC between 9 a.m. and 5 p.m., Monday through Friday, except for Federal holidays. You can view this docket, including comments, on the Internet at: <http://dms.dot.gov> (click on "Simple Search", enter the last five digits of the docket number, "22837," and click on "Search").

If you have any questions, feel free to contact Mr. David Wiskochil, NAIS Project Support Team, at 202-475-3118 or dwiskochil@comdt.uscg.mil.

Sincerely,



K. J. Guth
Captain, U.S. Coast Guard
Project Manager, Nationwide AIS Project

Enclosure: NAIS Programmatic Environmental Impact Statement Notice of Intent, as published in the *Federal Register*

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USDOT

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Hadley, ME 01035-9589

DECLARATION OF PUBLICATION OF SAN FRANCISCO CHRONICLE

Lori Gomez

declares that:

The annexed advertisement has been regularly published in the

SAN FRANCISCO CHRONICLE

which is and was at all times herein mentioned established as newspaper of general circulation in the City and County of San Francisco, State of California, as that term is defined by Section 6000 of the Government Code.

SAN FRANCISCO CHRONICLE

(Name of Newspaper)

901 Mission Street

San Francisco, CA 94103

From

December 4, 2005

To

December 4, 2005

Namely, on

December 4, 2005

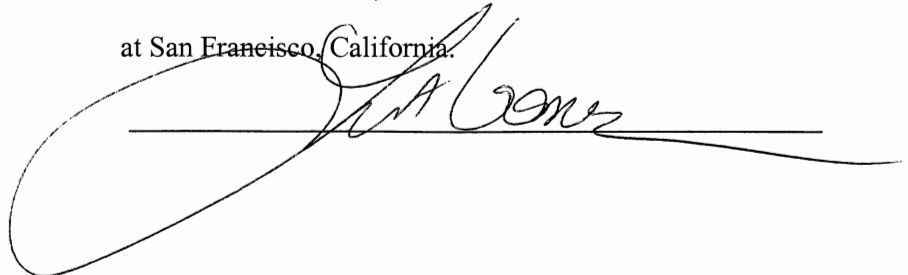
(Dates of Publication)

I declare under penalty of perjury that the foregoing is true and correct.

Executed on

12/27/05

at San Francisco, California.



810
PUBLIC NOTICES (NON-GOV.)

Notice of Intent to Prepare a Programmatic Environmental Impact Statement (PEIS) for the Nationwide Automatic Identification System (NAIS)

The U.S. Coast Guard (USCG) announces that it intends to prepare a PEIS as part of the environmental planning process for the NAIS project, a USCG and Department of Homeland Security major systems acquisition. The project was initiated as a component of implementing the Maritime Transportation Security Act of 2002. Implementation of the NAIS, involves installing Automatic Identification System equipment and related support systems on and around communications towers or other structures along 95,000 miles of coastline and inland rivers. The USCG is in the scoping process for preparation of a PEIS, and invites public comment. You may submit comments identified as docket no. USCG-2005-22837 to the

810
PUBLIC NOTICES (NON-GOV.)

Docket Management Facility at the U.S. Department of Transportation (DOT). Comments are requested by December 23, 2005. Please use only one of the following methods:

(1) Web Site: <http://dms.dot.gov>.
(2) Mail: Docket Management Facility, U.S. DOT, 400 Seventh Street, SW., Washington, DC 20590-0001.
(3) Fax: 202-493-2251.
(4) Delivery: Room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.
(5) Federal eRulemaking Portal: <http://www.regulations.gov>. Comments become part of the public record for this action. You may also view this docket on the Internet at <http://dms.dot.gov>. If you have questions, call the NAIS Project Support Team at 202-475-3118.

**Notice of Intent and Informational
Open House and Public Meeting
Programmatic Environmental Impact
Statement (PEIS) for the Nationwide
Automatic Identification System (NAIS)**

The U.S. Coast Guard (USCG) announces that it intends to prepare a PEIS as part of the environmental planning process for the NAIS project, a USCG and Department of Homeland Security major systems acquisition. The project was initiated as a component of implementing the Maritime Transportation Security Act of 2002. Implementation of the NAIS, in part, involves installing Automatic Identification System equipment and related support systems on and around communications towers or other structures along 95,000 miles of coastline and inland rivers.

The USCG is in the scoping process for preparation of a PEIS, and invites public comment. The USCG will hold a public meeting on December 22, 2005, in room number 2415 of USCG Headquarters, 2100 Second Street SW, Washington, DC 20593. The public meeting will be held from 2 p.m. to 4 p.m. and will be preceded by an open house from 1 p.m. to 2 p.m.

You may submit comments identified as docket no. USCG-2005-22837 to the Docket Management Facility at the U.S. Department of Transportation (DOT). Comments are requested by December 23, 2005. Please use only one of the following methods:

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- (5) Federal eRulemaking Portal: <http://www.regulations.gov>.

Comments become part of the public record for this action. You may also view this docket on the Internet at <http://dms.dot.gov>. If you have questions, please call the NAIS Project Support Team at 202-475-3118.

SPECIAL NOTICE

PREPARATION OF PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR A NATIONWIDE AUTOMATIC IDENTIFICATION SYSTEM

On November 23, 2005, the U.S. Coast Guard (USCG) published a Notice of Intent; Notice of Public Meeting; and Request for Comments in the Federal Register (Volume 70, Number 225, page 70862) concerning the preparation of a Programmatic Environmental Impact Statement (PEIS) as part of the environmental planning process for a Nationwide Automatic Identification System (NAIS).

The NAIS project was initiated as a component of implementing the Maritime Transportation Security Act of 2002. Implementation of the NAIS, in part, involves installing Automatic Identification System (AIS) equipment and related support systems on and around communications towers or other structures along 95,000 miles of coastline and inland rivers. The NAIS project is being conducted to provide the USCG with the capability to receive and distribute information from shipboard AIS equipment in order to enhance Maritime Domain Awareness. The project will provide detection and identification of vessels carrying AIS equipment approaching or operating in the maritime domain where little or no vessel tracking currently exists.

Publication of this notice begins a scoping process that identifies and determines the scope of environmental issues to be addressed in the PEIS. This notice requests public participation in the scoping process and provides information on how to participate. The section of the Federal Register containing the PEIS notice can be accessed via the Internet at <http://dmses.dot.gov/docimages/p83/373427.pdf>



State of New Jersey

Department of Environmental Protection

Bradley M. Campbell
Commissioner

Richard J. Codey
Acting Governor

Environmental Regulation
Office of Pollution Prevention and Right To Know
401 E. State St., 3rd floor, Trenton, NJ 08625-0423
Tel.(609) 292-3600
Fax (609) 777-1330

DEPARTMENT OF ENVIRONMENTAL PROTECTION
 2005 DEC 12 PM 2:37

December 5, 2005

Docket Management Facility
U.S. Department of Transportation
406 Seventh Street, SW
Washington, D.C. 20590-0001

RE: **USCG – 2005 – 22837 - 2**
Nationwide Automatic Identification System

Dear Sir or Madam:

Thank you for your letter regarding assessing potential environmental impacts associated with the proposed establishment of a Nationwide Automatic Identification System (NAIS). Your letter announces the intent to prepare a Programmatic Environmental Impact Statement (PEIS) pursuant to the United States Coast Guard (USGC) / National Environmental Policy Act (NEPA) review process. The New Jersey Department of Environmental Protection's (NJDEP) Office of Permit Coordination and Environmental Review is responsible for coordinating the Departmental review of environmental documents prepared pursuant to the requirements of the NEPA.

We have no scoping comments on the notice of intent to prepare the PEIS. Please send six copies of the completed draft PEIS directly to the Office of Permit Coordination and Environmental Review to insure a timely, comprehensive review of the document. Also send six copies of any future New Jersey site specific NAIS NEPA documents directly to our Office.

Thank you for giving us the opportunity to review the notice of intent to prepare the PEIS.

Sincerely,

Kenneth C. Koschek
Supervising Environmental Specialist
Office of Permit Coordination and
Environmental Review

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In Reply Refer To:
 FWS/R2/OKES/
 2006-FA-0011
 ER 05/1006

United States Department of the Interior

FISH AND WILDLIFE SERVICE
 Division of Ecological Services
 222 South Houston, Suite A
 Tulsa, Oklahoma 74127
 918/581-7458 / (FAX) 918/581-7467



371830

December 8, 2005

Docket Management Facility
 U. S. Department of Transportation
 400 Seventh Street, S. W.
 Washington, D. C. 20590-0001

USCG-2005-22837-3

2005 DEC 16 A 10:32
 U.S. DEPARTMENT OF TRANSPORTATION
 Docket Management Facility

Dear Sir/Madam:

The Oklahoma Ecological Services Field Office of the U. S. Fish and Wildlife Service (Service) has reviewed the Notice of Intent to prepare a Programmatic Environmental Impact Statement (PEIS) for the Nationwide Automatic Identification System (NAIS) project published in the November 23, 2005, *Federal Register* (docket number USCG-2005-22837). We understand that the PEIS will serve as the top tier environmental analysis of the general NAIS project, and that site-specific analyses also would be conducted when specific sites are identified. We offer the following comments and recommendations for consideration by the U. S. Coast Guard (USCG) as they identify the scope of environmental issues to be addressed in the PEIS.

The NAIS project is a component of the Maritime Transportation Security Act of 2002. The project involves installing Automatic Identification System (AIS) equipment and related support systems on and around communication towers or other structures along 95,000 miles of coastline and inland rivers. The project would provide the USCG with the capability to receive and distribute information from vessels carrying AIS equipment, including vessel position, speed, course, destination and other data of critical interest to support national maritime interests and enhance Maritime Domain Awareness (MDA). Alternatives for establishing shore-based antenna sites include the 1) use of existing or currently proposed government sites, 2) lease of commercial sites, 3) construction of new sites, and 4) combination of the antenna site alternatives.

The Service is becoming increasingly concerned about the effect of communications towers on migratory birds. Tower characteristics such as height, physical design (*e.g.*, guyed, self supporting lattice, or monopole), lighting, and site location are factors in the equation concerning tower-induced bird mortality. We are particularly concerned about guyed towers over 200-feet tall. These towers are expected to have a greater impact on migratory birds than shorter, free-standing towers and co-located towers. The narrow diameter guy wires are apparently difficult for migrating birds to see both night and day, and tall guyed towers impact a much greater

volume of airspace than shorter non-guyed towers. The Federal Aviation Administration also requires aviation warning lighting for towers 200-feet tall and taller, and these lights have been reported to confuse and attract birds migrating in inclement weather conditions, which can compound bird mortality problems.

To avoid and minimize unnecessary impacts to migratory birds, we encourage the USCG to consider 1) co-locating AIS equipment on existing structures, 2) the use of self-supporting or monopole towers instead of new guyed towers, and 3) the use of unlighted towers less than 200-foot tall whenever possible. We suggest that all new towers be located in previously cleared areas, urban or suburban developed areas, road or utility rights-of-way, landscaped areas, or essentially any area that has already been disturbed and would require little or no clearing of native vegetation. We recommend avoiding construction of new towers in or near areas of high migratory bird use such as wildlife management areas (WMA), national wildlife refuges (NWR), wetlands and riparian corridors.

The McClellan-Kerr and Gruber WMAs and the Sequoyah NWR occur along the McClellan-Kerr Arkansas River Navigation System in Oklahoma. Information (including some maps) for each WMA in Oklahoma is provided on the Oklahoma Department of Wildlife Conservation's website <<http://www.wildlifedepartment.com/wmas2.htm>>. Information regarding the location of NWRs in Oklahoma can be found on the Service's website <<http://www.fws.gov/ifw2es/Oklahoma/refuges.htm>>. National Wetlands Inventory (NWI) maps provide information on the occurrence of wetlands. The NWI maps can be acquired from the appropriate State distribution center, one of six USGS Earth Science Information Center regional offices, or by calling the USGS national toll-free number: 1-800-USA-MAPS.

We appreciate the opportunity to provide comments. If you have any questions about these comments, please contact Richard Stark at 918-581-7458, extension 240.

Sincerely,



Jerry J. Brabander
Field Supervisor

cc: Team Leader, Office of Environmental Policy and Compliance,
Washington, D. C.
Director, Natural Resources Section, ODWC,
Oklahoma City, OK

K.J. Guth
Captain, US Coast Guard
2100 Second St, SW
Washington, DE 20593-0001

Re: PEIS for a Nationwide Automatic Identification System (GC06.004)

Dear Mr. Guth:

The Delaware Coastal Management Program (DCMP) is in receipt of your notice of intent to prepare a programmatic environmental impact statement for the establishment of a nationwide automatic identification system (NAIS). The proposed programmatic environmental impact statement will require a Coastal Zone Federal Consistency certification concurrence from this office if any of the proposed alternatives will have a likely impact on our coastal resources, including impacts to navigation and the Port of Wilmington. Application information and a complete list of Delaware's approved coastal zone management policies are available on-line at: <http://www.dnrec.state.de.us/dnrec2000/Divisions/Soil/dcmp/2004%20Policy%20Document.pdf>.

Please continue coordination with this office as you develop the programmatic environmental impact statement for this project. If you have any questions or state-specific data needs, please contact me at (302) 739-9283 or via email at susan.love@state.de.us.

Sincerely,

Susan E. Love
Delaware Coastal Management Program

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In Reply Refer To:
FWS/DHRC/BAPHC/ER05/1006

Ms. Andrea M. Jenkins
U.S. Department of Transportation
Docket Management Facility
400 Seventh Street, S.W.
Washington, D.C. 20590-0001

Dear Ms. Jenkins:

The Fish and Wildlife Service (Service) has reviewed the subject Notice of Intent (NOI) (Federal Register, November 23, 2005), published by the Department of Homeland Security, United States Coast Guard, to prepare a Programmatic Environmental Impact Statement (PEIS) as part of it's planning process for the Nationwide Automatic Identification System. The NOI provides a brief discussion of the proposed action and alternatives under consideration. Based upon the information provided, we have prepared the following comments pursuant to the: (1) Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.); (2) Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.); (3) Migratory Bird Treaty Act, 16 U.S.C. 703; and (4) Bald and Golden Eagle Protection Act, 16 U.S.C. 668 and other applicable Executive Orders, regulations and policies.

1. The Service concurs with the proposed priority order for selecting antenna sites, utilizing: (1) existing or currently proposed government sites; (2) lease commercial sites; and (3) construct new sites.
2. Construction of new sites should be kept to the absolute minimum necessary to accomplish the homeland security purpose. We concur with and support the proposal that new sites will undergo additional site-specific environmental review.
3. Use of existing sites, whether government or not, should be accompanied by an evaluation of impacts to fish and wildlife resources, including, threatened and endangered species, migratory birds, and aquatic animal species and habitats.

Finally, in some instances it may be necessary to retrofit already existing, approved, or proposed sites/structures to be consistent with the most current recommendations for avoidance/minimization of impacts to fish and wildlife species (e.g., type and color of strobe lights, height restrictions, guy wires, consideration for stream fluvial geomorphology for structures in/near streams). We would be happy to provide technical assistance on any activities determined to be necessary to accomplish retrofitting projects.

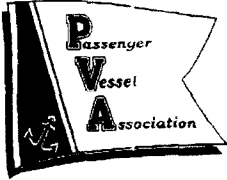
We appreciate the opportunity to comment on the Notice of Intent to prepare a PEIS for the Nationwide Automatic Identification System and anticipate future opportunities to provide additional information as site-specific environmental documents are prepared. If you have any questions, please contact me at (703) 358-2183.

Sincerely,

/s/

Dave Stout
Acting Chief,
Division of
Habitat and Resource
Conservation

379164



Statement by Passenger Vessel Association

801 North Quincy Street, Suite 200

Arlington VA 22203

Phone: 703-807-0100

Fax: 703-807-0103

Email: pva@vesselalliance.com

www.passengervessel.com

PASSENGER

VESSEL

ASSOCIATION

81-10-V-12-000 (07)

01/27/05

[USCG-2005-22837] -6

December 23, 2005

Nationwide Automatic Identification System (NAIS); Preparation of Programmatic Environmental Impact Statement

801 N. Quincy Street
Suite 200
Arlington,
VA 22203

The Passenger Vessel Association is the national trade association for U.S.-flagged passenger vessels of all types. It represents the interests of owners and operators of dinner cruise vessels, sightseeing and excursion vessels, passenger and vehicular ferries, private charter vessels, whalewatching and eco-tour operators, windjammers, gaming vessels, amphibious vessels, and overnight cruise ships.

Phone
(800) 807-8360
(703) 807-0100

PVA has been in operation for over 30 years. We currently have more than 600 vessel and associate members. Our vessel-operating members range from small family businesses with a single boat to companies with several large vessels in different locations to governmental agencies operating ferries.

Fax:
(703) 807-0103

Our associate members are key suppliers to the passenger vessel industry, including marine architects, vessel builders and decorators, insurance companies, publishers, food supply companies, computer software vendors, marine equipment suppliers, engine manufacturers, and others.

Email
pva@vesselalliance.com

Certain PVA members already must comply with current AIS carriage regulations. These include the relatively few PVA members that operate in international service and the larger number of members that operate vessels with a passenger capacity of 150 or more in Coast Guard-designated Vessel Traffic System areas.

Website
www.passengervessel.com

PVA appreciates that this docket deals with the environmental planning process for the Nationwide Automatic Identification System (NAIS) project. As you state, "Implementation of the NAIS, in part, involves installing Automatic Identification System (AIS) equipment and related support systems on and around communications towers or other structures along 95,000 miles of coastline and inland rivers. The NAIS project is being conducted to provide the USCG with the capability to receive and distribute information from shipboard Automatic Identification System (AIS) equipment in order to enhance Maritime Domain Awareness (MDA). PVA's comments today want to connect this shoreside development process with your ongoing rulemaking to expand the AIS carriage requirement.

Your October 31 announcement of your semiannual Unified Regulatory Agenda predicts an Interim Final Rule on expanded AIS carriage in February 2006.

You expect to expand the AIS carriage requirement to all waters of the United States (not just those areas with Vessel Traffic Systems, as is the case now) and to apply to all passenger vessels carrying 50 passengers or more (the current passenger carriage threshold is 150 passengers or more) or on all passenger vessels at least 65 feet in length regardless of passenger capacity.

You believe that the AIS portion of the rulemaking will affect an estimated 17,400 vessels.

The Passenger Vessel Association has repeatedly pointed out that the Coast Guard's own figures demonstrate a dramatically negative cost-benefit ratio for the applicability of AIS carriage to domestic passenger vessels. When it issued the first AIS rule, the Coast Guard suggested that the cost-benefit ratio for an expanded AIS requirement would be even worse with respect to domestic passenger vessels. It is true that the cost of AIS units has come down since that initial cost-benefit ratio was computed, but PVA is confident that the cost-benefit ratio for domestic passenger vessels is still profoundly negative, particularly with the expansion of the carriage requirement to smaller capacity passenger vessels. Nonetheless, the Coast Guard proceeded with the first rulemaking and is apparently determined to proceed with the expanded carriage rule saying that unquantifiable security benefits provide justification. In other words, the Coast Guard is asserting that security considerations trump the negative cost-benefit ratio for domestic passenger vessels.

But what security is going to be provided if the Coast Guard has no shoreside reception facilities for AIS transmissions, other than in the VTS zones? Your informational meeting of December 22, 2005, made clear that the process of putting these reception facilities in place is going to stretch out over a period of years. In fact, your

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written material distributed at that meeting indicated that the nationwide system would be fully deployed and operational no earlier than the year 2014!

Without adequate reception facilities, the Coast Guard's security justification rings hollow. No additional security will be provided by an expanded AIS carriage rule anytime in the next few years.

Why should the private sector be forced to incur costs now for AIS equipment that will transmit signals which the Coast Guard can not pick up? In such a situation, repeating the terms "security" or "maritime domain awareness" is laughable.

The Coast Guard should proceed expeditiously with its program to install the landside receiving stations necessary to receive AIS transmissions. However, during the substantial time it takes to accomplish this goal, it should defer any requirement for additional vessels to install and carry AIS equipment.

Furthermore, in your rulemaking on the expanded AIS carriage requirement and in the development of the NAIS, the Coast Guard should take into account that MTSA does not require all domestic vessels to carry AIS. Congress deliberately wrote into the AIS provision of MTSA authority for the Coast Guard to designate certain waters or geographic areas in which no vessel needs to use AIS. Presumably, these areas will be those that have relatively little maritime traffic (thus obviating the need for AIS for navigational purposes) or those places in which there are few facilities or targets that might be the venue for a security incident. Congress would not have included such an exemption provision in MTSA had it not anticipated the Coast Guard making use of it. Furthermore, MTSA also permits the Coast Guard to approve a request by the owner or operator of an individual vessel for a waiver of the AIS requirement. The existence of these MTSA exemption provisions should be taken into account in the development of the NAIS system. By eliminating geographic areas from the AIS carriage requirement, the NAIS can be implemented with fewer shore facilities, at a more reasonable cost to the taxpayer and the Coast Guard, and in a shorter time frame than currently envisioned.

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**STATE OF CONNECTICUT
DEPARTMENT OF ENVIRONMENTAL PROTECTION**



December 21, 2005

Docket Management Facility
U.S. Department of Transportation
400 Seventh Street, SW.,
Washington, DC 20590-0001

Att: K. J. Guth
Captain, U.S. Coast Guard
Project Manager, Nationwide AIS Project

Re: Docket USCG-2005-22837, Nationwide Automatic Identification System (NAIS)

Dear Captain Gath:

This is in response to your notice, received on November 28, 2005, of the U.S. Coast Guard's (USCG) intent to prepare a Programmatic Environmental Impact Statement (PEIS) for the establishment of a Nationwide Automatic Information System (NAIS). The NAIS Project would help the USCG detect and identify vessels carrying AIS equipment approaching or operating in the U.S. maritime domain, and would also assist in other USCG missions. The NAIS, as presently envisioned, would consist of a system of radio frequency antennas, AIS receivers, transmitters, transceivers, repeaters and other equipment located on shore-based installations and remote platforms potentially including buoys, offshore platforms, aircraft and spacecraft needed to receive, distribute, and use the information transmitted by vessels that operate AIS equipment and transmit data to these vessels.

Your letter was circulated to all Bureaus of the Department of Environmental Protection (DEP). Because no specific facilities or construction activities have been identified, we have no specific comments at this time. However, please be advised that the Department's Office of Long Island Sound Programs administers the coastal regulatory program for the State of Connecticut. At such time as activities are planned that would directly or indirectly affect coastal resources or uses in Connecticut waters, the U.S. Coast Guard must submit a determination of consistency with the applicable provisions of Connecticut's approved Coastal Management Program in accordance with Section 307(c)(1) of the Coastal Zone Management Act of 1972, as amended, Subpart C of 15 Code of Federal Regulations (CFR) Part 930, and Section II, Part VII(c) of the State of Connecticut Coastal Management Program and Final Environmental Impact Statement. In addition, any proposed activities in Connecticut waters that would be subject to a U.S. Army Corps of Engineers Section 404 permit would also require issuance by Connecticut DEP of a Section 401 Water Quality Certificate pursuant to the Federal Clean Water Act.

Please contact Tom Ouellette of this Office at 860-424-3034 if you have any

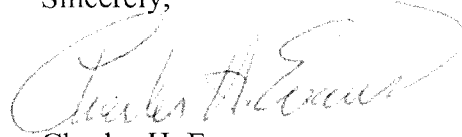
K. J. Guth, Capt., U.S. Coast Guard

-2-

December 21, 2005

questions regarding the process for review of direct federal activities in Connecticut waters.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles H. Evans".

Charles H. Evans

Director

Office of Long Island Sound Programs

CHE/TO/to

cc: David Fox, CT DEP

356106

13806-05-22837-8



Maryland Department of Planning

Robert L. Ehrlich, Jr.
Governor
Michael S. Steele
Lt. Governor

Anthony E. Scott
Secretary
Florence E. Barham
Deputy Secretary

November 29, 2005

Captain K. J. Guth
Project Manager, Nationwide AIS Project
United States Coast Guard
2100 Second Street, S.W.
Washington, DC 20593-0001

STATE CLEARINGHOUSE REVIEW PROCESS

State Application Identifier: MD20051129-0959

Reviewer Comments Due By: December 23, 2005

Project Description: Scoping prior to Programmatic Environmental Impact Statement concerning the establishment of the National Automatic Identification System; seek to enable Applicants to accomplish their mission

Project Location: United States of America

Clearinghouse Contact: Bob Rosenbush

Dear Captain Guth:

Thank you for submitting your project for intergovernmental review. Participation in the Maryland Intergovernmental Review and Coordination (MIRC) process helps ensure project consistency with plans, programs, and objectives of State agencies and local governments. MIRC enhances opportunities for approval and/or funding and minimizes delays by resolving issues before project implementation.

The following agencies and/or jurisdictions have been forwarded a copy of your project for their review: the Maryland Department(s) of Transportation, the Environment, Maryland Historical Trust, Natural Resources, State Police; the Maryland Office(s) of Maryland Military Department, Governor's Office of Homeland Security; and the Maryland Department of Planning. They have been requested to contact your agency directly by **December 23, 2005** with any comments or concerns and to provide a copy of those comments to the State Clearinghouse for Intergovernmental Assistance. Please be assured that after **December 23, 2005** all MIRC requirements will have been met in accordance with Code of Maryland Regulations (COMAR 14.24.04). The project has been assigned a unique State Application Identifier that should be used on all documents and correspondence.

A "Project Survey" form is enclosed with this letter. Please complete and return it within 14 days of the date of this letter. If you need assistance or have questions, contact the State Clearinghouse staff noted above at 410-767-4490 or through e-mail at brosenbush@mdp.state.md.us. Thank you for your cooperation with the MIRC process.

Sincerely,

Linda C. Janey, J.D., Director
Maryland State Clearinghouse for Intergovernmental Assistance

LCJ:BR

Enclosure(s)

- cc: David Wiskochil - USCG
- Michelle Martin - MDOT*
- Joane Mueller - MDE*
- Beth Cole - MHT*
- Ray Dintaman - DNR*
- William Ebare - MDSP*
- Bill Riley - MILT*
- Dennis Schrader - GOHS*
- Joe Fassone - MDPE*
- Jim Noonan - MDPI*

05-0959_NDC_NEW.doc

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North Carolina
Department of Administration

Michael F. Easley, Governor

Gwynn T. Swinson, Secretary

November 29, 2005

Mr. David Wiskochil
U.S. Coast Guard
2100 Second Street, S.W.
Commandment G-OPD
Washington, DC 20593-0001

Dear Mr. Wiskochil:

Subject: Scoping - Establishment of a Nationwide Automatic Identification System (NAIS) with capabilities to receive and distribute information between shipboard & shoreside.

The N. C. State Clearinghouse has received the above project for intergovernmental review. This project has been assigned State Application Number 06-E-0000-0181. Please use this number with all inquiries or correspondence with this office.

Review of this project should be completed on or before 12/29/2005. Should you have any questions, please call (919)807-2425.

Sincerely,

A handwritten signature in cursive script that reads "Chrys Baggett".

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Mailing Address:
1301 Mail Service Center
Raleigh, NC 27699-1301

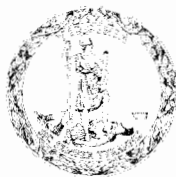
Telephone: (919)807-2425
Fax (919)733-9571
State Courier #51-01-00
e-mail: Chrys.Baggett@ncmail.net

Location Address:
116 West Jones Street
Raleigh, North Carolina

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380103

USCG-05-22831-10



COMMONWEALTH of VIRGINIA

W. Tayloe Murphy, Jr.
Secretary of Natural Resources

Department of Historic Resources
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
TDD: (804) 367-2386
www.dhr.virginia.gov

December 13, 2005

Captain K.J. Guth
US Coast Guard
2100 Second Street, S.W.
Washington, DC 20593-0001

RE: Nationwide Automatic Identification System
DHR file no. 2005-1712

Dear Captain Guth:

We have received a copy of the notice published in the Federal Register regarding the preparation of Programmatic Environmental Impact Statement for the Nationwide Automatic Identification System. We have no comments on this project at this time since it is not yet clear if the Commonwealth of Virginia will be impacted by this project. However, the project activities involved certainly have the potential to affect cultural resources. Therefore, we look forward to consulting with the Coast Guard pursuant to Section 106 of the National Historic Preservation Act should the decision be made to implement this program in the Commonwealth of Virginia.

Sincerely,

Kristin Hill, Architectural Historian
Office of Review and Compliance

Administrative Services
10 Courthouse Avenue
Petersburg, VA 23803
Tel: (804) 863-1624
Fax: (804) 862-6196

Capital Region Office
2801 Kensington Ave.
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Tidewater Region Office
14415 Old Courthouse Way, 2nd Floor
Newport News, VA 23608
Tel: (757) 886-2807
Fax: (757) 886-2808

Roanoke Region Office
1030 Penmar Ave., SE
Roanoke, VA 24013
Tel: (540) 857-7585
Fax: (540) 857-7588

Winchester Region Office
107 N. Kent Street, Suite 203
Winchester, VA 22601
Tel: (540) 722-3427
Fax: (540) 722-7535

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330109

USCG-05-22837-11

Department of Parks and Recreation

Dipattamenton Plaset Yan Dibuetision

Government of Guam

490 Chalan Palasyo

Agana Heights, Guam 96910

Director's Office: (671) 475-6296/97; Fax (671)477-0997

Parks Division: (671) 475-6288/89

Guam Historic Resources Division: (671) 475-6294/95/72;

Fax (671) 477-2822

**Thomas A. Morrison
Director**

**Gregory A. Matanane
Deputy Director**



In reply refer to:
RC2006-395F

December 22, 2005

K.J. Guth
Captain, U.S. Coast Guard
Project Manager, Nationwide AIS Project
U.S. Department of Homeland Security
United States Coast Guard
2100 Second Street, S.W.
Washington, DC 20593-0001

Subject: Programmatic Environmental Impact Statement, Nationwide Automatic Identification System.

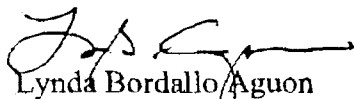
Dear Captain Guth:

We are in receipt of your letter dated November 23, 2005 regarding your intent to prepare a Programmatic Environmental Impact Statement (PEIS) for the establishment of a Nationwide Automatic Identification System (NAIS) and have the following comments.

The proposed NAIS which will be installation of antennas, receivers, transmitters, transceivers, repeaters and other equipment on shore may have the potential to affect significant cultural resources. The coastal areas of Guam are known through previous archaeological studies to contain prehistoric as well as historic properties. Once the PEIS is prepared or when the on shore-based locations for the NAIS supporting equipment are chosen, consultation with our office pursuant Section 106 of the National Historic Preservation Act of 1966, as amended, and 36 CFR 800.

If you have any questions please contact me or Vic April, Territorial Archaeologist, at (671) 457-6294/95/72 or email address at laguon@mail.gov.gu or vicapril@mail.gov.gu

Sincerely,


Lynda Bordallo Aguon
State Historic Preservation Office

Post-It® Fax Note	7671	Date	12/27/05	# of pages	1
To	KJ. Guth	From	L. Aguon		
Co./Dept.	US Coast Guard	Co.	DPR Historic Resources Div		
Phone #	(202) 475-3329	Phone #	(671) 475-6294/95		
Fax #	(202) 475-3908	Fax #	(671) 477-2822		

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380131

USCG-05-22837-12

State of Delaware
Historical and Cultural Affairs

21 The Green
Dover, DE 19901-3611

Phone: (302) 736,5400

Fax: (302) 739,5660

Wednesday, December 07, 2005

Captain K. J. Guth
United States Coast Guard
Project Manager
Nationwide AIS project

Re: Section 106 Compliance and the potential impacts of the Automatic Identification System
on historic properties

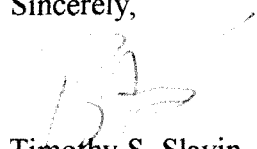
Dear Captain Guth:

Thank you for your letter of notification of the NEPA process and the AIS project. This Office is charged with managing the section 106 process of the Nation Historic preservation Act of 1966. If your program will involve the type of activities that are considered an undertaking from the section 106 process, this Office would be interested in consulting with you. The section 106 process is designed to avoid the potential impacts to historic properties.

From your letter, it appears the activities that may affect historic properties could be the shore based installations, or, any activities that may affect an historic aid to navigation, such as a lighthouse.

Please contact Mr. Craig Lukezic at craig.lukezic@state.de.us if you have any questions.

Sincerely,


Timothy S. Slavin
Director

Cc Steven Marz, Deputy Director, Division of Historical and Cultural Affairs
Craig Lukezic, Archaeologist



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380134

USCG-C5 22837-13



December 14, 2005

TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2941 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 532-1550

Capt. K. J. Guth
U. S. Coast Guard
2100 Second Street, S.W.
Washington, DC, 20593-0001

RE: USCG, NAIS PROGRAM, UNINCORPORATED, MULTI COUNTY

Dear Capt. Guth:

In response to your request, received on Thursday, December 1, 2005, we have reviewed the documents you submitted regarding your proposed undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicant for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800. You may wish to familiarize yourself with these procedures (Federal Register, December 12, 2000, pages 77698-77739) if you are unsure about the Section 106 process.

Considering available information, we find that the project as currently proposed **MAY AFFECT PROPERTIES THAT ARE ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES.** You should continue consultation with our office, designated consulting parties and invite them to participate in consultation, and provide us with appropriate survey documentation for review and comment. Please direct questions and comments to Joe Garrison (615) 532-1550-103. We appreciate your cooperation.

Sincerely,

Herbert L. Harper
Executive Director and
Deputy State Historic
Preservation Officer

HLH/jyg

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380561



DEPT. OF TRANSPORTATION
DOCKETS

2005 JAN -6 P 2:35

The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

December 19, 2005

Captain K.J. Guth
Project Manager, Nationwide AIS Project
Docket Management Facility
U.S. Department of Transportation
400 Seventh Street, SW.
Washington, D.C. 20590-0001

-14

RE: USCG's Nationwide Automatic Identification System (NAIS). USCG #2005-22837, MHC #RC.38345.

Dear Captain Guth:

MHC has received the copy of the announcement of the intent to prepare a Programmatic Environmental Impact Statement by the United States Coast Guard concerning the project referenced above. The proposed project involves the installation of a system of radio frequency antennas, receivers, transmitters, transceivers, repeaters and other related equipment located on shore-based installations and remote platforms throughout the continental U.S. and U.S. Territories.

MHC looks forward to further consultation with the USCG during the environmental review process. For Massachusetts projects, please submit additional information including USGS locus maps and scaled project plans showing existing and proposed conditions.

These comments are offered to assist in compliance with Sections 106 and 110 of the National Historic Preservation Act of 1966 (36 CFR 800). Please feel free to contact either Edward L. Bell or Gregory R. Dubell at this office if you have any questions or need additional information.

Sincerely,

Brona Simon
State Archaeologist
Deputy Historic Preservation Officer
Acting Executive Director
Massachusetts Historical Commission

xc: Janet Hale, Historic Preservation Officer, Department of Homeland Security
Advisory Council on Historic Preservation
Victor Mastone, Massachusetts Board of Underwater Archaeological Resources
Massachusetts Coastal Zone Management

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381670



State of Louisiana

Department of Environmental Quality



KATHLEEN BABINEAUX BLANCO
GOVERNOR

December 22, 2005

MIKE D. McDANIEL, Ph.D.
SECRETARY

Docket Management Facility
U.S. Department of Transportation
400 Seventh St., S.W.
Washington, DC 20590-0001

RE: DEQ0612190084; Docket Number USCG-2005-22837 - 15
Proposed Intent to Prepare a Programmatic Environmental
Impact Statement (PEIS) for the Establishment of a nationwide
Automatic Identification System (NAIS)

To Whom It May Concern:

The Department of Environmental Quality, Office of Environmental Assessment and Office of Environmental Services has received your request for comments on the above referenced project.

There were no objections based on the limited information submitted to us. However, the following comments have been included and/or attached. Should you encounter a problem during the implementation of this project, please make the appropriate notification to this Department.

The Office of Environmental Services recommends that you investigate the following requirements that may influence your proposed project:

1. If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System application may be necessary.
2. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact Yvonne Baker at (225) 219-3111 to determine if your proposed improvements require one of these permits.
3. All precautions should be observed to control nonpoint source pollution from construction activities.
4. If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps to inquire about the possible necessity for permits. If a Corps permit is required, part of the application process may involve a Water Quality Certification from LDEQ.
5. All precautions should be observed to protect the groundwater of the region (SEE ATTACHMENT).



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OFFICE OF MANAGEMENT AND FINANCE • P.O. BOX 4303 • BATON ROUGE, LOUISIANA 70821-4303


AN EQUAL OPPORTUNITY EMPLOYER



December 22, 2005
Page 2

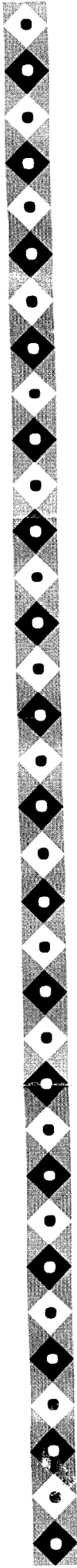
Please forward all future requests to the Louisiana Department of Environmental Quality, Office of Management and Finance, Contracts & Grants, P. O. Box 4303, Baton Rouge, LA 70821-4303, and we will expedite your request as quickly as possible. Should you need any additional information please call me at (225) 219-3815.

Sincerely,



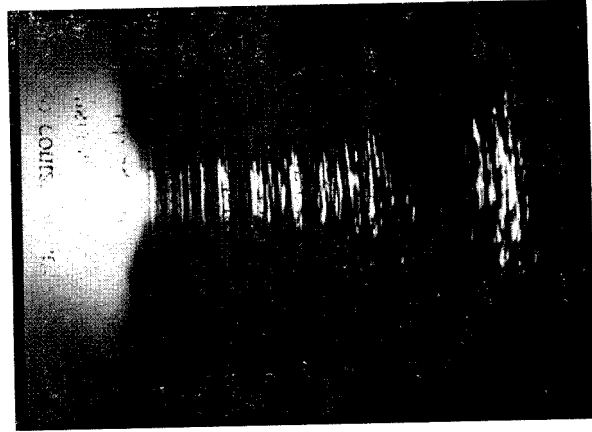
Lisa L. Miller
Contracts & Grants

llm:vhn
Enclosure



LDWPP Goals

- ◆ Educate Louisiana communities about their drinking water sources and the importance of protecting them.
- ◆ Educate Louisiana communities about actions they can take to protect their drinking water sources.
- Maintain drinking water protection through continued community activism.



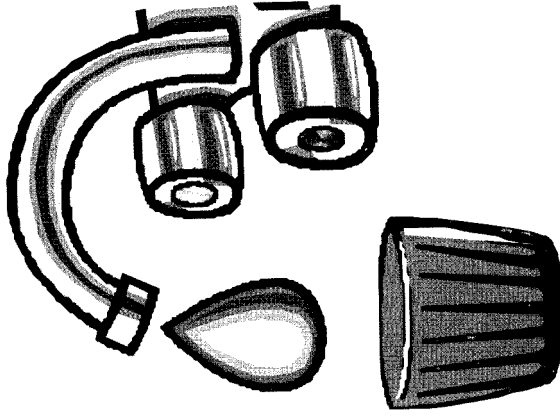
We need your help!

Help Louisiana protect its drinking water. We need volunteers to serve on local committees dedicated to the protection of our drinking water sources. You can help us and your community by volunteering to give presentations at local schools, participating in local Hazardous Waste Collection Days, and passing on information about how to protect drinking water sources to your family, friends, and neighbors. For more information, please contact the DEQ Drinking Water Protection Team.

Louisiana Department of Environmental Quality Office of Environmental Assessment Aquifer Evaluation and Protection Section Post Office Box 4314 Baton Rouge, Louisiana 70821-4314 Phone: 1-888-763-5424 Website: www.deq.state.la.us/evaluation/aeps Email: evaluation@deq.state.la.us
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This is a fifth printing of this public document, published at a total cost of \$3,106.56 for 5000 copies by the Louisiana Department of Environmental Quality, P.O. Box 4314, Baton Rouge, Louisiana 70821-4314 to provide the public with environmental information under the authority of La. R.S. 30:2011. The material was printed in accordance with the standards for printing by state agencies established pursuant to R.S. 43:31 of the Revised Louisiana Statutes.

Louisiana Drinking Water



Protection Program

Drinking Water Protection Program

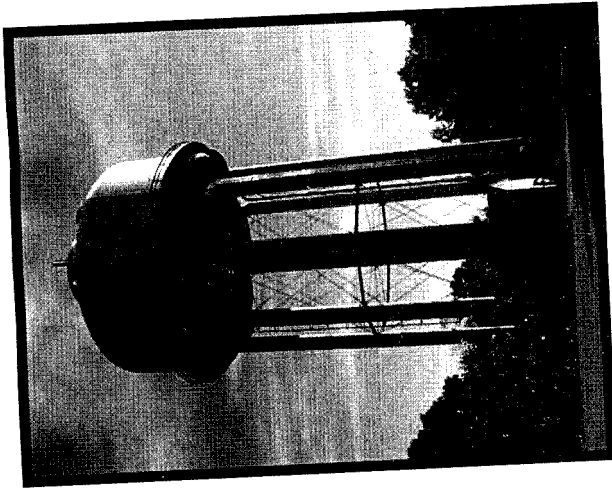


The Louisiana Drinking Water Protection Program (LDWPP) is a voluntary program designed to assist Louisiana communities in protecting their drinking water. The goals of the program are to increase public awareness on the importance of protecting drinking water sources, to educate communities on actions that can be taken locally to protect drinking water sources, and to maintain drinking water protection through continued community activism.

The LDWPP uses information reported during the Source Water Assessment Program (SWAP). The purpose of the SWAP was to assess drinking water sources' potential susceptibility to contamination. Through the SWAP, the Louisiana Department of Environmental Quality (LDEQ) mapped the locations of all public supply wells, surface water intakes, and potential sources of contamination (PSOCs) in the state. PSOC's may include gas stations, dry cleaners or other facilities that sell, store, use or dispose of chemicals. Chemicals, if not handled properly, have the potential to contaminate our surface water and ground water. (Two-thirds of Louisiana residents get drinking water from ground water sources.) Other factors that could affect drinking water sources' susceptibility to contamination were considered, such as well depth or age of surface water intakes.

DEQ issued a final report to each system assessed through the SWAP. The report ranked each system's susceptibility to contamination. The susceptibility to contamination rankings are used by the LDWPP team to prioritize which systems to work with first.

The LDWPP team visits water systems and encourages them to write contingency plans that provide the water system personnel with a plan of action in the case of a loss of the normal water supply. The team enlists the help of local volunteers to form citizen committees to assist them in educating area businesses and the general public about the importance of protecting our drinking water. All stakeholders are encouraged to implement best management practices (BMPs). BMPs are measures taken to prevent or reduce the possibility of contamination, such as the proper use and disposal of chemicals.



The LDWPP team along with citizen committees encourage local governments to adopt drinking water protection ordinances and to use the SWAP results in planning and zoning. The committees also decide what topics to address and how, based on the drinking water protection needs of their community. The LDWPP team uses brochures, videos, road signs, press releases, public service announcements, promotional materials, public presentations, youth educational materials, and collaborations with other organizations to help spread the word to the public.

The LDWPP team wants to make everyone aware of their drinking water sources and how important it is to protect them. Water is easy to contaminate but difficult and expensive to clean up. We all need to do our part to ensure that the water we drink remains clean and pure.

381803

USCG-05-22837-1k



Matt Blunt
Governor

Michael N. Keathley
Commissioner

State of Missouri
OFFICE OF ADMINISTRATION
Intergovernmental Relations
Post Office Box 809
Jefferson City, 65102
573/751-1851

12/02/05

K.J. Guth
Captain, U.S. Coast Guard
US Coast Guard
2100 Second Street, S.W.
Washington, DC 20593-0001

Dear Mr. Guth:

Subject: 0512006
 Assistance

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Sincerely,

A handwritten signature in cursive script that reads "Sara VanderFeltz".

Sara VanderFeltz
Administrative Assistant

cc:

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

2100 Second Street, S.W.
Washington, DC 20593-0001
Staff Symbol: G-AIS
Phone: (202) 475-3329
Fax: (202) 475-3908

051 2006
16475

November 23, 2005

Dear Interested Party:

The United States Coast Guard (USCG) is announcing its intent to prepare a Programmatic Environmental Impact Statement (PEIS) for the establishment of a Nationwide Automatic Identification System (NAIS) (see Enclosure). Preparation of the PEIS is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969 [Section 102(2)(c) and its implementing regulations (40 Code of Federal Regulations Part 1500-1508)], and USCG Commandant's Instruction M16475.1D (*NEPA Implementing Procedures and Policy for Considering Environmental Impacts*).

The NAIS Project, a USCG and Department of Homeland Security investment and major systems acquisition, was initiated in response to the Maritime Transportation Security Act of 2002. The NAIS Project is being conducted to provide the USCG with the capability to receive and distribute information between shipboard and shore-side Automatic Identification System (AIS) equipment in order to enhance Maritime Domain Awareness (MDA). The project will help the USCG detect and identify vessels carrying AIS equipment approaching or operating in the maritime domain of the United States. In addition to MDA, NAIS potentially has applications in other USCG missions, including vessel traffic management, maritime safety and mobility, search and rescue, and environmental protection and response.

NAIS is expected to consist of a system of radio frequency (RF) antennas, AIS receivers, transmitters, transceivers, repeaters and other equipment located on shore-based installations and remote platforms potentially including buoys, offshore platforms, aircraft and spacecraft as needed to receive, distribute, and use the information transmitted by vessels that operate AIS equipment and transmit data to these vessels. The area of operation is expected to encompass the continental U.S. and U.S. Territories (including the Great Lakes, Western Rivers, Alaska, Hawaii, Puerto Rico, Guam and other waters thereof extending up to 2,000 nautical miles off-shore).

The Proposed Action to be analyzed in the PEIS is the broad scope of implementation of the NAIS Project. The PEIS will provide a general level of analysis of alternatives and environmental impacts because specific implementation sites and methods are not currently known. The USCG would use the PEIS to tier site-specific environmental analysis during implementation, once specific sites become known. The following alternatives for establishing shore-based antenna sites will be evaluated in the PEIS: Use of existing or currently proposed government sites; lease of commercial sites; and construction of new sites. The preferred alternative is to implement a combination of the shore-based antenna site alternatives. The PEIS will also discuss the No Action Alternative as required under NEPA.

381807

USCG-05-22837-17



FLORIDA DEPARTMENT OF STATE
David E. Mann
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Captain K.J. Guth
United States Coast Guard
2100 Second Street S.W.
Washington, DC 20593-0001

December 20, 2005

RE: DHR Project File Number: 2005-12754
Received by DHR November 28, 2005
16475 - *Preparation of a Programmatic Environmental Impact Statement for the Establishment of a Nationwide Automatic Identification System (NAIS)*

Dear Captain Guth:

Our office received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended and *36 CFR Part 800: Protection of Historic Properties*. The State Historic Preservation Officer is to advise Federal agencies as they identify historic properties (listed or eligible for listing, in the *National Register of Historic Places*), assess effects upon them, and consider alternatives to avoid or minimize adverse effects.

It is the opinion of this agency that because of the project nature it is considered unlikely that historic properties will be affected. Therefore, the proposed undertaking will have no effect on historic properties.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservationist, by electronic mail sedwards@dos.state.fl.us, or at 850-245-6333 or 800-847-7278.

Sincerely,

Frederick P. Gaske, Director, and
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office
(850) 245-6300 • FAX: 245-6436

Archaeological Research
(850) 245-6444 • FAX: 245-6436

Historic Preservation
(850) 245-6333 • FAX: 245-6437

Historical Museums
(850) 245-6400 • FAX: 245-6433

Southeast Regional Office
(954) 467-4990 • FAX: 467-4991

Northeast Regional Office
(904) 825-5045 • FAX: 825-5044

Central Florida Regional Office
(813) 272-3843 • FAX: 272-2340

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383927

USCG-05-22837-19



Maryland Department of Planning

Robert L. Ehrlich, Jr.
Governor
Michael S. Steele
Lt. Governor

Audrey E. Scott
Secretary
Florence E. Burian
Deputy Secretary

January 6, 2006

Captain K. J. Guth
Project Manager, Nationwide AIS Project
United States Coast Guard
2100 Second Street, S.W.
Washington, DC 20593-0001

STATE CLEARINGHOUSE REVIEW – ADDITIONAL REVIEWER COMMENTS RECEIVED

State Application Identifier: MD20051129-0959

Project Description: Scoping prior to Programmatic Environmental Impact Statement concerning the establishment of the National Automatic Identification System: seek to enable Applicants to accomplish their mission

Project Location: United States of America

Clearinghouse Contact: Bob Rosenbush

Dear Captain Guth:

We are forwarding the enclosed comments made by the Maryland Historical Trust, a division of this Department, regarding the referenced project for your information. The Maryland Historical Trust stated that the United States Coast Guard must complete the Section 106 consultation (as required by the National Historic Preservation Act) for this undertaking, as project planning proceeds.

Should you have any questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at brosenbush@mdp.state.md.us. Your cooperation and attention to the review process is appreciated

Sincerely,

A handwritten signature in cursive script that reads 'Linda C. Janey'.

Linda C. Janey, J.D., Director
Maryland State Clearinghouse for Intergovernmental Assistance

LCJ:BR
Enclosure (Comments Received)
cc: David Wiskochil - USCG
Beth Cole - MHT

05-0959_OLRR.OTH.doc

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383931

USEG-05-22837-20



STATE OF ARKANSAS
**Department of Finance
and Administration**

OFFICE OF INTERGOVERNMENTAL SERVICES

1515 West Seventh Street, Suite 417
Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone: (501) 682-1074
Fax: (501) 682-5206
<http://www.state.ar.us/dfa>

January 10, 2006

Mr. David Wiskochil
NAIS Project Support Team
U. S. Department of Homeland Security
United States Coast Guard
2100 Second Street, S. W.
Washington, D. C. 20593-0001

RE: U. S. Coast Guard announcing its intent to prepare a Programmatic Environmental Impact Statement

Dear Mr. Wiskochil:

The State Clearinghouse has received the above document pursuant to the Arkansas Project Notification and Review System.

To carry out the review and comment process, this document was forwarded to members of the Arkansas Technical Review Committee. Resulting comments received from the Technical Review Committee which represents the position of the State of Arkansas are attached.

The State Clearinghouse wishes to thank you for your cooperation with the Arkansas Project Notification and Review System.

Sincerely,

A handwritten signature in black ink, appearing to read "Tracy L. Copeland".

Tracy L. Copeland, Manager
State Clearinghouse

TLC/th
Enclosure
CC: Randy Young, ANRC



Arkansas Natural Resources Commission



J. Randy Young, PE
Executive Director

101 East Capitol, Suite 350
Little Rock, Arkansas 72201
<http://www.anrc.arkansas.gov/>

Phone: (501) 682-1611
Fax: (501) 682-3991
E-mail: anrc@arkansas.gov

Mike Huckabee
Governor

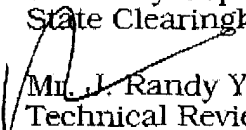
MEMORANDUM

RECEIVED

JAN 10 2006

INTERGOVERNMENTAL
SERVICES
STATE CLEARINGHOUSE

TO: Mr. Tracy Copeland, Manager
State Clearinghouse

FROM:  Mr. J. Randy Young, P.E., Chairman
Technical Review Committee

SUBJECT: The United States Coast Guard (USCG) is Announcing
Its Intent to Prepare a Programmatic Environmental Impact
Statement for the Establishment of a Nationwide Automatic
Identification System

DATE: January 9, 2006

Members of the Technical Review Committee have reviewed the above referenced project; the Nationwide Automatic Identification System (NAIS) is being conducted to provide the United States Coast Guard with the capability to receive and distribute information between shipboard and shore-side Automatic Identification System equipment in order to enhance Maritime Domain Awareness. The project will help the Coast Guard detect and identify vessels carrying Automatic Identification System equipment approaching or operating in the maritime domain of the US. In addition to Maritime Domain Awareness, Nationwide Automatic Identification System potentially has application in other Coast Guard mission, including vessel traffic management, maritime safety and mobility, search and rescue, and environmental protection and response. NAIS is expected to consist of a system of radio frequency antennas, AIS receivers, transmitters, transceivers, repeaters and other equipment located on shore-based installations and remote platforms potentially including buoys, offshore platforms, aircraft and spacecraft as needed to receive, distribute, and used the information transmitted by vessels that operated AIS equipment and transmit data to these vessels. The area of operation is expected to encompass the continental US and US Territories, including the Great Lakes, Western Rivers, Alaska, Hawaii, Puerto Rico, Guam and other waters thereof extending up to 2,000 nautical miles off-shore.

The Committee supports this project. Agency comments are included for your review.

The opportunity to comment is appreciated.
JRY/ddavis

An Equal Opportunity Employer



STATE OF ARKANSAS

OFFICE OF INTERGOVERNMENTAL SERVICES

Department of Finance and Administration

1515 West Seventh Street, Suite 412
Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone: (501) 682-1074
Fax: (501) 682-5206
<http://www.state.ar.us/dfa>

1/19/20

MEMORANDUM

TO: All Technical Review Committee Members

FROM: Tracy L. Copeland, Manager ~~TLC~~ State Clearinghouse

DATE: November ~~28~~²⁹ 2005

SUBJECT: THE UNITED STATES COAST GUARD(USCG) IN ANNOUNCING ITS INTENT TO PREPARE A PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR THE ESTABLISHMENT OF A NATIONWIDE AUTOMATIC IDENTIFICATION SYSTEM.

Please review the above stated document under provisions of Section 404 of the Clean Water Act, Section 102(2) of the National Environmental Policy Act of 1969 and the Arkansas Project Notification and Review System.

Your comments should be returned by December 14¹⁴, 2005 to - Mr. Randy Young, Chairman, Technical Review Committee, 101 E. Capitol, Suite 350, Little Rock, AR 72203.

If you have no reply within that time we will assume you have no comments and will proceed with the sign-off.

NOTE: It is imperative that your response be in to the ASWCC office by the date requested. Should your Agency anticipate having a response which will be delayed beyond the stated deadline for comments, please contact Ms. Debby Davis of the ASWCC at (501) 682-1611 or the State Clearinghouse Office.

- Support
- Do Not Support (Comments Attached)
- Comments Attached
- Support with Following Conditions
- No Comments
- Non-Degradation Certification Issues (Applies to ADEQ Only)

RECEIVED
 05 NOV 29 PM 2:47
 NATIONAL RESOURCES
 COMMISSION

Name(print) Robert Agency ANRC Date 12-29-05

Telephone Number _____



STATE OF ARKANSAS

OFFICE OF INTERGOVERNMENTAL SERVICES

Department of Finance and Administration

1515 West Seventh Street, Suite 412
Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone: (501) 682-1074
Fax: (501) 682-5206
http://www.state.ar.us/dfa

MEMORANDUM

TO: All Technical Review Committee Members
FROM: Tracy L. Copeland, Manager State Clearinghouse
DATE: November 29, 2005
SUBJECT: THE UNITED STATES COAST GUARD(USCG) IN ANNOUNCING ITS INTENT TO PREPARE A PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR THE ESTABLISHMENT OF A NATIONWIDE AUTOMATIC IDENTIFICATION SYSTEM.

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Support Do Not Support (Comments Attached)
Comments Attached Support with Following Conditions
No Comments Non-Degradation Certification Issues (Applies to ADEQ Only)

Name(print) Steve Jones Agency ADEQ Date 11-28
Telephone Number 501-682-7311



Department of Finance and Administration

1515 West Seventh Street, Suite 412
Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone: (501) 682-1074
Fax: (501) 682-5206
http://www.state.ar.us/dfa

MEMORANDUM

TO: All Technical Review Committee Members
FROM: Tracy L. Copeland, Manager - State Clearinghouse
DATE: November 29, 2005
SUBJECT: THE UNITED STATES COAST GUARD(USCG) IN ANNOUNCING ITS INTENT TO PREPARE A PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR THE ESTABLISHMENT OF A NATIONWIDE AUTOMATIC IDENTIFICATION SYSTEM.

Please review the above stated document under provisions of Section 404 of the Clean Water Act, Section 102(2) of the National Environmental Policy Act of 1969 and the Arkansas Project Notification and Review System.

Your comments should be returned by December 14, 2005 to - Mr. Randy Young, Chairman, Technical Review Committee, 101 E. Capitol, Suite 350, Little Rock, AR 72203.

If you have no reply within that time we will assume you have no comments and will proceed with the sign-off.

NOTE: It is imperative that your response be in to the ASWCC office by the date requested. Should your Agency anticipate having a response which will be delayed beyond the stated deadline for comments, please contact Ms. Debby Davis of the ASWCC at (501) 682-1611 or the State Clearinghouse Office.

- Support Do Not Support (Comments Attached)
Comments Attached Support with Following Conditions
No Comments Non-Degradation Certification Issues (Applies to ADEQ Only)

Name(print) BILL PRIOR Agency A.G.C Date 11-30-05
Telephone Number 683-0117



STATE OF ARKANSAS

OFFICE OF INTERGOVERNMENTAL SERVICES

Department of Finance and Administration

1515 West Seventh Street, Suite 412
Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone: (501) 682-1074
Fax: (501) 682-5206
http://www.state.ar.us/dfa

Handwritten initials

MEMORANDUM

TO: All Technical Review Committee Members
FROM: Tracy L. Copeland, Manager State Clearinghouse
DATE: November 29, 2005

SUBJECT: THE UNITED STATES COAST GUARD(USCG) IN ANNOUNCING ITS INTENT TO PREPARE A PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR THE ESTABLISHMENT OF A NATIONWIDE AUTOMATIC IDENTIFICATION SYSTEM.

RECEIVED
05 NOV 30 AM 11:30
ARKANSAS DEPARTMENT OF HEALTH
DIVISION OF ENGINEERING

Please review the above stated document under provisions of Section 404 of the Clean Water Act, Section 102(2) of the National Environmental Policy Act of 1969 and the Arkansas Project Notification and Review System.

Your comments should be returned by December 14, 2005 to - Mr. Randy Young, Chairman, Technical Review Committee, 101 E. Capitol, Suite 350, Little Rock, AR 72203.

If you have no reply within that time we will assume you have no comments and will proceed with the sign-off.

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- Support Do Not Support (Comments Attached)
Comments Attached Support with Following Conditions
[X] No Comments Non-Degradation Certification Issues (Applies to ADEQ Only)

Name (print) HAROLD R. BIRRELL Division of Engineering Date 12-01-05
Arkansas Department of Health
Telephone Number 501-661-2623 4815 West Markham
Little Rock, AR 72205-3867



STATE OF ARKANSAS

OFFICE OF INTERGOVERNMENTAL SERVICES

Department of Finance and Administration

1515 West Seventh Street, Suite 412
Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone: (501) 682-1074
Fax: (501) 682-5206
http://www.state.ar.us/dfa

MEMORANDUM

TO: All Technical Review Committee Members
FROM: Tracy L. Copeland, Manager - State Clearinghouse
DATE: November 29, 2005
SUBJECT: THE UNITED STATES COAST GUARD(USCG) IN ANNOUNCING ITS INTENT TO PREPARE A PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR THE ESTABLISHMENT OF A NATIONWIDE AUTOMATIC IDENTIFICATION SYSTEM.

RECEIVED
05 DEC - 5 AM 10:10
NATIONAL ENVIRONMENTAL POLICY ACT COMMISSION

Please review the above stated document under provisions of Section 404 of the Clean Water Act, Section 102(2) of the National Environmental Policy Act of 1969 and the Arkansas Project Notification and Review System.

Your comments should be returned by December 14, 2005 to - Mr. Randy Young, Chairman, Technical Review Committee, 101 E. Capitol, Suite 350, Little Rock, AR 72203.

If you have no reply within that time we will assume you have no comments and will proceed with the sign-off.

NOTE: It is Imperative that your response be in to the ASWCC office by the date requested. Should your Agency anticipate having a response which will be delayed beyond the stated deadline for comments, please contact Ms. Debby Davis of the ASWCC at (501) 682-1611 or the State Clearinghouse Office.

- Support
Do Not Support (Comments Attached)
Comments Attached
Support with Following Conditions
No Comments
Non-Degradation Certification Issues (Applies to ADEQ Only)

Name(print) George Chubbart Agency AEC Date 12-2-05
Telephone Number 296-1861



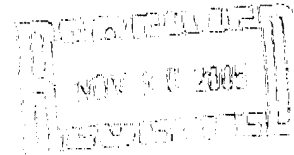
STATE OF ARKANSAS

OFFICE OF INTERGOVERNMENTAL SERVICES

Department of Finance and Administration

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Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone: (501) 682-1074
Fax: (501) 682-5206
http://www.state.ar.us/dfa

MEMORANDUM



TO: All Technical Review Committee Members
FROM: Tracy L. Copeland, Manager - State Clearinghouse
DATE: November 29, 2005
SUBJECT: THE UNITED STATES COAST GUARD(USCG) IN ANNOUNCING ITS INTENT TO PREPARE A PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR THE ESTABLISHMENT OF A NATIONWIDE AUTOMATIC IDENTIFICATION SYSTEM.

Please review the above stated document under provisions of Section 404 of the Clean Water Act, Section 102(2) of the National Environmental Policy Act of 1969 and the Arkansas Project Notification and Review System.

Your comments should be returned by December 14, 2005 to - Mr. Randy Young, Chairman, Technical Review Committee, 101 E. Capitol, Suite 350, Little Rock, AR 72203.

If you have no reply within that time we will assume you have no comments and will proceed with the sign-off.

NOTE: It is imperative that your response be in to the ASWCC office by the date requested. Should your Agency anticipate having a response which will be delayed beyond the stated deadline for comments, please contact Ms. Debby Davis of the ASWCC at (501) 682-1611 or the State Clearinghouse Office.

- Support
Do Not Support (Comments Attached)
Comments Attached
Support with Following Conditions
No Comments
Non-Degradation Certification Issues (Applies to ADEQ Only)

Name(print) Kevin Donnan Agency ADEQ Date 11-30-05
Telephone Number 501-682-0645



STATE OF ARKANSAS

OFFICE OF INTERGOVERNMENTAL SERVICES

Department of Finance and Administration

1515 West Seventh Street, Suite 412
Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone: (501) 682-1074
Fax: (501) 682-5206
http://www.state.ar.us/dfa

MEMORANDUM

TO: All Technical Review Committee Members
FROM: Tracy L. Copeland, Manager - State Clearinghouse
DATE: November 24, 2005
SUBJECT: THE UNITED STATES COAST GUARD(USCG) IN ANNOUNCING ITS INTENT TO PREPARE A PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR THE ESTABLISHMENT OF A NATIONWIDE AUTOMATIC IDENTIFICATION SYSTEM.

Please review the above stated document under provisions of Section 404 of the Clean Water Act, Section 102(2) of the National Environmental Policy Act of 1969 and the Arkansas Project Notification and Review System.

Your comments should be returned by December 14, 2005 to - Mr. Randy Young, Chairman, Technical Review Committee, 101 E. Capitol, Suite 350, Little Rock, AR 72203.

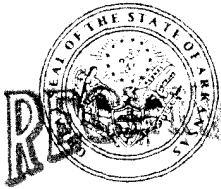
If you have no reply within that time we will assume you have no comments and will proceed with the sign-off.

NOTE: It is imperative that your response be in to the ASWCC office by the date requested. Should your Agency anticipate having a response which will be delayed beyond the stated deadline for comments, please contact Ms. Debby Davis of the ASWCC at (501) 682-1611 or the State Clearinghouse Office.

- Support
Do Not Support (Comments Attached)
Comments Attached
Support with Following Conditions
No Comments
Non-Degradation Certification Issues (Applies to ADEQ Only)

Name(print) Robert K. Leonard Agency AGFC Date 12-14-05
Telephone Number 978-7301

HARRIS



STATE OF ARKANSAS

OFFICE OF INTERGOVERNMENTAL SERVICES

Department of Finance and Administration

1515 West Seventh Street, Suite 412
Post Office Box 8031
Little Rock, Arkansas 72203-8031
Phone: (501) 682-1074
Fax: (501) 682-5206
http://www.state.ar.us/dfa

DEC 15 2005

INTERGOVERNMENTAL SERVICES STATE CLEARINGHOUSE

MEMORANDUM

TO: All Technical Review Committee Members
FROM: Tracy L. Copeland, Manager, State Clearinghouse
DATE: November 29, 2005
SUBJECT: THE UNITED STATES COAST GUARD(USCG) IN ANNOUNCING ITS INTENT TO PREPARE A PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR THE ESTABLISHMENT OF A NATIONWIDE AUTOMATIC IDENTIFICATION SYSTEM.

RECEIVED AHTD NOV 30 2005 ENVIRONMENTAL DIVISION

Please review the above stated document under provisions of Section 404 of the Clean Water Act, Section 102(2) of the National Environmental Policy Act of 1969 and the Arkansas Project Notification and Review System.

Your comments should be returned by December 14, 2005 to - Mr. Randy Young, Chairman, Technical Review Committee, 101 E. Capitol, Suite 350, Little Rock, AR 72203.

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- Support Do Not Support (Comments Attached)
Comments Attached Support with Following Conditions
No Comments Non-Degradation Certification Issues (Applies to ADEQ Only)

RECEIVED DEC 15 2005 INTERGOVERNMENTAL SERVICES STATE CLEARINGHOUSE

Name(print) John L. Harris Agency AHTD Date 12/8/05
Telephone Number (501) 569-2281

383948

USCG-05-22 837-22

December 28, 2005

K. J. Guth
Captain, U.S. Coast Guard
Project Manager, Nationwide AIS Project
2100 Second Street, SW
Washington, D.C. 20593-0001

Re: AHC 2006-0235; Establish Nationwide Automatic Identification System, Alabama, Statewide

Dear Captain Guth:

The Alabama Historical Commission is in receipt of the above referenced document. Thank you for forwarding this notice; we will add it to our files. Please be aware that our office will need to review a completed Project Review Consultation form for each project area on a case-by-case basis. Please note that the form requests that you forward photographs of the project area as well as a USGS topographic quadrangle with the project area clearly marked. We have enclosed this form for your convenience. Upon review of this form, our office will issue comments for each action.

We appreciate your commitment to helping us preserve Alabama's non-renewable resources. Should you have any questions, please contact Amanda McBride of this office and include the AHC tracking number referenced above.

Very truly yours,



Elizabeth Ann Brown
Deputy State Historic Preservation Officer

EAB/ALM/alm

Enclosure: PRC form

468 South Perry Street
Montgomery, Alabama
36130-0900

tel 334 242-3184
fax 334 240-3477

Alabama Historical Commission
468 S. Perry St.
Montgomery, AL 36130-0900
334-242-3184

PROJECT REVIEW CONSULTATION

APPLICANT _____ PROJECT COUNTY _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

CONTACT PERSON _____ TELEPHONE _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

FEDERAL PROGRAM _____ TYPE OF ASSISTANCE _____

SIGNATURE _____ DATE _____

I. GENERAL INFORMATION

1. Project description _____

2. Has the identical project been previously submitted for review? If yes, enclose a copy of the State Historic Preservation Officer's comments. (Y/N): _____

3. Give the project's Township, Range, and Section description.

TOWNSHIP _____ RANGE _____ SECTION _____

4. How many acres are in the project area? _____

5. Attach a clearly labeled copy of a USGS topographic map indicating the precise location of the project. (Be sure to include the name of the quad sheet from which it came.)

6. Please provide at least one representative photograph of the project area, and be sure to include directional information (facing east, northwest, etc.).

II. STANDING STRUCTURE INFORMATION

1. Will the project involve the rehabilitation, relocation, or demolition of any structure over 50 years old? (Y/N) _____

2. If yes, what was the date of construction? _____
3. Attach photographs of the front and rear elevations.
4. Have plans and specifications for the rehabilitation, relocation, or demolition been completed? If yes, enclose a copy of those plans. (Y/N) _____
5. Are there any structures over 50 years old that are adjacent to or within sight of any of the boundaries of the proposed project? (Y/N) _____
6. If yes, what was the date of construction? _____
7. If applicable, enclose a brief contextual overview of information relating to the historic background of any structure, site, or districts within the project area or pertaining to any adjacent structures, sites or districts. (i.e. Its relationship to any historic events, persons, industries or commerce.)
8. Attach photographs of any structures over 50 years old adjacent to the project area.
9. Is the rehabilitation, relocation, or demolition located within or near a nationally designated historic district, site or structure? If yes, give the name of the district, site or structure. (Y/N) _____

Name: _____

III. SITE INFORMATION

1. To your knowledge, has a cultural resource assessment been conducted in the proposed project area? If yes, enclose a copy of the archaeologist's report. (Y/N) _____
2. Has the ground at the project location been disturbed other than by agriculture? If yes, please describe the ground disturbance. (Y/N) _____

3. Describe the present use and condition of the property. _____

IV ADDITIONAL INFORMATION

Please elaborate on the above questions and/or include any additional information you feel may be helpful in the review process of your project. Attach additional pages if necessary.

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386082



North Carolina Department of Administration

Michael F. Easley, Governor

Gwynn T. Swinson, Secretary

January 20, 2006

Mr. David Wiskochil
U.S. Coast Guard
2100 Second Street, S.W.
Commandment G-OPD
Washington, DC 20593-0001

USCG-2005-22837-24

Dear Mr. Wiskochil:

Re: SCH File # 06-E-0000-0181; Scoping; Establishment of a Nationwide Automatic Identification System (NAIS) with capabilities to receive and distribute information between shipboard & shoreside.

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are the comments made by agencies in the course of this review.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,

A handwritten signature in cursive script that reads "Chrys Baggett/5/06".

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Attachments

Mailing Address:
1301 Mail Service Center
Raleigh, NC 27699-1301

Telephone: (919)807-2425
Fax (919)733-9571
State Courier #51-01-00
e-mail Chrys.Baggett@ncmail.net

Location Address:
116 West Jones Street
Raleigh, North Carolina




North Carolina Department of Environment and Natural Resources

Michael F. Easley, Governor

William G. Ross Jr., Secretary

MEMORANDUM

TO: Chrys Baggett
State Clearinghouse

FROM: Melba McGee 
Environmental Review Coordinator

SUBJECT: 06-0181 Scoping USCG Nationwide Automatic Identification System

DATE: January 6, 2006



The Department of Environment and Natural Resources has reviewed the proposed information. The attached comments are for the applicant's information.

Thank you for the opportunity to review.

Attachments



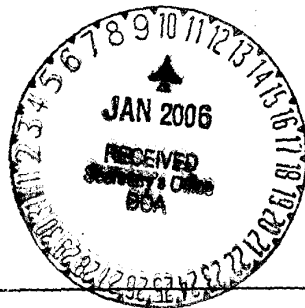
Reviewing Office: W&R
 Project Number: 06-0181 Due Date: 12/20/12

INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS

After review of this project it has been determined that the DENR permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of this form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (Statutory Time Limit)
<input type="checkbox"/> Permit to construct & operate wastewater treatment facilities, sewer system extensions & sewer systems not discharging into state surface waters.	Application 90 days before begin construction or award of construction contracts. On-site inspection. Post-application technical conference usual.	30 days (90 days)
<input type="checkbox"/> NPDES-permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begin activity. On-site inspection preapplication conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90 - 120 days (N/A)
<input type="checkbox"/> Water Use Permit	Preapplication technical conference usually necessary	30 days (N/A)
<input type="checkbox"/> Well Construction Permit	Complete application must be received and permit issued prior to the installation of a well.	7 days (15 days)
<input type="checkbox"/> Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Preapplication conference usual. Filing may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
<input type="checkbox"/> Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100, 2Q.0300, 2H.0600)	N/A	60 days
<input checked="" type="checkbox"/> Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
<input checked="" type="checkbox"/> Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 2D.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-733-0820.		
<input type="checkbox"/> Complex Source Permit required under 15 A NCAC 2D.0800		
<input type="checkbox"/> The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed. Plan filed with proper Regional Office (Land Quality Section) at least 30 days before beginning activity. A fee of \$50 for the first acre or any part of an acre.		20 days (30 days)
<input type="checkbox"/> The Sedimentation Pollution Control Act of 1973 must be addressed with respect to the referenced Local Ordinance.		30 days
<input type="checkbox"/> Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable stormwater conveyances and outlets.		
<input type="checkbox"/> Mining Permit	On-site inspection usual. Surety bond filed with DENR. Bond amount varies with type mine and number of acres of affected land. Any are mined greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
<input type="checkbox"/> North Carolina Burning permit	On-site inspection by N.C. Division of Forest Resources if permit exceeds 4 days	1 day (N/A)
<input type="checkbox"/> Special Ground Clearance Burning Permit-22 counties in coastal N.C. with organic soils.	On-site inspection by N.C. Division of Forest Resources required "if more than five acres of ground clearing activities are involved. Inspections should be requested at least ten days before actual burn is planned."	1 day (N/A)
<input type="checkbox"/> Oil Refining Facilities	N/A	90 - 120 day (N/A)

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (Statutory Time Limit)
<input type="checkbox"/>	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction, certify construction is according to DENR approved plans. May also require permit under mosquito control program, and a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must accompany the application. An additional processing fee based on a percentage of the total project cost will be required upon completion.	30 days (60 days)
<input type="checkbox"/>	Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with DENR running to State of N.C. conditional that any well opened by drill operator shall, upon abandonment, be plugged according to DENR rules and regulations.	10 days (N/A)
<input type="checkbox"/>	Geophysical Exploration Permit	Application filed with DENR at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days (N/A)
<input type="checkbox"/>	State Lakes Construction Permit	Application fees based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property.	15 - 20 days (N/A)
<input type="checkbox"/>	401 Water Quality Certification	N/A	55 days (130 days)
<input type="checkbox"/>	CAMA Permit for MAJOR development	\$250.00 fee must accompany application	60 days (130 days)
<input type="checkbox"/>	CAMA Permit for MINOR development	\$50.00 fee must accompany application	22 days (25 days)
<input type="checkbox"/>	Several geodetic monuments are located in or near the project area. If any monument needs to be moved or destroyed, please notify: N.C. Geodetic Survey, Box 27687 Raleigh, N.C. 27611		
<input type="checkbox"/>	Abandonment of any wells, if required must be in accordance with Title 15A, Subchapter 2C.0100.		
<input type="checkbox"/>	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
<input type="checkbox"/>	Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required.		45 days (N/A)
*	Other comments (attach additional pages as necessary, being certain to cite comment authority)		



REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

- | | | |
|---|--|--|
| <input type="checkbox"/> Asheville Regional Office
59 Woodfin Place
Asheville, N.C. 28801
(828) 251-6208 | <input type="checkbox"/> Mooresville Regional Office
919 North Main Street
Mooresville, N.C. 28115
(704) 663-1699 | <input type="checkbox"/> Wilmington Regional Office
127 Cardinal Drive Extension
Wilmington, N.C. 28405
(910) 395-3900 |
| <input type="checkbox"/> Fayetteville Regional Office
225 Green Street, Suite 714
Fayetteville, N.C. 28301
(910) 486-1541 | <input type="checkbox"/> Raleigh Regional Office
3800 Barrett Drive, P.O. Box 27687
Raleigh, N.C. 27611
(919) 571-4700 | <input type="checkbox"/> Winston-Salem Regional Office
585 Woughtown Street
Winston-Salem, N.C. 27107
(336) 771-4600 |
| <input type="checkbox"/> Washington Regional Office
943 Washington Square Mall
Washington, N.C. 27889
(252) 946-6481 | | |



North Carolina Wildlife Resources Commission

Richard B. Hamilton, Executive Director

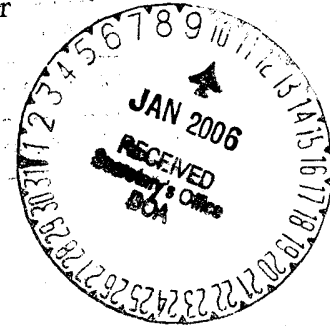
MEMORANDUM

TO: Melba McGee
Office of Legislative and Intergovernmental Affairs, DENR

FROM: Steven H. Everhart, PhD *Steve Everhart*
Southern Coastal Coordinator
Habitat Conservation Program

DATE: December 19, 2005

SUBJECT: PEIS Scoping, USCG Nationwide Automatic Identification System (NAIS), Proj. No. # 06-0181,
Due Date: 12/26/2005.



This memorandum responds to a request from the USCG for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists with the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed improvements. Our comments are provided in accordance with certain provisions of the North Carolina Environmental Policy Act (G.S. 113A-1 through 113A-10; 1 NCAC 25) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

The applicant proposes to install a system of radio frequency antennas, AIS receivers, transmitters, transceivers, repeaters and other equipment located on shore-based installations and remote platforms potentially including buoys, offshore platforms, aircraft, and spacecraft as need to received, distribute, and use the information transmitted by vessels that operate AIS equipment and transmit data to these vessels. Currently, the specific implementation sites and methods are not known.

Since the specific sites and methods are not currently known, we cannot make specific recommendations regarding impacts to fish and wildlife resources. However, to help facilitate document preparation and the review process, our general informational needs are outlined below:

1. Please include a description of any streams or wetlands affected by the project. The need for channelizing or relocating portions of streams crossed and the extent of such activities.
2. Cover type maps showing wetland acreages impacted by the project. Wetland acreages should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U. S. Army Corps of Engineers (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.
3. Mitigation for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses that result from each of the four alternatives for reject water disposal.

4. Discuss the cumulative impacts of secondary development facilitated by the proposed project. Such discussion should weigh the economic benefits of such growth against the costs of associated environmental degradation.
 - (a) Include specific measures that will be used to address stormwater and sedimentation at the source. Include specific requirements for both residential and industrial developments and Best Management Practices (BMPs) that will be required.
 - (b) Include specific measures that will be used to protect stream corridors, riparian habitat, and a minimum of the 100-year floodplain from filling and development. Commitments by the project sponsors to protect area streams with riparian buffers through purchase or conservation easement are of particular interest.
5. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. A listing of designated plant species can be developed through consultation with:

The Natural Heritage Program
N. C. Division of Parks and Recreation
1615 Mail Service Center
Raleigh, N. C. 27699-1615
(919) 733-7795

and,

NCDA Plant Conservation Program
P. O. Box 27647
Raleigh, N. C. 27611
(919) 733-3610

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact me at (910) 796-7436.



North Carolina Department of Environment and Natural Resources
Division of Coastal Management

Michael F. Easley, Governor

Charles S. Jones, Director

William G. Ross Jr., Secretary

December 20, 2005

Melba McGee
Environmental Coordinator
Office of Legislative & Intergovernmental Affairs
Department of Environment and Natural Resources
1601 Mail Service Center
Raleigh, NC 27699-0001



SUBJECT: Comments Regarding the Proposed Environmental Assessment for a Planned US Coast Guard Nationwide Automatic Identification System, Coastal North Carolina (SCH#06-0181, DCM#20050122)

Dear Ms. McGee:

Thank you for the opportunity to review and provide comments on the proposed programmatic environmental impact statement (PEIS) for a planned US Coast Guard Nationwide Automatic Identification System (NAIS) that could potentially be located in North Carolina. The proposed project, as described in the review request, is the establishment of an Automatic Identification System (AIS) to detect and identify vessels carrying AIS equipment approaching or operating in the maritime domain of the United States. The NAIS system is expected to consist of a system of AIS receives, transmitters, repeaters, and other equipment located on shoreside installations, remote platforms, aircraft, and spacecraft. The purpose of this review is to identify the environmental and regulatory issues that the proposed environmental programmatic environmental impact statement will need to evaluate.

According to the review request, the USCG will use the PEIS to tier site-specific environmental analysis during implementation once specific sites become known. The scoping comments provided by DCM, to facilitate the entire environmental review process, are focused on the concluding analysis that would be required by the Coast Guard when it develops the site-specific environmental documents and the required consistency determination for project components that are anticipated to have a coastal effect. The proposed NAIS system would be considered to have a coastal effect if any project components would have an effect on any coastal use or coastal resource as detailed in 15 CFR 930.11. In situations where the PEIS is unable to provide site-specific detail, the PEIS will need to identify the types of site-specific information that must be collected and analyzed by the subsequent environmental documents. DCM's comments begin on the next page.

400 Commerce Avenue, Morehead City, North Carolina 28557-3421
Phone: 252-808-2808 \ FAX: 252-247-3330 \ Internet: www.nccoastalmanagement.net

- The proposed action described in the PEIS and as further defined by subsequent environmental documents will be subject to one or more consistency reviews by DCM under the Federal Coastal Zone Management Act of 1972 as amended should there be a coastal effect within the State of North Carolina¹. Pursuant to 15 CFR 930.37 a Federal agency may use its NEPA documents as a vehicle for its consistency determination provided that all the requirements of 15 CFR 930.39 are met by the NEPA document². We would encourage the USCG to visit DCM's webpage at <http://www.nccoastalmanagement.net/Permits/consist.htm> for additional details and submission samples.
- North Carolina's coastal zone management program consists of, but is not limited to, the Coastal Area Management Act, Chapter 7 of Title 15A of North Carolina's Administrative Code, the State's Dredge and Fill Law, and the land use plan³ of the County and/or local municipality in which the proposed project is located. Pursuant to 15 CFR 930.39, the consistency determination submission by the USCG must be based on an evaluation of the relevant enforceable policies of the State's coastal management program.
- The standard of review for a proposed Federal activity within an Area of Environmental Concern (AEC) as defined in §113A-113 of the Coastal Area Management Act are Subchapters 7H and 7M of Title 15A of North Carolina's Administrative Code⁴. Proposed Federal activities that are outside of an AEC are usually reviewed under Subchapter 7M of Title 15A of North Carolina's Administrative Code. DCM recommends, if possible, that the PEIS depict for any project components in North Carolina their geographical relationship to any AECs that may exist. DCM also recognizes that at the PEIS phase that specific sites may not yet have been identified. In the event that specific sites have not yet been identified for the PEIS, DCM recommends that the proposed PEIS discuss that the subsequent environmental assessment contain an evaluation of any proposed communication facility's relationship any AEC including a graphical depiction of any AEC line should one exist within the project vicinity.
- DCM has relocated its offices to Morehead City, NC. The new address is 400 Commerce Avenue, Morehead City, NC 28557-3421. The USCG notice to DCM was mailed to the old Raleigh address.
- From the limited description of the proposed project, it appears that the communication facilities may be placed in close proximity to the shoreline and waters of North Carolina. Placing communication facilities in these locations will require careful compliance with North Carolina's coastal management program to avoid habitat areas, to minimize other environmental effects, and to minimize interference with Public Trust rights.
- The proposed project may require other State approvals, such as a 401 Water Quality Certification, Stormwater Plan, and/or an Erosion and Sediment Control Plan. DCM recommends that the proposed PEIS either have a section that discusses the necessity for other

¹ The proposed action, the establishment of the Nationwide Automatic Identification System, may require several consistency reviews by DCM as it moves from the conceptual phase to actual implementation. DCM consistency review would only be necessary should the proposed project have a coastal effect within North Carolina. The USCG may still be required to obtain consistency reviews from other coastal states.

² The USCG may also prepare a national or regional consistency determination pursuant to 15 CFR 930.36(e).

³ DCM recommends that the Coast Guard review the local land use plans to determine whether the proposed communication facilities would be consistent with the local land use plans and whether the local land use plans contain siting and design standards for communication facilities.

⁴ The State's Dredge and Fill Law and the local land use plan are still a part of the standard of review.

State approvals and permits or acknowledges that this issue will be evaluated under a subsequent environmental document. DCM encourages the USCG to obtain any required State permits prior to submitting the final consistency determination that would request the actual construction of the proposed facilities.

- DCM recommends that a biological assessment be prepared on the potential project sites to identify biological constraints (such as wetlands, endangered species habitat, and/or construction moratorium periods) and to recommend mitigation measures for minimizing unavoidable impacts. Pursuant to 15A NCAC 07M .0700 of Chapter 7 of Title 15A of North Carolina's Administrative Code, DCM may only approve a project where there is no reasonable or prudent alternate design or location for the project that would avoid the losses to be mitigated.

In closing, I would like to assure the USCG that the Division of Coastal Management truly appreciates the USCG's dedication to protecting the citizens of the United States, and we look forward to working with the USCG on this proposed project to ensure that the needs of both the USCG and the State of North Carolina are addressed. Thank you for your consideration of the North Carolina Coastal Management Program

Sincerely,



Stephen Rynas, AICP
Federal Consistency Coordinator

cc: Charles S. Jones, Division of Coastal Management
Doug Huggett, Division of Coastal Management
Ted Sampson, Division of Coastal Management
Terry Moore, Division of Coastal Management
Tere Barrett, Division of Coastal Management
Jim Gregson, Division of Coastal Management



North Carolina Department of Environment and Natural Resources

Michael F. Easley, Governor

William G. Ross Jr., Secretary

MEMORANDUM

TO: Chrys Baggett
State Clearinghouse

FROM: Melba McGee *mw*
Project Review Coordinator

SUBJECT: 06-0181 US Department of Homeland Security

DATE: January 12, 2006



The attached comments were received by this office after the response due date. These comments should be forwarded to the applicant and made a part of our previous comment package.

Thank you for the opportunity to respond.

Attachment

DEC 28 2005

DEPARTMENT OF ENVIRONMENT AND
NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Project # 06-0181
County All Coastal

Inter-Agency Project Review Response

Project Name: US Dept. of Homeland Security Type of Project: Establishment of a Nationwide Automatic Identification System (NAIS) with capabilities to receive & distribute info between shipboard & shoreline.

Comments provided by:

- Regional Program Person
- Regional Supervisor for Public Water Supply Section
- Central Office program person

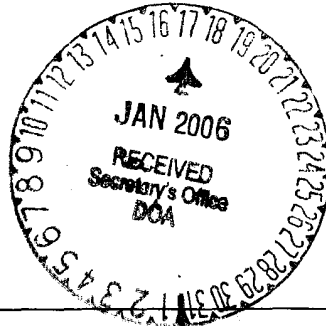
Name: Fred Hill Telephone #: (252) 946-6481 Date Rec'd: 12-15-2005
Date Rev'd: 12-22-2005

Program within Division of Environmental Health:

- Public Water Supply
- Other, Name of Program _____

Response (check all applicable):

- No objection to project as proposed
- No comment
- Insufficient information to complete review
- Comments attached
- See comments below



Locations for shoreside facilities have not been selected, however consideration should be given to existing or potential water sources, treatment and utility distribution piping, with efforts made to avoid conflicting usage.

If such facilities or piping must be constructed or relocated, appropriately engineered plans and specifications should be prepared for review and approval by the appropriate State agency.

Return to :
Public Water Supply Section
Environmental Review Coordinator
for the
Division of Environmental Health

DEPARTMENT OF ENVIRONMENT AND
NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Project Number 06-0181
County All Coastal Counties

Inter-Agency Project Review Response

Project Name US Dept. of Homeland Sec. Type of Project Establishment of a Nationwide Automatic Identification System (NAIS) with capabilities to receive & distribute info between shipboard & shoreline.

- The applicant should be advised that plans and specifications for all water system improvements must be approved by the Division of Environmental Health prior to the award of a contract or the initiation of construction (as required by 15A NCAC 18C .0300et. seq.). For information, contact the Public Water Supply Section, (919) 733-2321.
- This project will be classified as a non-community public water supply and must comply with state and federal drinking water monitoring requirements. For more information the applicant should contact the Public Water Supply Section, (919) 733-2321.
- If this project is constructed as proposed, we will recommend closure of _____ feet of adjacent waters to the harvest of shellfish. For information regarding the shellfish sanitation program, the applicant should contact the Shellfish Sanitation Section at (252) 726-6827.
- The soil disposal area(s) proposed for this project may produce a mosquito breeding problem. For information concerning appropriate mosquito control measures, the applicant should contact the Public Health Pest Management Section at (919) 733-6407.
- The applicant should be advised that prior to the removal or demolition of dilapidated structures, a extensive rodent control program may be necessary in order to prevent the migration of the rodents to adjacent areas. For information concerning rodent control, contact the local health department or the Public Health Pest Management Section at (919) 733-6407.
- The applicant should be advised to contact the local health department regarding their requirements for septic tank installations (as required under 15A NCAC 18A. 1900 et. sep.). For information concerning septic tank and other on-site waste disposal methods, contact the On-Site Wastewater Section at (919) 733-2895.
- The applicant should be advised to contact the local health department regarding the sanitary facilities required for this project.
- If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Environmental Health, Public Water Supply Section, Technical Services Branch, 1634 Mail Service Center, Raleigh, North Carolina 27699-1634, (919) 733-2321.
- For Regional and Central Office comments, see the reverse side of this form.

Jim McRight

PWSS

12/13/05

Reviewer

Section/Branch

Date

386084



MARYLAND DEPARTMENT OF THE ENVIRONMENT
1800 Washington Boulevard • Baltimore Maryland 21230-1718
(410) 537-4120

Robert L. Ehrlich, Jr.
Governor

Kend P. Philbrick
Secretary

Michael S. Steele
Lt. Governor

Jonas A. Jacobson
Deputy Secretary

January 20, 2006

Captain K. J. Guth
Nationwide AIS Project
United States Coast Guard
2100 Second Street, SW
Washington DC 20593

USCG-2005-22837-05

RE: State Application Identifier: MD20051129-0959
Project: Scoping...National Automatic Identification System

Dear Captain Guth:

Thank you for the opportunity to review the above referenced project. The document was circulated throughout the Maryland Department of the Environment (MDE) for review, and the following comments are offered for your consideration.

The U.S. Coast Guard plan to establish an electronic Nationwide Automatic Identification System for ship traffic would appear to have a great deal of benefit to their organization and national security in general. The electronic reporting system would apparently have real time reporting capabilities in order to track ship movements. Given the real time reporting capabilities, and that other information might also be transmitted via the network, provisions for other types of data transmission might be considered for inclusion in the system.

First, the system should be considered as an alternative means of transmitting ballast water management reports that are currently required by all ships entering the nation's ports. Electronic reporting would provide the potential for direct entry into the database maintained for the Coast Guard by the Smithsonian Environmental Research Center. This would have the potential of reducing costs and improving the timeliness of the data.

Captain K. J. Guth

January 20, 2006

Page Two

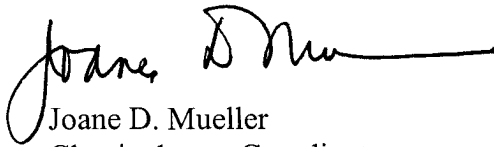
Secondly, a number of state and federal agencies are in the process of preparing a strategy for monitoring the nation's coastal waters. This is being done under the auspices of the National Water Monitoring Council. It would seem likely that at least some ships could be fitted with basic water quality monitoring systems that would produce data that could be used to more precisely and thoroughly monitor key water quality conditions as they traverse our coastal waters. While not all ships would be outfitted for this purpose, the envisioned electronic tracking and reporting system should be constructed to allow for this element to be incorporated.

In the same manner, ships fitted with key weather sensors could also transmit that data via the same system. This data would provide information to a wide array of government, weather, and shipping interests.

In summary, the system needs to be constructed with broader interests in mind than just tracking ships for safety and security purposes. Since the primary cost in establishing the network will be related to the physical elements, the added benefits of incorporating additional data transmission capabilities would make the system much more valuable at minimal extra cost.

Again, thank you for giving MDE the opportunity to review this project. If you have any questions, please feel free to call me at (410) 537-4120.

Sincerely,

A handwritten signature in black ink, appearing to read "Joane D. Mueller", with a long horizontal flourish extending to the right.

Joane D. Mueller
Clearinghouse Coordinator

cc: Bob Rosenbush, State Clearinghouse

PUBLIC INVOLVEMENT

**(NOA, INTERESTED PARTY LETTER, MAILING LIST, PUBLIC COMMENTS AND
RESPONSES ON THE DRAFT PEIS)**

United States Department of Justice
United States Environmental Protection
Agency

Arizona Public Service Company
Constellation Energy Generation Group
Dominion Energy
Dominion Generation
Energy Operations
Excelon Generation Company, LLC
General Electric Energy Nuclear Energy
National Institute of Standards and
Technology
Nuclear Energy Institute
Southern Nuclear Company
USEC, Inc.

Oil and Gas Sector

Federal Energy Regulatory Commission
National Association of Regulatory Utility
Commissioners
National Association of State Energy Officials
United States Department of Agriculture
United States Department of Defense
United States Department of Energy
United States Department of Homeland
Security
United States Department of the Interior
United States Department of State
United States Department of Transportation
United States Environmental Protection
Agency

American Gas Association
American Petroleum Institute
American Public Gas Association
Anadarko Canada Corp.
Anadarko Petroleum Corporation
Association of Oil Pipe Lines
BP
Canadian Association of Petroleum
Producers
Chevron Corporation
ConocoPhillips
Domestic Petroleum Council
Dominion Resources, Inc.
Edison Chouest Offshore, LLC
El Paso Corp.
ExxonMobil
Gas Processors Association
International Association of Drilling
Contractors

Interstate Natural Gas Association of America
Independent Petroleum Association of
America
Leffler Energy
Marathon Petroleum Company, LLC
National Petrochemical & Refiners
Association
National Propane Gas Association
NiSource, Inc.
Newfoundland Ocean Industries Association
Offshore Marine Service Association
Petroleum Marketers Association of America
Rowan Companies, Inc.
Shell Oil Company
Shipley Stores, LLC
U.S. Oil & Gas Association
Valero Energy Corporation
Western States Petroleum Association

Postal and Shipping Sector

United States Department of Defense
United States Department of Health and
Human Services
United States Department of Homeland
Security
United States Department of Justice

DHL
FedEx
United Parcel Service of America, Inc.
United States Postal Service

Transportation Sector

United States Department of Defense
United States Department of Energy
United States Department of Homeland
Security
United States Department of Transportation
American Public Transportation Association
Association of American Railroads
New Jersey Transit

Water Sector Members

Association of State and Interstate Water
Pollution Control Administrators
Association of State Drinking Water
Administrators
United States Army Corps of Engineers
United States Department of Agriculture
United States Department of Defense
United States Department of Health and
Human Services
United States Department of Homeland
Security
United States Department of State
United States Department of the Interior
United States Environmental Protection
Agency
Alexandria Sanitation Authority
American Water
American Water Works Association
Association of Metropolitan Water Agencies
AWWA Research Foundation
Bean Blossom Patricksburg Water
Corporation
Boston Water and Sewer Commission
Breezy Hill Water and Sewer Company
City of Portland Bureau of Environmental
Services
Columbus Water Works
Fairfax Water
Greenville Water System
Los Angeles Department of Water and Power
Manchester Water Works
Milwaukee Water Works
National Association of Clean Water
Agencies
National Association of Water Companies
National Rural Water Association
New York City Department of Environmental
Protection
Pima County Wastewater Management
Department
United Water
Water Environment Federation
Water Environment Research Foundation

[FR Doc. E6-10276 Filed 6-29-06; 8:45 am]

BILLING CODE 4410-10-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[USCG-2005-22837]

Nationwide Automatic Identification System, Draft Programmatic Environmental Impact Statement

AGENCY: U.S. Coast Guard, Department
of Homeland Security.

ACTION: Notice of availability; notice of
public meeting; request for public
comments.

SUMMARY: The U.S. Coast Guard (USCG) announces the availability of the draft programmatic environmental impact statement (PEIS) addressing the proposed implementation of the Nationwide Automatic Identification System (NAIS) project. The proposed implementation of the NAIS project would involve installing receivers, transmitters, transceivers, repeaters, and other equipment on towers or other structures at up to 450 sites at locations along 95,000 miles of coastline and inland waterways, as well as the use of selected remote platforms. The USCG requests public comments on the draft PEIS.

DATES: One public meeting concerning the draft PEIS is planned. The public meeting will be held on Wednesday, August 9, 2006 in Washington, DC. The public meeting will begin at 9 a.m. and is scheduled to end at 11 a.m. The public meeting may end earlier or later than the stated time, depending on the number of persons wishing to speak. Comments and related material submitted in response to the request for public comments must reach the Docket Management Facility on or before August 14, 2006.

ADDRESSES: The public meeting will be held at the USCG Headquarters building (Transpoint Building), 2100 Second Street, SW., Washington, DC 20593.

You may submit comments identified by Coast Guard docket number USCG-2005-22837 to the Docket Management Facility at the U.S. Department of Transportation (DOT). To avoid duplication, please use only one of the following methods to submit comments or other materials:

(1) *Web site:* <http://dms.dot.gov>.

(2) *Mail:* Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001.

(3) *Fax:* 202-493-2251.

(4) *Delivery:* Room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except holidays. The telephone number is 202-366-9329.

(5) *Federal eRulemaking Portal:* <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, please call or e-mail Anita Allen, Ph.D., NAIS Environmental Manager, at 202-474-3292 or aallen@comdt.uscg.mil. If you have questions on viewing the docket, call Ms. Andrea M. Jenkins,

Program Manager, Docket Operations at 202-366-0271.

The draft PEIS is available for viewing online at the DOT's docket management Web site: <http://dms.dot.gov> under docket number 22837. A copy of the draft PEIS can also be obtained on the NAIS project Web site: <http://www.uscg.mil/hq/g-a/AIS/> or by contacting Dr. Allen.

SUPPLEMENTARY INFORMATION:

Public Meeting

We invite you to comment at the public meeting on the proposed action and the evaluation presented in the draft PEIS.

Please notify the USCG prior to the public meeting if you wish to speak at the public meeting (see **FOR FURTHER INFORMATION CONTACT**). In order to allow everyone a chance to speak, the USCG may limit speaker time, or extend the meeting hours, or both. You must identify yourself, and any organization you represent, by name. Your remarks will be recorded or transcribed for inclusion in the public docket. You may submit written material at the public meeting, either in place of or in addition to speaking. Written material must include your name and address.

Verbal and written input will be included in the public docket. Public docket materials will be made available to the public on the Docket Management Facility's Docket Management System (DMS). See "Request for Comments" for information about DMS and your rights under the Privacy Act.

If you plan to attend the public meeting, and need special assistance such as sign language interpretation or other reasonable accommodation, please notify the USCG (see **FOR FURTHER INFORMATION CONTACT**) at least 3 business days in advance. Include your contact information, as well as information about your specific needs.

Request for Comments

As a part of the process to prepare the PEIS, the USCG requests public comments or other relevant information on the draft PEIS. The public meeting is not the only opportunity you have to comment on the draft PEIS. In addition to, or in place of attending the meeting, persons or organizations can submit material to the Docket Management Facility during the public comment period (see **DATES**). The USCG will consider all comments submitted during the public comment period, and subsequently will prepare the final PEIS. The USCG will announce the availability of the final PEIS and once again give interested parties an opportunity to review the document. (If

you want the notice for the final PEIS to be sent to you, please contact the personnel identified in **FOR FURTHER INFORMATION CONTACT**.)

All comments received will be posted, without change, to <http://dms.dot.gov> and will include any personal information you have provided. We have an agreement with the Department of Transportation (DOT) to use the Docket Management Facility. Please see DOT's "Privacy Act" paragraph below.

Submitting comments: If you submit a comment, please include your name and address, identify the docket number for this notice (USCG-2005-22837) and give the reason for each comment. You may submit your comments by electronic means, mail, fax, or delivery to the Docket Management Facility at the address under **ADDRESSES**; but please submit your comments by only one means. If you submit them by mail or delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments received during the comment period.

Viewing comments and documents: To view comments, go to <http://dms.dot.gov> at any time, click on "Simple Search," enter the last five digits of the docket number for this rulemaking, and click on "Search." You may also visit the Docket Management Facility in room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy Act: Anyone can search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the Department of Transportation's Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477), or you may visit <http://dms.dot.gov>.

Proposed Action

The USCG published a notice of intent to prepare a PEIS for the proposed implementation of the NAIS project in the **Federal Register** (70 FR 70862, November 23, 2005). The proposed action requiring environmental review is a DHS Level I investment and USCG major systems acquisition that would involve installing receivers, transmitters, transceivers, repeaters, and other

equipment on towers or other structures at up to 450 sites along 95,000 miles of coastline, other inland waterways, and remote platforms such as satellites, offshore oil and gas platforms and data buoys.

The purpose of the proposed action evaluated in the draft PEIS is to establish a nationwide network of receivers and transmitters to capture, display, exchange, and analyze AIS-generated information. The proposed action would satisfy the USCG's need to enhance homeland security while carrying out its mission to ensure marine safety and security, preserve maritime mobility, protect the marine environment, enforce U.S. laws and international treaties, and perform search and rescue (SAR) operations.

The AIS is an international standard for ship-to-ship, ship-to-shore, and shore-to-ship communication of information, including vessel identity, position, speed, course, destination, and other data of critical interest for navigational safety and maritime security. The proposed implementation of the NAIS project would provide the USCG with the capability to receive and distribute information from shipboard AIS equipment and transmit information to AIS equipped vessels to enhance Maritime Domain Awareness. The proposed project would provide detection and identification of vessels carrying AIS equipment approaching or operating in the maritime domain where little or no vessel tracking currently exists.

Alternatives To the Proposed Action

The technical and operational requirements for NAIS require the system to be operational in both inland navigable waters and the open ocean out to 2,000 nautical miles (NM) offshore. No single implementation alternative could meet the technical and operational requirements of this large and geographically variable area. As a result, the USCG believes that a combination of implementation alternatives would be needed to meet the technical and operational requirements. The proposed implementation of the NAIS project includes using a combination of the following coverage mechanisms:

(1) NAIS Short-Range Coverage—Shore-Based Radio Frequency (RF) Sites. The establishment of shore-based RF sites was the only alternative found by the USCG to be viable for achieving short-range NAIS coverage. Short-range NAIS coverage includes inland navigable waters, and out to 50 nautical miles (NM) offshore. Shore-based RF sites would consist of AIS equipment

mounted on towers, buildings, bridges, or other structures. The USCG anticipates the majority of these sites would be tower-based. The USCG would be faced with the choice of installing AIS equipment at new sites ("new build"); installing AIS equipment adjacent to existing communications equipment ("collocation"); or, program wide, using a combination of the collocation and new build sites for shore-based RF sites.

For the proposed implementation of the NAIS project, the USCG has chosen to bound or bracket the programmatic environmental analysis of the shore-based RF sites by evaluating three potential NAIS siting alternatives: All New Tower Builds, Combination of Collocations and New Tower Builds, and All Collocations.

(2) NAIS Long-Range Coverage—Satellites. For long-range coverage, satellite services could be leased from commercial satellite providers or the government. The USCG is currently assessing technology development to support this capability. The analysis of this alternative assumes that the initial technology development would yield a deployable solution. The satellite system is envisioned to consist of a number of low earth orbit satellites to provide the needed long-range maritime tracking of vessels (i.e., coverage requirement to receive AIS signals with a minimum 4-hour reporting rate out to 2,000 NM offshore).

(3) NAIS Long-Range Coverage—Offshore Platforms and Data Buoys. NAIS long-range coverage could be provided, in part, by using existing offshore platform and data buoy capabilities to provide additional coverage availability. The USCG is currently evaluating the effectiveness of deploying AIS base stations and AIS receivers on various offshore Gulf of Mexico oil and gas platforms and National Oceanic and Atmospheric Administration data buoys. Potential offshore platforms of interest include existing active U.S. Department of the Interior (DOI) Minerals Management Service (MMS)-regulated oil and gas infrastructures in the Gulf of Mexico, Pacific, and Alaska regions.

Dated: June 22, 2006.

J.P. Currier,

*Rear Admiral, United States Coast Guard,
Assistant Commandant for Acquisition.*

[FR Doc. E6-10256 Filed 6-29-06; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF HOMELAND SECURITY

Bureau of Customs and Border Protection

Agency Information Collection Activities; Protest

AGENCY: Customs and Border Protection, Department of Homeland Security.

ACTION: Proposed collection; comments requested.

SUMMARY: Customs and Border Protection (CBP) of the Department of Homeland Security has submitted the following information collection request to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act of 1995: Protest. This is a proposed extension of an information collection that was previously approved. CBP is proposing that this information collection be extended without a 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** (71 FR 19197) on April 13, 2006, 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 July 31, 2006.

ADDRESSES: Written comments and/or suggestions regarding the items contained in this notice, especially the estimated public burden and associated response time, should be directed to the Office of Management and Budget Desk Officer at Nathan.Lesser@omb.eop.gov.

SUPPLEMENTARY INFORMATION: The Bureau of 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 of 1995 (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 collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

Title: Protest.

OMB Number: 1651-0017.

Form Number: CBP Form 19.

Abstract: This collection is used by an importer, filer, or any party at interest to petition CBP, or Protest any action or charge, made by the port director on or against any; imported merchandise, merchandise excluded from entry, or merchandise entered into or withdrawn from a bonded warehouse.

Current Actions: This submission is to extend the expiration date without a change to the burden hours.

Type of Review: Extension (without change).

Affected Public: Business.

Estimated Number of Respondents: 3,750.

Estimated Time per Respondent: 6 hours.

Estimated Total Annual Burden Hours: 67,995.

Estimated Total Annualized Cost on the Public: N/A.

If additional information is required contact: Tracey Denning, Bureau of Customs and Border Protection, 1300 Pennsylvania Avenue, NW., Room 3.2.C, Washington, DC 20229, at 202-344-1429.

Dated: June 15, 2006.

Tracey Denning,

Agency Clearance Officer, Information Services Branch.

[FR Doc. 06-5895 Filed 6-29-06; 8:45 am]

BILLING CODE 9111-14-P

DEPARTMENT OF HOMELAND SECURITY

Bureau of Customs and Border Protection

Modification of the CBP NCAP Test Regarding Reconciliation for Entries Under the Dominican Republic-Central America-United States Free Trade Agreement

AGENCY: Customs and Border Protection, Homeland Security.

ACTION: General notice.

SUMMARY: This document announces a modification to the Customs and Border Protection Automated Commercial

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16475

June 30, 2006

Dear Interested Party:

The United States Coast Guard (USCG) announces the availability of the Draft Programmatic Environmental Impact Statement (PEIS) addressing the proposed implementation of the Nationwide Automatic Identification System (NAIS) project. A description of the proposed project is provided in the enclosed Draft PEIS Notice of Availability, as published in the *Federal Register*.

The Draft PEIS was prepared in accordance with the provisions of the National Environmental Policy Act (NEPA) of 1969 (Section 102[2][c]), as implemented by the Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations, Parts 1500-1508), U.S. Department of Homeland Security (DHS) Management Directive 5100.1, *Environmental Program Planning* (MD 5100.1); and Commandant Instruction (COMDTINST) M16475.1D, *National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts*, and other appropriate and applicable regulations. Consistent with NEPA, DHS and USCG policy, the Draft PEIS assesses the potential environmental impacts of the various alternatives for implementing the Proposed Action, including the No Action Alternative.


In making the Draft PEIS available, the USCG is now seeking public comments relating to this document. As part of the PEIS process, the USCG will hold a public meeting on Wednesday, August 9, 2006, in room 2415 of the USCG Headquarters building in Washington, DC. The meeting will begin at 9:00 a.m. and is scheduled to end at 11:00 a.m. The public meeting may end earlier or later than the stated time, depending on the number of persons wishing to speak. The meeting is open to the public, and all interested parties are encouraged to attend. Written and oral comments will be accepted at the public meeting. The public notice initiating the comment process was published in the *Federal Register* on June 30, 2006. A notice is also being published in the *San Francisco Chronicle* and the *Washington Post*.

We would like to hear from the public and encourage you to submit comments and related materials. We will consider all comments received by Monday, August 14, 2006. Comments may be submitted to the DOT Docket Management System (DMS). Please refer to the Federal Register Notice, provided as an enclosure to this letter, for instruction on how to submit comments. In choosing from the means listed in the Federal Register Notice, please give due regard to the continuing difficulties and delays associated with the delivery of mail through the U.S. Postal Service to federal facilities. Comments and material received from the public, as well as the Draft PEIS, will become part of this docket and will be available for inspection or copying at Room PL-401 on the Plaza Level of the Nassif Building, 400 Seventh Street, S.W., Washington, DC between 9 a.m. and 5 p.m. Monday through Friday, except for Federal holidays. You may also view this docket, including this notice and comments, on the DMS web site at

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June 30, 2006

<http://dms.dot.gov> and using docket number 22837. If you have questions on viewing the docket, call Ms. Andrea M. Jenkins, Program Manager, Docket Operations at 202-366-0271. If you have questions about the Draft PEIS or would like a copy of the document, you may contact Dr. Anita Allen, NAIS Environmental Manager, at 202-474-3292 or aallen@comdt.uscg.mil. A copy of the draft PEIS can also be obtained on the NAIS project web site: <http://www.uscg.mil/hq/g-a/AIS>.

Sincerely,



J. K. INGALSBE
Commander, U.S. Coast Guard
Deputy Project Manager, Nationwide AIS Project
By direction

Enclosure

Nationwide Automatic Information System

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EPA's concerns; therefore, EPA does not object to the proposed action.

Dated: June 28, 2006.

Robert W. Hargrove,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. E6-10395 Filed 6-30-06; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-6676-7]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7167 or <http://www.epa.gov/compliance/nepa/>

Weekly receipt of Environmental Impact Statements

Filed 6/19/2006 through 6/23/2006 pursuant to 40 CFR 1506.9.

EIS No. 20060260, Final EIS, BLM, AK, East Alaska Draft Resource Management Plan (RMP), Provide a Single Comprehensive Land Use Plan, Implementation, Glennallen Field Office District, AK, Wait Period Ends: 7/31/2006. Contact: Bruce Rogers 907-822-3217.

EIS No. 20060261, Final EIS, NPS, UT, Burr Trail Modification Project, Proposed Road Modification within Capitol Reef National Park, Garfield County, UT, Wait Period Ends: July 31, 2006. Contact: Chris Turk 303-969-2832.

EIS No. 20060262, Draft EIS, SFW, CA, San Joaquin Valley Operations and Maintenance Program Habitat Conservation Plan, Application for Incidental Take Permits, San Joaquin, Stanislaus, Merced, Fresno, Kings, Kern Mariposa, Madera and Tulare Counties, CA, Comment Period Ends: 9/28/2006, Contact: Lori Rinek 916-414-6600.

EIS No. 20060263, Final EIS, BIA, MI, Nottawaseppi Huron Band of Potawatomi Indians (the Tribe), Proposes Fee-to-Trust Transfer and Casino Project, Calhoun County, MI, Wait Period Ends: 7/31/2006, Contact: Terrance Virden 612-725-4510.

EIS No. 20060264, Draft EIS, AFS, WY, Lower Valley Energy (LVE) Natural Gas Pipeline Project. Construction and Operation of a Pressurized Natural Gas Pipeline, Special-Use-Authorization, Big Piney and Jackson Ranger Districts, Bridger-Teton National Forest, Sublette and Teton Counties, WY, Comment Period Ends: 8/14/2006, Contact: Teresa Trulock 307-276-3375.

EIS No. 20060265, Draft EIS, EPA and BIA, ND, Mandan, Hidatsa and Arikara (MHA) Nation's Proposed Clean Fuels Refinery Project, Construct and Operate a New 15,000 Barrel Per Day Clean Fuels Refinery and Grow Hay for Buffalo, Fort Berthold Indian Reservation, Ward County, ND, Comment Period Ends: 8/29/2006, Contact: Dana Allen 303-312-6870. US EPA and U.S. DOI's BIA are Co-Lead Agencies for the above project. Agencies contact are: Diane-Mann-Klager (BIA) 605-226-7621 and Monica Morales (EPA) 303-312-6936.

EIS No. 20060266, Draft EIS, DOT, TX, North Corridor Fixed Gudeway Project, Propose Transit Improvements from University of Houston (UH)—Downtown Station to Northline Mall, Harris County, TX, Comment Period Ends: 8/14/2006, Contact: John Sweek 817-978-0550.

EIS No. 20060267, Final EIS, BLM, CA, Ukiah Resource Management Plan Implementation, Several Counties, CA, Wait Period Ends: 8/14/2006, Contact: Eli Ilano 916-978-4427.

EIS No. 20060268, Draft EIS, FHW, DC, 11th Street Bridges Project, Anacostia Freeway I-295/DC 295, to the Southeast/Southwest Freeway (I-695) Improvements, Funding, NPDES Permit, U.S. Army COE Section 10 and 404 Permits, Washington, DC, Comment Period Ends: 8/28/2006, Contact: Michael Hicks 202-219-3513.

EIS No. 20060269, Draft Supplemental, COE, MD, Masonville Dredged Material Containment Facility, New Information, New Source of Dike Building Material from the Seagirt Dredging Project within the Patapsco River, Funding, Baltimore, MD, Comment Period Ends: 8/14/2006, Contact: Jon Romeo 410-962-6079.

EIS No. 20060270, Second Draft Supplemental, COE, FL, Cope Sable Seaside Sparrow Protection, Interim Operation Plan (IOP), Additional Information Alternative 7, Providing Additional Flood Control Capacity, Implementation, Everglades National Park, Miami-Dade County, FL, Comment Period Ends: 8/14/2006, Contact: Dr. Jon Moulding 904-232-2286.

EIS No. 20060271, Draft EIS, CGD, 00, PROGRAMMATIC—Implementation of the U.S. Coast Guard Nationwide Automatic Identification System Project, Providing Vessel Identification, Tracking and Information Exchange Capabilities to Support National Maritime Interests, Comment Period Ends: 8/14/2006, Contact: Anita Allen 202-475-3292.

EIS No. 20060272, Draft EIS, COE, NC, West Onslow Beach and New River Inlet (Topsail Beach) Shore Protection Project, Storm Damages and Beach Erosion Reduction, Funding, Pender County, NC, Comment Period Ends: 8/14/2006, Contact: Jenny Owens 910-251-4757.

EIS No. 20060273, Draft EIS, RUS, MT, Highwood Generating Station, 250-megawatt Coal Fired Power Plant and 6MW of Wind Generation at a Site near Great Falls, Construction and Operation, Licenses Permit, U.S. Army COE Section 10 Permit, Cascade County, MT, Comment Period Ends: 8/15/2006, Contact: Richard Fristik 202-720-5093.

Amended Notices

EIS No. 20060184, Draft EIS, COE, MD, Masonville Dredge Material Containment Facility (DMCF), Construction from Baltimore Harbor Channel north of Point-Rock Point Line, U.S. Army COE Section 10 and 404 Permits, Baltimore, MD, Comment Period Ends: 8/14/2006, Contact: Jon Romeo 410-962-6079. Revision to FR Published on 5/19/2006: Comment Period extended from 7/7/2006 to 8/14/2006.

EIS No. 20060218, Draft EIS, FHW, NY, Williamsville Toll Barrier Improvement Project, Improvements from New York Thruway, Interstate 90 between Interchange 48A and 50, Funding, Erie and Genesee Counties, NY, Comment Period Ends: August 21, 2006, Contact: Amy Jackson-Grove 518-431-4125. Revision to FR Notice Published 6/2/2006: Correction to Comment Period from 7/24/2006 to 8/21/2006.

EIS No. 20060220, Draft EIS, BLM, ID, Snake River Birds of Prey National Conservation Area, Resource Management Plan, Implementation, Ada, Canyon, Elmore, Owyhee Counties, ID, Comment Period Ends: 8/31/2006, Contact: Mike O'Donnell 208-384-3315. Revision to FR Notice Published 6/2/2006: Extending Comment Period from 8/17/2006 to 8/31/2006.

Dated: June 28, 2006.

Robert W. Hargrove,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. E6-10394 Filed 6-30-06; 8:45 am]

BILLING CODE 6560-50-P

Y T e r i e n h d r g f s r t i l c i r t n n s i d t s f g f i l d s e t g r n y l g n r i e y y i n i t t s n	<p style="text-align: center;">805 PUBLIC NOTICES</p> <p>prior to the date of the Pre-Proposal Meeting and Site Visit.</p> <p>WHERE TO OBTAIN OR SEE RFP DOCUMENTS (Available on or after July 7, 2006)</p> <p>Copies of the RFP may be obtained:</p> <p>(1) By written request to the District's Senior Contract Administrator, Mr. Carl Asbury, 300 Lakeside Drive, 17th Floor, Oakland, CA 94612. Requests may be sent to Fax No. (510) 464-7650.</p> <p>(2) By arranging pick up at the above address. Contact the above individual at (510) 464-6545.</p> <p>Dated at Oakland, California this 5th day of July 2006.</p> <p>/s/ Kenneth A. Duron Kenneth A. Duron, District Secretary San Francisco Bay Area Rapid Transit District 7/8/06</p>	<p style="text-align: center;">805 PUBLIC NOTICES</p> <p>Transportation (DOT). Comments are requested by August 14, 2006. Please use only one of the following methods:</p> <p>(1) Web Site: http://dms.dot.gov.</p> <p>(2) Mail: Docket Management Facility, U.S. DOT, 400 Seventh Street, SW., Washington, DC 20590-0001.</p> <p>(3) Fax: 202-493-2251.</p> <p>(4) Delivery: Room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.</p> <p>(5) Federal eRulemaking Portal: http://www.regulations.gov.</p> <p>The Draft PEIS as well as material received from the public will become part of the docket and will be available for inspection or copying at the address specified as (4), above. You may also view this docket on the Internet at http://dms.dot.gov. You can obtain information on the project and download the Draft PEIS for review on the Internet at www.uscg.mil/hq/g-a/ais/. If you have questions, please contact the NAIS Project Support Team at 202-475-3329 or via email at nais@comdt.uscg.mil.</p>
	<p>Notice of Availability and Public Meeting on Draft Programmatic Environmental Impact Statement (PEIS) for Implementation of the Nationwide Automatic Information System (NAIS) Project</p> <p>The U.S. Coast Guard (USCG) announces the availability of the Draft PEIS as part of the environmental planning process for the NAIS project, a U.S. Department of Homeland Security Level I investment. The project was initiated as a component of implementing the Maritime Transportation Security Act of 2002. Implementation of the NAIS, in part, involves installing Automatic Identification System equipment and related support systems on and around communications towers or other structures along 95,000 miles of coastline and inland rivers.</p> <p>The USCG invites public comment on the Draft PEIS. The USCG will hold a public meeting on August 9, 2006, from 9:00 a.m. to 11:00 a.m. in room number 2415 at USCG Headquarters, 2100 Second Street SW., Washington, DC 20593.</p> <p>You may submit comments identified by docket number USCG-2005-22837 to the Docket Management Facility at the U.S. Department of</p>	<p style="text-align: center;">810 PUBLIC NOTICES (NON-GOV.)</p> <p style="text-align: center;">SUMMONS CASE NO. 43537</p> <p>NOTICE TO DEFENDANT: Elman Mankins and His Testate and Intestate Successors and Persons Claiming by through or under Such Decedent, Donna Lee King, and all Persons Unknown, Claiming Any Legal or Equitable Right, Title, Interest, Estate, Lien in Property, etc. and Does 1-10, Inclusive,</p> <p>YOU ARE BEING SUED BY PLAINTIFF: Freda Owens</p> <p>You have 30 CALENDAR DAYS after this summons and legal papers are served on you to file a written response at this court and have a copy served on the plaintiff. A letter or phone call will not protect you. Your written response must</p>

820 Official Notices

820 Official Notices

**Notice of Availability and Public Meeting on
Draft Programmatic Environmental Impact Statement
(PEIS) for Implementation of the Nationwide
Automatic Information System (NAIS) Project**

The U.S. Coast Guard (USCG) announces the availability of the Draft PEIS as part of the environmental planning process for the NAIS project, a U.S. Department of Homeland Security Level I investment. The project was initiated as a component of implementing the Maritime Transportation Security Act of 2002. Implementation of the NAIS, in part, involves installing Automatic Identification System equipment and related support systems on and around communications towers or other structures along 95,000 miles of coastline and inland rivers.

The USCG invites public comment on the Draft PEIS. The USCG will hold a public meeting on August 9, 2006, from 9:00 a.m. to 11:00 a.m. in room number 2415 at USCG Headquarters, 2100 Second Street SW., Washington, DC 20593.

You may submit comments identified by docket number USCG-2005-22837 to the Docket Management Facility at the U.S. Department of Transportation (DOT). Comments are requested by August 14, 2006. Please use only one of the following methods:

- (1) Web Site: <http://dms.dot.gov>.
- (2) Mail: Docket Management Facility, U.S. DOT, 400 Seventh Street, SW., Washington, DC 20590-0001.
- (3) Fax: 202-493-2251.
- (4) Delivery: Room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.
- (5) Federal eRulemaking Portal: <http://www.regulations.gov>.

The Draft PEIS as well as material received from the public will become part of the docket and will be available for inspection or copying at the address specified as (4), above. You may also view this docket on the Internet at <http://dms.dot.gov>. You can obtain information on the project and download the Draft PEIS for review on the Internet at www.uscg.mil/hq/g-a/ais/. If you have questions, please contact the NAIS Project Support Team at 202-475-3329 or via email at nais@comdt.uscg.mil.

SPECIAL NOTICE

NOTICE OF AVAILABILITY OF DRAFT PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR A NATIONWIDE AUTOMATIC IDENTIFICATION SYSTEM

On June 30, 2006, the U.S. Coast Guard (USCG) published a Notice of Availability; Notice of Public Meeting; Request for Public Comments in the Federal Register (Volume 71, Number 126, Pages 37594-37596) concerning the availability of a draft Programmatic Environmental Impact Statement (PEIS) addressing the proposed implementation of a Nationwide Automatic Identification System (NAIS). One public meeting concerning the draft PEIS will be held at USCG Headquarters in Washington, DC, on Wednesday, August 9, 2006 from 9 a.m. to 11 a.m.

The NAIS project was initiated as a component of implementing the Maritime Transportation Security Act of 2002. Implementation of the NAIS, in part, involves installing Automatic Identification System (AIS) equipment and related support systems on and around communications towers or other structures including remote platforms such as satellites, offshore oil and gas platforms, and data buoys to provide coverage along 95,000 miles of coastline and inland waterways.

AIS is an international standard for ship-to-ship, ship-to-shore, and shore-to-ship communication of information, including vessel identity, position, speed, course, destination, and other data of critical interest for navigational safety and maritime security. The proposed implementation of the NAIS project would provide the USCG with the capability to receive and distribute information from shipboard AIS equipment and transmit information to AIS equipped vessels to enhance Maritime Domain Awareness. The proposed project would provide detection and identification of vessels carrying AIS equipment approaching or operating in the maritime domain where little or no vessel tracking currently exists.

The entire Federal Register notice, including procedures for submission of comments can be found via the Internet at <http://dmses.dot.gov/docimages/p86/403315.pdf>.

**Draft PEIS for Implementation of the USCG NAIS
Public/Agency Comments Received – comment period ended 8/17/06**

#	Commentor	Letter Date
1	Leech Lake Band of Ojibwe	12/5/05
2	B. Sachau	7/5/06
3	North Carolina Department of Administration, North Carolina State Clearinghouse	7/7/06
4	California Coastal Commission	7/10/06
5	Maryland Department of Environmental Planning	7/13/06
6	Missouri Office of Administration	7/14/06
7	Hawaii Department of Business, Economic Development & Tourism	7/17/06
8	Commonwealth of Virginia, Department of Environmental Quality	7/20/06
9	Connecticut Commission on Culture & Tourism, State Historic Preservation Office	7/20/06
10	The Department of Arkansas Heritage	7/24/06
11	Florida Department of Environmental Protection	7/26/06
12	New Jersey Department of Environmental Protection	7/27/06
13	South Carolina State Budget and Control Board	7/31/06
14	Commonwealth of Virginia, Department of Historic Resources	8/2/06
15	U.S. Department of the Interior, Fish and Wildlife Service, Kansas Ecological Services Field Office	8/3/06
16	Alabama Historical Commission	8/7/06
17	Florida Department of State, Division of Historical Resources	8/8/06
18	Prince William Sound Regional Citizens' Advisory Council	8/8/06
19	Canal Barge Company, Inc.	8/9/06
20	Commonwealth of Massachusetts, Massachusetts Historical Commission	8/10/06
21	Washington Department of Ecology	8/11/06
22	State of California, Governor's Office of Planning and Research State Clearinghouse and Planning Unit	8/15/06
23	Maryland Department of the Environment	8/18/06

**Draft PEIS for Implementation of the USCG NAIS
Public/Agency Comments Received – comment period ended 8/17/06 (continued)**

#	Commentor	Letter Date
24	Catawba Indian Nation	8/18/06
25	Environmental Protection Agency	8/23/06

COMMENT

RESPONSE

1. Thank you, comment noted.

1.

Leech Lake Band of Ojibwe

10ea24



George Gogglays, Chairman
Arthur "Archie" LaRose, Secretary/Treasurer

District I Representative
Barton "Luke" Wilson

District II Representative
Lynan L. Losh

District III Representative
Donald "Mick" Finn

December 2, 2005

Commandant (G-AIS)

U.S. Coast Guard

Attn: K. J. Guth

2100 Second Street SW

Jemal Building, Room 11-0602

Washington, DC 20593

USCG - 2005 - 22887-40

RE: **Proposed PEIS for the establishment of a
Nationwide Automatic Identification System
LL-THPO Number: 05-252-NCRI**

To Whom It May Concern:

Thank you for the opportunity to comment on the above-referenced project. It has been reviewed pursuant to the responsibilities given the Tribal Historic Preservation Officer by the National Historic Preservation Act of 1966, as amended in 1992 and the Procedures of the Advisory Council on Historic Preservation (38CFR800).

I have reviewed the documentation; after careful consideration of our records, I have determined that the Leech Lake Band of Ojibwe does not have any concerns regarding sites of religious or cultural importance in this area.

Should any human remains or suspected human remains be encountered, all work shall cease and the following personnel should be notified immediately in this order: County Sheriff's Office and Office of the State Archaeologist.

You may contact me at (218) 335-2940 if you have questions regarding our review of this project. Please refer to the LL-THPO Number as stated above in all correspondence with this project.

Respectfully submitted,

Gina M. Pappadopolos
Gina M. Pappadopolos
Tribal Historic Preservation Officer

Leech Lake Tribal Historic Preservation Office * Established in 1996
6530 U.S. 2 NW * Cass Lake, Minnesota 56633
(218) 335-2940 * FAX (218) 335-2974
llhpo@hotmail.com

COMMENT

RESPONSE

2.

2. Thank you, comment noted.

From: "jean public
To: aallen@comdt.uscg.mil
Subject: public comment on uscg automatic id system project
Date: Wed, 5 Jul 2006 11:46:16 -0400
Plain Text Attachment [Scan and Save to Computer | Save to Yahoo! Briefcase
]

eis 2006 0271 in federal register of 6/30/06 vol71 no 126 pg 37594

i think this project of identification of every single vessel that is in u.s. waters is a good one.

as far as it being used to rescue stupid boaters who go out on the water when the weather is predicted to be bad, then we need to institute a charge for saving them. we need to start the fines and penalties for causing these issues at \$500,000.00.

i have seen far too many instances of people who needlessly and stupidly took boats out on the water when common sense would tell them NOT to go out.

i think it is time that they pay a high fee for such negligence. the taxpayers are tired of picking them up and paying for that negligence.

i would be much more interested in seeing this project identify each and every vessel in our waters. it is clear that some of these vessels are so negligently run that they are polluting our waters with oil deposition, etc. i have been told the u.s. coast guard cannot identify that pollution. it is time that we do.

and that we fine them and seize their polluting vessels so that they cannot continue to pollute.

b. sachau

COMMENT

RESPONSE

3.

3. Thank you, comment noted.



North Carolina
Department of Administration

Michael F. Easley, Governor

Britt Cobb, Secretary

July 7, 2006

Dr. Anita Allen
U.S. Coast Guard
2100 Second Street, S.W.
Washington DC 20593-0001

Dear Dr. Allen:

Subject: Draft Environmental Impact Statement - Draft Programmatic EIS for Implementation of the U.S. Coast Guard Nationwide Automatic Identification System Project

The N. C. State Clearinghouse has received the above project for intergovernmental review. This project has been assigned State Application Number 07-E-0000-0013. Please use this number with all inquiries or correspondence with this office.

Review of this project should be completed on or before 08/07/2006. Should you have any questions, please call (919)807-2425.

Sincerely,

Handwritten signature of Chrys Baggett in cursive.

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Mailing Address:
1301 Mail Service Center
Raleigh, NC 27699-1301

Telephone: (919)807-2425
Fax: (919)733-9571
State Courier FSI-01-00
e-mail: Chrys.Baggett@ncmail.net

Location Address:
116 West Jones Street
Raleigh, North Carolina

An Equal Opportunity/Affirmative Action Employer

COMMENT

4.

Page 1 of 2

From: mdelaplaine@coastal.ca.gov [<mailto:mdelaplaine@coastal.ca.gov>]
Sent: Tuesday, July 11, 2006 5:49 PM
To: Allen, Anita
Cc: Larry Simon
Subject: RE: NAIS Programmatic DEIS - FR notice 6/30/06, p. 37594 - USCG
Docket-2005-22837

Thanks. That helps. Then we have no comments at this time (other than, keep us apprised of any projects that might be in or might affect the California coastal zone). - Mark

-----Original Message-----

From: A.Allen@comdt.uscg.mil [<mailto:A.Allen@comdt.uscg.mil>]
Sent: Tuesday, July 11, 2006 1:19 PM
To: Mark Delaplaine
Subject: RE: NAIS Programmatic DEIS - FR notice 6/30/06, p. 37594 - USCG
Docket-2005-22837

Mark-

We have not selected any sites yet. We are hoping to collocate on existing towers and other structures to the maximum extent possible and still meet technical/operational requirements. We will be conducting formal siting studies as part of the implementation process and will complete tiered NEPA documents for each port. The type of document will be dependent on the final implementation plan selected for a specific port. For example, if we can achieve operational requirements with only collocations, we will complete a port-level categorical exclusion. If new construction is required, we will complete either an EA or EIS depending on the magnitude of expected impacts. Current engineering suggests that we should not have to construct any new towers in excess of 200 feet above ground level except in extreme circumstances. We will keep the public informed of our progress via the website and will be in touch with state and local agencies as we move into their jurisdictions for studies, applicable environmental documentation and permits, as well as construction/installation.
Hope this helps.

Anita

-----Original Message-----

From: Mark Delaplaine [<mailto:mdelaplaine@coastal.ca.gov>]
Sent: Tuesday, July 11, 2006 12:25 PM Eastern Standard Time
To: Allen, Anita
Subject: RE: NAIS Programmatic DEIS - FR notice 6/30/06, p. 37594 - USCG Docket-2005-22837

Anita - Thanks. I was able to look at the document. It seems pretty conceptual. Is there any way to tell at this point whether (and if so, where) there would be construction in the California coastal zone? - Mark

-----Original Message-----

From: A.Allen@comdt.uscg.mil [<mailto:A.Allen@comdt.uscg.mil>]
Sent: Tuesday, July 11, 2006 5:03 AM
To: Mark Delaplaine
Subject: RE: NAIS Programmatic DEIS - FR notice 6/30/06, p. 37594 - USCG
Docket-2005-22837

RESPONSE

4. Comment noted. Further coordination will be undertaken for construction of each new tower site proposed in California. Thank you.

COMMENT

RESPONSE

4.

Page 2 of 2

<http://www.uscg.mil/hq/g-a/Ais/docs/env%20planning/Env%20Planning.htm>

You should be able to access the Draft EIS at this website.

Anita Allen, Ph.D.
Environmental Program Manager
Nationwide Automatic Identification System Program HQ, USCG
Phone: 202/475-3292
Cell: 202/580-5257
Fax: 202 475-3916
aallen@comdt.uscg.mil

From: mdelaplaine@coastal.ca.gov [mailto:mdelaplaine@coastal.ca.gov]
Sent: Monday, July 10, 2006 6:18 PM
To: Allen, Anita
Subject: NAIS Programmatic DEIS - FR notice 6/30/06, p. 37594 - USCG
Docket-2005-22837

Dr. Allen - I'm not finding the website for this. I'd like to know the scope for activities in California. Can you email me a copy or show me a link?

Thanks,

Mark Delaplaine
Federal Consistency Supervisor
California Coastal Commission
45 Fremont St., Suite 2000
San Francisco, CA 94114

(415) 904-5289 - phone
(415) 904-5400 - fax no.
mdelaplaine@coastal.ca.gov

COMMENT

RESPONSE

5.

5. Thank you, comment noted.

4068229

Robert L. Ehrlich, Jr.
Governor
Michael S. Steele
Lt. Governor



Andrey E. Voit
Secretary
Florence E. Burian
Deputy Secretary

July 13, 2006

Mr. J.K. Ingalsbe
Commander, Deputy Project Manager, Nationwide AIS Project
U.S. Coast Guard
2100 Second Street, S.W.
Staff Symbol: G-AIS
Washington, DC 20593-0001

USCA - 2006 - 22837-41

SLATE CLEARINGHOUSE REVIEW PROCESS

State Application Identifier: MD20060712-0771
Reviewer Comments Due By: August 24, 2006
Project Description: Draft Programmatic EIS (PEIS): Proposed Implementation of the Nationwide Automatic Identification System Project; consider four (4) alternatives includes "no build"; public hearing 8/9/06; location of receivers and other equipment on towers along coastline
Project Location: United States of America
Clearinghouse Contact: Bob Rosenbush

Dear Mr. Ingalsbe:

Thank you for submitting your project for intergovernmental review. Participation in the Maryland Intergovernmental Review and Coordination (MIRC) process helps ensure project consistency with plans, programs, and objectives of State agencies and local governments. MIRC enhances opportunities for approval and/or funding and minimizes delays by resolving issues before project implementation.

The following agencies and/or jurisdictions have been forwarded a copy of your project for their review: the Maryland Department(s) of the Environment, Budget & Management, Natural Resources, Transportation, and the Maryland Department of Planning, including the Maryland Historical Trust. They have been requested to contact your agency directly by August 24, 2006 with any comments or concerns and to provide a copy of those comments to the State Clearinghouse for Intergovernmental Assistance. Please be assured that after August 24, 2006 all MIRC requirements will have been met in accordance with Code of Maryland Regulations (COMAR 14.24.04).

NOTE TO THE REVIEW COORDINATORS: The review document can be accessed at

<http://www.uscg.mil/hq/ga/AIS>
Single left click on Environmental Planning; then click on the various chapters of the PEIS. The project has been assigned a unique State Application Identifier that should be used on all documents and correspondence. If you need assistance or have questions, contact the State Clearinghouse staff noted above at 410-767-4490 or through e-mail at brosenbush@mdp.state.md.us. Thank you for your cooperation with the MIRC process.

Sincerely,

Linda C. Janey, J.D., Director
Maryland State Clearinghouse for Intergovernmental Assistance

LCIBR
Enclosure(s)
MDP:VIEW.doc
cc: Joane Mueller - MDE*
Chad Clapsadelle - DBM*

Ray Dintaman - DNR* Beth Cole - MHT* Pat Goucher - MDPI*
Cindy Johnson - MDOIT* Joe Tassone - MDPE*

301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2305
Telephone: 410.767.4500 • Fax: 410.767.4480 • Toll Free: 1.877.767.6272 • TTY: Users: Maryland Relay
Internet: www.MDP.state.md.us

COMMENT

RESPONSE

6.

6. Thank you, comment noted.

Page 1 of 2

408720



Matt Blunt
Governor

Wag 2005 083137

Michael N. Keathley
Commissioner

State of Missouri
OFFICE OF ADMINISTRATIVE
Intergovernmental Relations
Post Office Box 809
Jefferson City, 65102
573/751-1851

07/14/06

J.K. Ingalsbe
Commander, U.S. Coast Guard
Room PL-401 / Plaza Level of Nassif Building
400 Seventh Street, S.W.
Washington, DC 20593-001

Dear Ingalsbe:

Subject: 0701039
Assistance

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Please be advised that I am the new contact for the Federal Funding Clearinghouse. You can send future requests to the following address: Sara VanderFelz, Federal Funding Clearinghouse, 201 West Capitol, Room 125, and Jefferson City, Missouri 65101.

Sincerely,

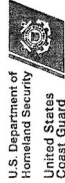
Sara VanderFelz
Administrative Assistant

cc:

6.

Page 2 of 2

0701039



Commandant
United States Coast Guard

JUL 10 2006

2100 Second Street, S.W.
Washington, DC 20540-0101
State Street, CG-AS
Phone: (202) 475-3329
Fax: (202) 475-3898

16475
June 30, 2006

Dear Interested Party:

The United States Coast Guard (USCG) announces the availability of the Draft Programmatic Environmental Impact Statement (PEIS) addressing the proposed implementation of the Nationwide Automatic Identification System (NAIS) project. A description of the proposed project is provided in the enclosed Draft PEIS Notice of Availability, as published in the *Federal Register*.

The Draft PEIS was prepared in accordance with the provisions of the National Environmental Policy Act (NEPA) of 1969 (Section 102[2][c]), as implemented by the Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations, Parts 1500-1508), U.S. Department of Homeland Security (DHS) Management Directive 5100.1, *Environmental Program Planning* (MD 5100.1); and Commandant Instruction (COMDTINST) M16475.1D, *National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts*, and other appropriate and applicable regulations. Consistent with NEPA, DHS and USCG policy, the Draft PEIS assesses the potential environmental impacts of the various alternatives for implementing the Proposed Action, including the No Action Alternative.

In making the Draft PEIS available, the USCG is now seeking public comments relating to this document. As part of the PEIS process, the USCG will hold a public meeting on Wednesday, August 9, 2006, in room 2415 of the USCG Headquarters building in Washington, DC. The meeting will begin at 9:00 a.m. and is scheduled to end at 11:00 a.m. The public meeting may end earlier or later than the stated time, depending on the number of persons wishing to speak. The meeting is open to the public, and all interested parties are encouraged to attend. Written and oral comments will be accepted at the public meeting. The public notice initiating the comment process was published in the *Federal Register* on June 30, 2006. A notice is also being published in the *San Francisco Chronicle* and the *Washington Post*.

We would like to hear from the public and encourage you to submit comments and related materials. We will consider all comments received by Monday, August 14, 2006. Comments may be submitted to the DOT Docket Management System (DMS). Please refer to the Federal Register Notice, provided as an enclosure to this letter, for instruction on how to submit comments. In choosing from the means listed in the Federal Register Notice, please give due regard to the continuing difficulties and delays associated with the delivery of mail through the U.S. Postal Service to Federal facilities. Comments and material received from the public, as well as the Draft PEIS, will become part of this docket and will be available for inspection or copying at Room PL-401 on the Plaza Level of the Nassif Building, 400 Seventh Street, S.W., Washington, DC between 9 a.m. and 5 p.m. Monday through Friday, except for Federal holidays. You may also view this docket, including this notice and comments, on the DMS web site at

COMMENT

RESPONSE

7.

7. Comment noted. Further coordination will be undertaken for construction of each new tower site proposed in Hawaii. Thank you.

406319



**DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM**

OFFICE OF PLANNING

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813
Mailing Address: P O Box 2359, Honolulu, Hawaii 96804

LINDA LINGLE
GOVERNOR
THEODORE E LIU
GOVERNOR
MARK K ANDERSON
DEPUTY DIRECTOR
LAURA H THIELSEN
DIRECTOR
OFFICE OF PLANNING

Telephone: (808) 587-2646
Fax: (808) 587-2824

Ref. No. P-11434

July 17, 2006

Commander J. K. Ingalsbe
U.S. Coast Guard
Deputy Project Manager, Nationwide AIS Project
Docket Management Facility
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590-0001

Dear Commander Ingalsbe:

Subject: Coast Guard Docket Number USCG-2005-22837; Draft Programmatic Environmental Impact Statement (PEIS) for the Nationwide Automatic Identification System (NAIS) Project

The Hawaii Coastal Zone Management (CZM) Program is submitting comments in response to your letter dated June 30, 2006 (reference no. 16475), announcing the availability of the Draft PEIS for the proposed implementation of the NAIS project and inviting us to submit comments. NAIS implementation in Hawaii is likely to necessitate a federal consistency review by the Hawaii CZM Program in accordance with the Coastal Zone Management Act, Section 307(c) requirements. Since the Draft PEIS does not identify specific sites where the NAIS will be located in Hawaii, the Hawaii CZM Program should be consulted during the site consideration and selection process to determine federal consistency applicability, requirements, and potential concerns.

If you have any questions or wish to initiate CZM consultation, please contact John Nakagawa of our CZM Program at (808) 587-2878 or jnakagaw@dbedt.hawaii.gov.

Sincerely,

Laura H. Thielson
Director

COMMENT

RESPONSE

8.

Comment noted. Further coordination will be undertaken for construction of each new tower site proposed in the Commonwealth of Virginia. Thank you.

Page 1 of 2



COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.
Secretary of Natural Resources

DEPARTMENT OF ENVIRONMENTAL QUALITY
Street address: 629 East Main Street, Richmond, Virginia 23219
Mailing address: P. O. Box 10009, Richmond, Virginia 23240
Fax (804) 698-4500 TDD (804) 698-4021
www.deq.virginia.gov

David K. Poyler
Director
(804) 698-4000
1-800-592-5482

July 20, 2006

Commander J. K. Ingalsbe
Deputy Project Manager, Nationwide AIS Project
U.S. Coast Guard, G-AIS
2100 2nd Street, S.W.
Washington, D.C. 20593

RE: Nationwide Automatic Identification System, Draft Programmatic
Environmental Impact Statement (Federal Register, Volume 71, Number
126, dated June 30, 2006, pages 37594-37596) (letter reference 16475)

Dear Commander Ingalsbe:

Thank you for your June 30, 2006 letter addressed to "Interested Party"
(received July 7) regarding the above Draft Programmatic Environmental Impact
Statement.

The Department of Environmental Quality is responsible for coordinating
Virginia's review of federal environmental documents prepared pursuant to the
National Environmental Policy Act and responding to appropriate federal officials
on behalf of the Commonwealth. In addition, DEQ's Office of Environmental
Impact Review (this Office) coordinates Virginia's review of federal consistency
determinations prepared pursuant to the Coastal Zone Management Act.

According to the Federal Register notice and the CD version of the Draft
Programmatic Environmental Impact Statement (Draft PEIS) accompanying your
letter, the Coast Guard intends to install "receivers, transmitters, transceivers,
repeaters, and other equipment on towers or other structures" at locations along
the Nation's coastlines and inland waterways -- as many as 450 sites in all, for
short-range radio frequency coverage. For long-range coverage, the Coast
Guard would hire satellites and is considering the use of existing offshore
platforms or buoys (Federal Register, pages 37595-37596; Draft PEIS, page ES-
1). According to the Draft PEIS, the Coast Guard will conduct tiered National
Environmental Policy Act reviews following its determination of coverage
requirements and specific site candidates after the PEIS process (page 1-12,

COMMENT

RESPONSE

8.

Page 2 of 2

Commander J. K. Ingallsbe
Page 2

section 1.4.3). It is understood, however, that the maritime areas of interest include all of the country's coastlines (Draft PEIS, page 1-7, Figure 1-1).

We will be interested in reviewing site- or area-specific environmental impact statements or assessments tiering off the PEIS when they are published, and before final determinations as to project sites are made. We will also be interested in reviewing any federal consistency determinations for projects which can affect Virginia's coastal resources or coastal uses. We ask that you contact us at that time in order to determine the number of copies of the environmental document and/or federal consistency determination that we will need for our coordinated state review. However, we do not think it would be productive or helpful, to the Coast Guard or to ourselves, to review the Draft Programmatic EIS at this time.

If you have questions, please feel free to contact me (telephone (804) 698-4325 or e-mail ellie@dec.virginia.gov) or Charles Ellis (of this Office (telephone (804) 688-4488 or e-mail chellis@dec.virginia.gov).

Sincerely,



Ellie L. Irons
Program Manager
Office of Environmental Impact
and Federal Consistency Review

COMMENT

RESPONSE

9.

Comment noted. Further coordination will be undertaken for construction of each new tower site proposed in Connecticut. Thank you.



Historic Preservation
& Museum Division

59 South Prospect Street
Hartford, Connecticut
06106
(860) 566-3005
(860) 566-5078

Connecticut Commission on Culture & Tourism

407262

RECEIVED

RECEIVED

July 20, 2006

Ms. Andrea M. Jenkins
Docket Management Facility
U.S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590-0001

Subject: U.S. Coast Guard
Nationwide Automatic Identification System
Docket: USGC-2005-22837-27

Dear Ms. Jenkins:

The State Historic Preservation Office has reviewed the *Draft Programmatic Environmental Impact Statement for Implementation of the U.S. Coast Guard Nationwide Automatic Identification System Project*. This office notes that the State of Connecticut possesses a rich heritage of maritime-related historic, architectural, or archaeological resources that may be impacted, physically or visually, by site-specific actions forthcoming from the proposed undertaking. We look forward to further consultation with the U.S. Coast Guard regarding all specific NAIS-related projects which may be considered within Connecticut.

This office appreciates the opportunity to have reviewed and commented upon the proposed undertaking.

This comment is provided in accordance with the National Historic Preservation Act and the Connecticut Environmental Policy Act.

For further information please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

J. Paul Loether
Division Director and Deputy
State Historic Preservation Officer

COMMENT

RESPONSE

10.

10. Comment noted. Further coordination will be undertaken for construction of each new tower site proposed in Arkansas. Thank you.

406721



The Department of
**Arkansas
Heritage**

Mike Huckabee, Governor
Cathie Matthews, Director

Arkansas Arts Council
Arkansas Natural Heritage
Commission

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars
Cultural Center

Old State House Museum



Arkansas Historic
Preservation Program

1500 Tower Building
323 Center Street
Little Rock, AR 72201

(501) 324-9880
fax: (501) 324-9184
tdd: (501) 324-9811

e-mail: info@arkansaspreservation.org
website:
www.arkansaspreservation.org

An Equal Opportunity Employer



July 24, 2006

Com. J.K. Ingalsbe
Deputy Project Manager, Nationwide AIS Project
United State Coast Guard
2100 Second Street, S.W.
Washington, D.C. 20593-0001

RE: Multi County - General
Section 106 Review - USCG
Proposed Implementation of the Nationwide Automatic
Identification System Project
AHPP Tracking No: 61024

Dear Com. Ingalsbe:

My staff has reviewed the draft Programmatic Environmental Impact Statement (PEIS) regarding the above-referenced undertaking. Because specific project elements may not have been identified at this point, we recommend that individual undertakings be submitted to this office for review under the terms of Section 106 of the National Historic Preservation Act. Such undertakings need be submitted only if ground disturbing activities are planned or if installation of Coast Guard equipment will modify an existing structure to the extent that an adverse visual effect might occur.

Thank you for the opportunity to comment on this undertaking. If you have any questions, please contact Steve Innhoff of my staff at (501) 324-9880.

Sincerely,

Ken Grunewald
Deputy State Historic Preservation Officer

cc: Dr. Ann M. Early, Arkansas Archeological Survey

2006-2008 38837-38

COMMENT

RESPONSE

11.

11. Thank you, comment noted.



Job Bush
Governor

**Department of
Environmental Protection**

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Colleen M. Castille
Secretary

July 26, 2006

Dr. Anita Allen
NAIS Environmental Manager
U.S. Coast Guard, G-AIS
2100 Second Street, SW
Washington, DC 20593-0001

RE: U.S. Coast Guard – Docket No. USCG-2005-22837 – Draft Programmatic
Environmental Impact Statement for Implementation of the U.S. Coast Guard
Nationwide Automatic Identification System Project
SAI # FL200607262638C

Dear Dr. Allen:

Florida State Clearinghouse staff, pursuant to Presidential Executive Order 12372,
Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-
1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335,
4341-4347, as amended, has reviewed the referenced Draft Programmatic Environmental
Impact Statement (DPEIS).

Based on the information contained in the DPEIS, the state has determined that the
proposed federal activities are consistent with the Florida Coastal Management Program.

Thank you for the opportunity to review the proposed project. Should you have any
questions regarding this letter, please contact Ms. Lauren P. Milligan at (850) 245-2170.

Sincerely,

Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lm

COMMENT

RESPONSE

12.

12. Comment noted. Further coordination will be undertaken for construction of each new tower site proposed in New Jersey. Thank you.

407999



State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
Environmental Regulation
Office of Permit Coordination and Environmental Review
401 East State Street
P.O. Box 423
Trenton, New Jersey 08625-0423
Phone: (609) 292-3600 Fax: (609) 777-1330

JON S. CORZINE
Governor

LISA P. JACKSON
Commissioner

July 27, 2006

DEPT. OF TRANSPORTATION
COCKETS
2006 AUG -1 P 12:58

Docket Management Facility
U.S. Department of Transportation
400 Seventh Street, SW.
Washington, DC 20590-0001

0566-2005-22337-31

RE: U.S. Coast Guard Nationwide Automatic Identification System
Draft Programmatic Environmental Impact Statement

Dear Sir or Madam,

The Office of Program Coordination of the New Jersey Department of Environmental Protection (NJDEP) has completed its review of the Draft Programmatic Environmental Impact Statement (DPEIS) for the United States Coast Guard Nationwide Automatic Identification System (NAIS). We have no comments on the programmatic document.

The Office of Permit Coordination and Environmental Review coordinates Department reviews of environmental documents prepared pursuant to the requirements of the National Environmental Policy Act (NEPA). The purpose of our reviews is to identify the environmental and regulatory issues that may have impacts to the State of New Jersey. Different features of the NAIS may require NJDEP permits and approvals depending on the sites and/or locations selected in New Jersey. Once subsequent NAIS environmental documents outlining New Jersey specific sites are completed, please send six copies of the NEPA documents directly to our Office to insure timely, comprehensive reviews.

Thank you for giving us the opportunity to review the DPEIS.

Sincerely,

Kenneth C. Koschek
Supervising Environmental Specialist
Office of Permit Coordination
and Environmental Review

COMMENT

RESPONSE

13.

13. Thank you, comment noted.

408717

036-2065-258-37-25

STATE OF SOUTH CAROLINA
State Budget and Control Board
OFFICE OF STATE BUDGET



MARK SANDFORD, CHAIRMAN
GOVERNOR
GRADY L. PATTERSON, JR.
STAFF TREASURER
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COMPTROLLER GENERAL

RICHIE LEATHERMAN, SR.
CHAIRMAN, SENATE FINANCE COMMITTEE
DANIEL T. "DAN" COOPER
CHAIRMAN, WAYS AND MEANS COMMITTEE
FRANK W. FUSCO
EXECUTIVE DIRECTOR

1201 Main Street, Suite 870
COLUMBIA, SOUTH CAROLINA 29201
(803) 734-2280
LES HOLES
DIRECTOR

July 31, 2006

J.K. Ingalsbe
US Dept. of Homeland Security
US Coast Guard
Attn: Commander J.K. Ingalsbe
2100 Second Street, S.W.
Washington, DC 20593-0001

Project Name: Nationwide Automatic Identification System (NAIS) Project

State Application Identifier: SC060701-895

Dear Commander Ingalsbe:

The State Clearinghouse, Office of State Budget, has conducted an intergovernmental review of the project referenced above as provided by Presidential Executive Order 12372. All comments received, if any, as a result of the review are enclosed for your information.

The Clearinghouse does not have information on the Federal agency's review status. Please contact your Federal grantor agency with any questions concerning the status of your application.

The State Application Identifier indicated above should be used in any future correspondence with this office.

Sincerely,

Jean Ricard
Fiscal Manager, Grant Services

COMMENT

RESPONSE

14.

14. Comment noted. Further coordination will be undertaken for construction of each new tower site proposed in the Commonwealth of Virginia. Thank you.



COMMONWEALTH of VIRGINIA

Department of Historic Resources
2801 Kensington Avenue, Richmond, Virginia 23221

L. Preston Byrnie, Jr.
Secretary of Natural Resources

August 2, 2006

Dr. Anita Allen
NAIS Environmental Manager
US Coast Guard
2100 Second Street, S.W.
Washington, DC 20593-0001

RE: Nationwide Automatic Identification System
DHR file no. 2005-1712

Dear Dr. Allen:

We have received a copy of the notice published in the Federal Register regarding the preparation of Programmatic Environmental Impact Statement for the Nationwide Automatic Identification System. We have no comments on this project at this time since it is not yet clear if the Commonwealth of Virginia will be impacted by this project. However, the project activities involved certainly have the potential to affect cultural resources. Therefore, we look forward to consulting with the Coast Guard pursuant to Section 106 of the National Historic Preservation Act should the decision be made to implement this program in the Commonwealth of Virginia.

Sincerely,

Kristin Hill, Architectural Historian
Office of Review and Compliance

RECEIVED
AUG 6 - 2006

Administrative Services
10 Courthouse Avenue
Petersburg, VA 23803
Tel: (804) 863-1024
Fax: (804) 862-4196

Capital Region Office
2801 Kensington Ave.
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Tidewater Region Office
14415 Old Courthouse Way, 2nd Floor
Newport News, VA 23608
Tel: (757) 886-2807
Fax: (757) 886-2808

Roanoke Region Office
1020 Fenmar Ave., SE
Roanoke, VA 24013
Tel: (540) 857-7883
Fax: (540) 857-7588

Winchester Region Office
107 N. Kent Street, Suite 203
Winchester, VA 22601
Tel: (540) 722-3427
Fax: (540) 722-7535

COMMENT

RESPONSE

15.

a. AIS equipment will be co-located on existing towers to the greatest extent possible.

Page 1 of 2

b. Proposed new towers will be built 199 feet AGL or less to the greatest extent possible.

c. Follow-on NEPA documentation for proposed new towers will include analysis of potential cumulative impacts.

d. The USCG would have some flexibility in the exact siting of NAIS towers and equipment and would seek to avoid impacts to the greatest extent possible. Further coordination will be undertaken with USFWS for construction of each new tower site.

P. 2

7855398567

USFWS Manhattan, Kansas

AUG 04 06 01:19P

407811



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Kansas Ecological Services Field Office
2609 Anderson Avenue
Manhattan, Kansas 66502-6172

August 3, 2006

Document Management Facility
US Department of Transportation
400 7th Street SW
Washington, DC 20590-0001

WOLG-2005-22837-30

FWS Tracking # 2006-P-0448

RE: PEIS NAIS Project Comments

Dear Sirs/Madamame:

This is in response to your June 30, 2006 public notice seeking comment on the United States Coast Guard (USCG) Draft Programmatic Environmental Impact Statement (PEIS) addressing the proposed implementation of the Nationwide Automatic Identification System (NAIS) Project.

The proposal would involve installing receivers, transmitters, transceivers, repeaters and other equipment on towers or other structures at up to 450 sites at locations along 95,000 miles of coastline and inland waterways, as well as the use of selected remote platforms. We offer the following for your consideration.

- a. Anyone proposing to construct a new communications tower is strongly encouraged to co-locate the equipment on an existing communications tower or other structure or building mount. Depending on the tower load factors, from six to ten providers may collocate on an existing tower.
- b. If collocation is not feasible and a new tower or towers are to be constructed, communications providers are encouraged to construct towers no more than 199 feet above ground (AGL), using construction techniques that do not require guy wires. Such towers should be unlighted if Federal Aviation Administration (FAA) regulations permit.
- c. If constructing multiple towers, providers should consider the cumulative impacts of all of those towers to migratory birds and threatened and endangered species, as well as impacts of each individual tower.
- d. New towers should be sited within existing antenna farms. Towers should not be sited near wetlands, other known bird concentration areas, in known migratory or daily movement flyways or in habitat of threatened or endangered species. Towers should not be sited in areas with a high incidence of fog, mist and low ceilings as compared to nearby areas.

COMMENT

RESPONSE

15.

e. The USCG will follow FAA tower lighting guidelines.

Page 2 of 2

f. The USCG would have some flexibility in the exact siting of NAIS towers and equipment and would seek to avoid impacts to the greatest extent possible. Further coordination will be undertaken with USACE and USFWS, as necessary, for construction of each new tower site.

e. If taller (>199 feet) towers requiring lights for aviation safety must be constructed, the minimum amount of pilot warning and obstruction avoidance lighting required by the FAA should be used. Only white or red strobe lights should be used at night and these should be the minimum number of flashes per minute allowable by the FAA. The use of solid red or pulsating red warning red lights should be avoided.

f. Construction and operational activities should avoid wetlands, streams, and riparian woodlands to the maximum extent possible. All project sites should be surveyed for the presence of marshes and other wetland habitat types. If impacts to these areas are unavoidable, a permit may be required from the U.S. Army Corps of Engineers. All disturbed riparian areas should be revegetated with native plants as soon as possible after the disturbance occurs. Species composition following revegetation should parallel that which existed prior to the disturbance.

If a permit from the Corps of Engineers is required, the USFWS will be given the opportunity to review the public notice on the proposed action and provide additional comments at that time. Section 404 guidelines require the sequence of avoidance of impacts, minimization of impacts and compensation for unavoidable impacts. When we review the public notice we will request information on alternatives considered, how the project avoided and minimized impacts to aquatic ecosystems, and the compensatory mitigation proposal, if one is required by the Corps.

g. Under the Migratory Bird Treaty Act (MBTA), construction activities in prairies, wetlands, stream and woodland habitats that would otherwise result in the taking of migratory birds, eggs, young, and/or active nests should be avoided. Although the provisions of MBTA are applicable year-round, most migratory bird nesting activity in Kansas occurs during the period of April 1 to July 15, although some migratory birds are known to nest outside this period. If the proposed construction project may result in the take of nesting migratory birds, the USFWS recommends a field survey during the nesting season of the affected habitats and structures to determine the presence of active nests. Our office should be contacted immediately for further guidance if a field survey identifies the existence of one or more active bird nests that cannot be avoided temporarily or spatially by the planned construction activities.

Thank you for this opportunity to comment on the proposal.

Sincerely,


Michael J. LeValley
Field Supervisor

cc: KDWP, Pratt, KS (Environmental Services)
Connie Young-Dubovsky, RG, RO, (ES)

COMMENT

RESPONSE

16.

16. Thank you, comment noted.

4/12/06

DEPT. OF TRANSPORTATION
TODD

7:00 AM '06 22 P 3: 04

August 7, 2006

Docket Management Facility
USDOT
400 Seventh Street SW
Washington, D.C. 20590-0001

Re: AHC 2006-1245; USCG Docket Number USCG-2005-22837; Implementation of
Nationwide Automatic Identification System, Statewide, Alabama

Dear Sir or Madam:

Upon review of the above referenced project, the Alabama Historical Commission has determined that we can concur with the proposed project provided we are consulted on a case-by-case basis for each action in this undertaking. Thank you for the notice.

We appreciate your commitment to helping us preserve Alabama's non-renewable resources. Should you have any questions, please contact Amanda Hill of this office and include the AHC tracking number referenced above.

Very truly yours,



Elizabeth Ann Brown
Deputy State Historic Preservation Officer

EAB/ALM/alm



468 South Perry Street
Montgomery, Alabama
36130-0900

tel 334 242-3184
fax 334 240-3477



COMMENT

RESPONSE

17.

17. Comment noted. Further coordination will be undertaken for construction of each new tower site proposed in Florida. Thank you.



FLORIDA DEPARTMENT OF STATE
Sue M. Cobb
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Dr. Anita Allen
United States Coast Guard
2100 Second Street, S.W.
Washington, DC 20593-0001

August 8, 2006

RE: DHR Project File Number: 2006-6191 / Received by DHR: July 10, 2006
United States Coast Guard
Draft Programmatic Impact Statement (PEIS) for the Nationwide Automatic
Identification System (NAIS)
All Florida

Dear Dr. Allen:

Our office received and reviewed additional information for the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended and *36 CFR Part 800: Protection of Historic Properties* and the *National Environmental Policy Act of 1969*, as amended. The State Historic Preservation Officer is to advise Federal agencies as they identify historic properties (listed or eligible for listing in the *National Register of Historic Places*), assess effects upon them, and consider alternatives to avoid or minimize adverse effects.

We appreciate receiving the advance notice of the PEIS for the above-referenced project and look forward to working with you on this project when we receive a hard copy of the document.

If there are any questions, please contact James Tomer, Historic Sites Specialist, by electronic mail at jtomer@doh.state.fl.us, or at 850-245-6333.

Sincerely,

Frederick P. Gaska, Director, and
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>
 Director's Office (850) 245-6300 • FAX: 245-6436 Archaeological Research (850) 245-6444 • FAX: 245-6452 Historic Preservation (850) 245-6333 • FAX: 245-6437 Historical Museums (850) 245-6400 • FAX: 245-6433
 Southeast Regional Office (904) 467-4990 • FAX: 467-4991 Northeast Regional Office (904) 825-5045 • FAX: 825-5044 Central Florida Regional Office (813) 272-3843 • FAX: 272-2340

COMMENT

RESPONSE

18.

18. Thank you, comment noted.



409092
PRINCE WILLIAM SOUND REGIONAL CITIZENS' ADVISORY COUNCIL
2709 Spinnaker Road, Suite 100 / Anchorage, Alaska 99503 / (907) 277-2222 / FAX 907-477-4323
1500 Ave. 106th / Fairbanks, Alaska 99709 / (907) 451-3000 / FAX 907-455-3926

August 8, 2006

Docket Management Facility
U. S. Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590-0001

RE: Coast Guard Docket Number USCG-2005-22837 - 42
Nationwide Automatic Identification System, Environmental Impact Statement

Dear Sirs:

The Prince William Sound Regional Citizens' Advisory Council (PWSRCAC) is an independent non-profit corporation whose mission is to promote environmentally safe operation of the Valdez Marine Terminal and associated tankers. Our work is guided by the Oil Pollution Act of 1990, and our contract with Alyeska Pipeline Service Company. PWSRCAC's 18 member organizations are communities in the region affected by the 1989 Exxon Valdez oil spill, as well as commercial fishing, aquaculture, Native, recreation, tourism and environmental groups.

PWSRCAC strongly supports the proposed action to establish a nationwide network of receivers and transmitters to capture, display, exchange, and analyze Automatic Identification System (AIS) generated information. We recognize that the implementation of this project would provide the U.S. Coast Guard with enhanced capability to receive and distribute information from ship-borne AIS equipment and to transmit information to AIS equipped vessels to enhance vessel tracking and maritime security. We see this as an improvement that would benefit crude oil transporters in U.S. coast wide trade and improve maritime safety in the areas where we have an active advisory role.

Sincerely,

John S. Devens
John S. Devens, Ph. D.
Executive Director

COMMENT

RESPONSE

19.

19. Thank you, comment noted.

Page 1 of 2

08/08/2006 11:03 FAX 504 5841528

CANAL BARBE

001/002

4pg 341



Canal Barge Company, Inc.

835 UNION STREET
NEW ORLEANS, LOUISIANA 70112-1469
TELEPHONE (504) 581-2424
FAX (504) 584-1508

August 9, 2006

VIA TELEFAX (202) 493-2251

Docket Management Facility
U.S. Department of Transportation
400 Seventh St. S.W.
Washington, D.C. 20590-0001

RE: Docket No. USCG-2005-22837 - 92

Dear Sir or Madam:

Thank you for the opportunity to comment on the proposed National Automatic Identification System (NAIS) and the Programmatic Environmental Impact Statement prepared in advance of the nationwide implementation of this valuable program.

Background

Canal Barge Company, Inc. ("CBC") employs over 350 employees ranging from Unlimited Masters and Chief Engineers, to Masters of Towing Vessels, to Tankermen and Deckhands. These mariners operate our fleet of 16 inland towing vessels and over 600 barges (including over 170 inland tank barges) in the inland marine transportation service industry. We also own and operate an asphalt and chemical terminal located at Mile 281.3 of the Illinois Waterway.

CBC is an active member of the American Waterways Operators (AWO) and has actively participated with the AWO and the United States Coast Guard to develop practical security and safety solutions that represent the best available practices of the inland towing industry.

NAIS

As an operator of towboats on the Upper and Lower Mississippi, Illinois, and Tennessee Rivers, the Ohio Valley, the Intra-coastal Waterways, and the Gulf Coast, CBC has already placed AIS systems on board all 16 of its towboats, including those vessels that operate outside of VTS zones and are not required to carry AIS. In our experience, AIS can be and has been an extremely valuable tool that aids both vessel safety and security.

19.

Page 2 of 2

08/09/2006 11:00 FAX 504 5041529

CANAL BARBE

002/002

Docket Management Facility
Page 2
August 9, 2006

Our wheelhouse personnel, who act as our "eyes and ears" on the river, have been overwhelmingly positive in their assessment of the AIS system and its impact on safe navigation. The inland waterways can be treacherous even to the most seasoned mariner; the AIS system allows real-time visualization of vessel traffic and facilitates communication of accurate information among vessels. CBC has seen the value of AIS in the real world, and strongly supports implementation of the system along the entire inland waterway system as quickly as possible. This implementation should be done in a consistent way across this entire system so that all vessels interact without any gaps in the system. The AIS system can be an excellent tool, but it will only be effective if all users are operating the same system on a continuous basis.

Environmental Impact

CBC has reviewed the Programmatic Environmental Impact Statement, along with the comments to the docket submitted by other governmental agencies centered on environmental protection. We note that the USCG has proposed installing AIS on existing antennae farms and other structures where possible, which reduces to the greatest extent possible any environmental impact, and that any short-term minor impacts would be offset by long-term gains in human health and safety on the waterways. We also note that among the state and federal agencies that have submitted comments to the docket, there have been no objections to the implementation of the system as a whole. CBC supports those comments that call for careful review of individual installations to ensure that any environmental impacts are minimized. However, as a whole we believe this program will provide great benefits to safety and security without any meaningful negative environmental impacts. We respectfully submit and recommend that implementation of AIS should proceed without delay.

We appreciate the chance to provide comments on this important program. If you have any questions or problems, please contact the undersigned at (504) 581-2424.

Best regards



William T. Smith
VP - Human Resources & CSO

COMMENT

RESPONSE

20.

20. Text clarified per comment.

a. Page 3-20, lines 10-35 were added to clarify Section 110 applicability.

b. and c. Page 3-22, lines 21-35 were added to address NAGPRA, unmarked burials, and prior archeological research.

Further coordination will be undertaken for construction of each new tower site proposed in Massachusetts. Thank you.

408085



DEPT. OF TRANSPORTATION
LOGISTICS

With the A 10-08

The Commonwealth of Massachusetts
Secretary of the Commonwealth

Massachusetts Historical Commission

August 10, 2006
Captain K.J. Guth
Project Manager, Nationwide AIS Project
Deckle Management Facility
U.S. Department of Transportation
400 Seventh Street, SW
Washington, D.C. 20590-0001

SA

RE: USCG's Nationwide Automatic Identification System (NAIS), USCG #2005-22837, MHC #RC-38345.

Dear Captain Guth:

Staff at the Massachusetts Historical Commission (MHC) has received the copy of the Programmatic Environmental Impact Statement by the United States Coast Guard concerning the project referenced above. The proposed project involves the installation of a system of radio frequency antennas, receivers, transmitters, repeaters and other related equipment located on shore-based installations and remote platforms throughout the continental U.S. and U.S. Territories. MHC understands that once specific RF site locations have been selected, the USCG will consult with the MHC.

- a. On page 3-20, please note that Section 110 of the National Historic Preservation Act also applies to federal land.
- b. On page 3-21, please note that NAGPRA discovery does not apply to non-federal land; marked and unmarked burials are protected under several statutes in Massachusetts under the Massachusetts Unmarked Burial Law (M.G.L., Chapter 38, Section 6; Chapter 9, Section 26A and 27C; and Chapter 7, Section 38A).
- c. On page 3-22, lines 19-27, please note that the results of relevant, previous archaeological research should also be taken into account by qualified archaeologists (see 950 CMR 70.10) to develop predictive models and undertake archaeological sensitivity assessments. In Massachusetts, a State Archaeologist's Permit (950 CMR 70) is required for archaeological investigations.

These comments are offered to assist in compliance with Sections 106 and 110 of the National Historic Preservation Act of 1966 (36 CFR 800) and Massachusetts General Laws, Chapter 9, Sections 26-27C (950 CMR 70). Please feel free to contact either Gregory R. Dubell at this office if you have any questions or need additional information.

Sincerely,

Paul Simon

Brona Simon
State Archaeologist
Deputy Historic Preservation Officer
Acting Executive Director
Massachusetts Historical Commission

cc: Iana Hale, Historic Preservation Officer, Department of Homeland Security
Advisory Council on Historic Preservation
Victor Mastrom, Massachusetts Board of Underwater Archaeological Resources
Massachusetts Coastal Zone Management

220 Morrissey Boulevard, Boston, Massachusetts 02125
(617) 727-8470 • Fax: (617) 727-5128
www.sec.state.ma.us/mhc

COMMENT

RESPONSE

21.

Comment noted. Further coordination will be undertaken for construction of each new tower site proposed in Washington State. Thank you.

Aug. 14, 2006 1:47PM

No. 2791 P. 2

Page 1 of 2



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
4601 N. Monroe Street • Spokane, Washington 99205-1295 • (509) 329-3400

August 11, 2006

Captain Kurtis J. Guth
U.S. Coast Guard
2100 Second Street, SW
Washington, DC 20593

DOT No. USCG-2005-22837 - 39

Dear Captain Guth:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement regarding the implementation of the U.S. Coast Guard Nationwide Automatic Identification System Project (Proponent – Dept. of Homeland Security). The Department of Ecology has reviewed the documents and has the following comments:

Water Quality Program

Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48, Water Pollution Control, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.

Proper disposal of construction debris must be on land in such a manner that debris cannot enter the natural stormwater drainage system or cause water quality degradation of state waters.

Proper erosion and sediment control practices must be used on the construction site and adjacent areas to prevent upland sediments from entering the natural stormwater drainage system. All areas disturbed or newly created by construction activities must be stabilized and revegetated using the best available techniques to protect against erosion.

All dry wells and other injection wells must be registered with the Underground Injection Control Program (UIC) at Department of Ecology. Contact the UIC staff at UIC Program, Department of Ecology, P.O. Box 47600, Olympia, WA 98504-7600 or (360) 407-6616 for registration forms and further information.

Dry wells can not be used for disposal of stormwater unless a treatment device or all known available and reasonable methods of prevention, control and treatment (AKART) is provided prior to injection and the discharge can meet the Ground Water Standards, Chapter 173-200 WAC. Examples of AKART are grassy swales, sand filters, catch



COMMENT

RESPONSE

21.

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Aug. 14. 2006 1:47PM

No. 2791 P. 3

basins, and wet and dry ponds. A coalescing plate oil/water separator or equivalent treatment must be used in high traffic areas where gasoline or oil contamination or storm water is likely to be present. Disposal of antifreeze, oil and other pollutants into drywells is not allowed.

Routine inspection and maintenance of all sediment and erosion control devices is recommended both during and after development of the site.

During construction, all release of oils, hydraulic fluids, fuels, other petroleum products, paints, solvents, and other deleterious materials must be contained and removed in a manner that will prevent their discharge to waters and soils of the state. The cleanup of spills should take precedence over other work on the site.

Dumpsters and refuse collection containers must be leak free with close fitting covers. The drainage for refuse containers and dumpster areas adjacent to or over the water must be designed to prevent leachate from being discharged to surface waters.

On-site septic tank and drainfield systems are designed to treat and dispose of domestic wastewater or its equivalent only. Commercial and industrial operations discharging wastes other than domestic wastewater to on-site systems may result in ground water contamination and could cause the facility owner or operator to incur severe liabilities.

Sincerely,



Terri Miller
SEPA Coordinator
Department of Ecology
Eastern Regional Office
4601 N. Monroe Street
Spokane, WA 99205-1295
Phone: (509)329-3550
Email: teri461@ecy.wa.gov

2006-5789

COMMENT

RESPONSE

22.

22. Thank you, comment noted.

Page 1 of 2



Arnold Schwarzenegger
Governor



Sean Walsh
Director

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

August 15, 2006

Anita Allen
U.S. Coast Guard
2100 Second Street, SW (code G-AIS)
Washington, DC 20393

Subject: Programmatic EIS for Implementation of the Nationwide Automatic Identification System Project
SCH#: 2006074001

Dear Anita Allen:

The State Clearinghouse submitted the above named Draft EIS to selected state agencies for review. The review period closed on August 14, 2006, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Document Details Report
State Clearinghouse Data Base

SCH#	2006074001
Project Title	Programmatic EIS for Implementation of the Nationwide Automatic Identification System Project
Lead Agency	U.S. Coast Guard
Type	EIS Draft EIS
Description	The action assessed in the draft PEIS is the proposed implementation of the Nationwide Automatic Identification System (NAIS) project. The proposed implementation of the NAIS project would involve installing receivers, transmitters, and related equipment on towers or other structures at up to 450 sites at locations along 95,000 miles of coastline and inland waterways, as well as the use of selected remote platforms such as satellites, oil and gas platforms, and data buoys. The NAIS project is a U. S. Department of Homeland Security Level 1 investment and USCG major systems acquisition.
Lead Agency Contact	
Name	Anita Allen
Agency	U.S. Coast Guard
Phone	(202) 474-3282
email	
Address	2100 Second Street, SW (code G-AIS)
City	Washington
State	DC
Zip	20593
Project Location	
County	
City	
Region	
Cross Streets	
Parcel No.	
Township	
Range	
Section	
Base	
Proximity to:	
Highways	
Airports	
Railways	
Waterways	U.S. Coastline and certain inland waterways
Schools	
Land Use	
Project Issues	Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Cumulative Effects; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Landuse; Noise; Recreation/Parks; Soil Erosion/Compaction/Grading; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife
Reviewing Agencies	Resources Agency; Office of Emergency Services; Department of Fish and Game, Headquarters; Department of Water Resources; California Coastal Commission; California Highway Patrol; Department of Boating and Waterways; Calltrans, Division of Transportation Planning; State Water Resources Control Board, Division of Water Quality; State Lands Commission; San Francisco Bay Conservation and Development Commission; Department of Parks and Recreation; Native American Heritage Commission
Date Received	07/06/2006
Start of Review	07/07/2006
End of Review	08/14/2006

Note: Blanks in data fields result from insufficient information provided by lead agency.

COMMENT

RESPONSE

23.

23. Thank you, comment noted.



MARYLAND DEPARTMENT OF THE ENVIRONMENT
1800 Washington Boulevard • Baltimore Maryland 21230-1718
(410) 537-4120

Robert L. Ehrlich, Jr.
Governor
Michael S. Steele
Lt. Governor

Kendall P. Phillips
Secretary
Jonas A. Jacobson
Deputy Secretary

August 18, 2006

Mr. J. K. Ingalsbe
U.S. Coast Guard
2100 Second Street, SW
Staff Symbol: G-AIS
Washington DC 20593-0001

RE: State Application Identifier: MD20060712-0771
Project: Draft Programmatic EIS (PEIS)

Dear Mr. Ingalsbe:

Thank you for providing the Maryland Department of the Environment (MDE) with the opportunity to comment on the above-referenced project. Copies of the documents were circulated throughout MDE for review, and it has been determined that this project is consistent with MDE's plans, programs and objectives.

Again, thank you for giving MDE the opportunity to review this project. If you have any questions or need additional information, please feel free to call me at (410) 537-4120.

Sincerely,

Joane D. Mueller
MDE Clearinghouse Coordinator
Technical and Regulatory Services Administration

cc: Bob Rosenbush, State Clearinghouse

COMMENT

RESPONSE

24.

Catawba Indian Nation
Tribal Historic Preservation Office
P. O. Box 750
Rock Hill, South Carolina 29731
803-328-2427 Fax 803-328-5791

*System - Pls. coordinate
w/ Anita Haire on
this and other*



18 August 2006
US Department of Homeland Security
Commandant US Coast Guard
2100 Second Street, SW
Washington, DC 20503-0001

Re: THPO # 16475
Project description
Letter re Draft PEIS / proposed implementation of the NAMS

Dear Sir or Madam:

We have received your notice concerning the availability of the Draft Programmatic Environmental Impact Statement (PEIS), which addresses the proposed implementation of the Nationwide Automatic Identification System (NAMS) project.

The Catawba Indian Nation is a primary consulting party, not "the public." We should have been involved from the beginning. You will need to send us a complete copy, before we comment on it. Please check to see that you have the correct mailing address for us. Regular mail should be sent to:

Dr. Wenonah G. Haire, Director
Catawba Indian Nation
Tribal Historic Preservation Office
PO Box 750
Rock Hill, SC 29731

Federal Express and UPS packages may be sent to our location:
Dr. Wenonah G. Haire
CIN THPO
1536 Tom Steven Road
Rock Hill, SC 29730

If you have questions, please contact Sandra Reinhardt at 803-328-2427, ext. 233 or e-mail sandrar@copprechts.com.

Sincerely,

Sandra Reinhardt
Wenonah G. Haire
Tribal Historic Preservation Officer

24. The Catawba Tribal Historic Preservation Officer was sent a Notice of Intent to prepare an EIS on 23 November 2005. This letter was sent to all potentially affected Tribal, Federal, State, and local agencies and representatives as a way to solicit information and concerns before preparation of the Programmatic EIS began. This letter also served as an invitation to consult throughout the preparation of the Programmatic EIS. No response to that letter from the Catawba Indian Nation was received by the U.S. Coast Guard. Because the Programmatic EIS is general in nature, evaluating the potential effects of implementing a program on a national scale without knowing the actual locations of the sites, no formal consultation regarding specific impacts at specific locations has been initiated for any implementation sites with any Tribal, Federal, State, or local representative or agency to date because none of the sites are known at this time. That level of consultation and coordination will be undertaken once implementation sites have been identified and as part of the preparation of the tiered NEPA documentation that will be required. At that time all Tribal, Federal, State, and local agencies having jurisdiction over potentially affected resources will be notified of the scope of the project proposed in their areas of jurisdiction and the appropriate coordination will be completed.

COMMENT

25.

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25. Thank you, comment and rating of Lack of Objections noted. Text on Page 4-1, line 36 was revised to remove reference to specific categorical exclusion numbers.

RESPONSE

41004-1



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460-0101
DOCKETS

2005 AUG 21 P 2:10

AUG 14 2006

OFFICE OF
ENFORCEMENT AND
COMPLIANCE ASSURANCE

Docket Management Facility
(USCG-2005-22837) -43
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590-0001

Dear Sir/Madam:

In accordance with our responsibilities under Section 309 of the Clean Air Act and the National Environmental Policy Act (NEPA), the Environmental Protection Agency (EPA) has reviewed U. S. Coast Guard's (USCG) draft programmatic Environmental Impact Statement (EIS) for Implementation of the U.S. Coast Guard Nationwide Automatic Identification System (NAIS) Project. (CEQ # 20060271).

The purpose of this project is to establish a nationwide network of receivers and transmitters to capture, display, exchange, and analyze automatic identification system (AIS) generated information. This would satisfy the USCG's need to enhance homeland security while carrying out its mission to ensure marine safety and security, preserve maritime mobility, protect the marine environment, enforce U.S. laws and international treaties, and perform search and rescue operations. The proposed action involves installing receivers, transmitters, transceivers, repeaters, and other equipment on towers or other structures at up to 450 sites along 95,000 miles of coastline, other inland waterways, and remote platforms such as satellites, offshore oil and gas platforms and data buoys. The proposed project would provide detection and identification of vessels carrying AIS equipment approaching or operating in the maritime domain where little or no vessel tracking currently exists.

The technical and operational requirements for NAIS require the system to be operational in both inland navigable waters and the open ocean out to 2,000 nautical miles offshore. For this reason, in order to meet the proposed action, USCG has determined that a combination of implementation alternatives would be necessary to meet these requirements. They include:

- (1) establishing a combination of co-located and newly built shore-based radio frequency sites for short-range AIS coverage;

COMMENT

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- (2) leasing commercial satellite services for long-range AIS coverage; and
- (3) installing AIS equipment on existing offshore oil and gas platforms and data buoys for supplemental coverage.

The document states that the actions to lease commercial satellite services for long-range AIS coverage and installing AIS equipment on existing offshore oil and gas platforms and data buoys for supplemental long-range coverage would likely be categorically excluded from detailed NEPA analysis by using an established categorical exclusion (CATEX). While EPA does not object to this approach, it does not appear that the stated CATEX applies to these actions. During further communications with the USCG, staff indicated that they recognized this was incorrect. This will be corrected in the final EIS.

Based on the review of the document and the clarification provided above, we have rated the document as Lack of Objectives (LO).

We appreciate the opportunity to review and comment on this draft programmatic EIS. We also look forward to reviewing the final programmatic EIS related to this project. The staff contact for the review is Marthea Rountree and she can be reached at 202-564-7141.

Sincerely,



Anne Norton Miller
Director
Office of Federal Activities

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APPENDIX C

APPLICABLE LAWS AND EXECUTIVE ORDERS

Appendix C

Applicable Laws and Executive Orders¹

Title, Citation	Summary
Archaeological and Historical Preservation Act, 16 United States Code (U.S.C.) 469	Protects and preserves historical and archaeological data. Requires Federal agencies to identify and recover data from archaeological sites threatened by a proposed action(s).
Clean Air Act, 42 U.S.C. 7401–7671q, as amended	Establishes Federal standards for air pollutants. Prevents significant deterioration in areas of the country where air quality fails to meet Federal standards.
Clean Water Act, 33 U.S.C. 1251–1387 (also known as the Federal Water Pollution Control Act)	Comprehensively restores and maintains the chemical, physical, and biological integrity of the nation’s waters. Implemented and enforced by the U.S. Environmental Protection Agency (USEPA).
Coastal Barrier Resources Act, 16 U.S.C. 3501–3510	Discourages coastal barrier island degradation by prohibiting direct or indirect Federal financial funds (including flood insurance) for development, except for emergency life-saving activities.
Coastal Zone Management Act of 1972, 16 U.S.C. 1451–1464	Establishes a policy to preserve, protect, develop, and, where possible, restore and enhance the resources of the nation’s coastal zone. Encourages and assists states in developing and implementing coastal zone management programs.
Comprehensive Environmental Response, Compensation, and Liability Act of 1980, 42 U.S.C. 9601–9675 (also known as “Superfund”)	Provides for liability, compensation, cleanup, and emergency response for hazardous substances released into the environment and cleanup of inactive hazardous substances disposal sites. Establishes a fund financed by hazardous waste generators to support cleanup and response actions.
Endangered Species Act of 1973, 16 U.S.C. 1531–1543, as amended	Protects threatened, endangered, and candidate species of fish, wildlife, and plants and their designated critical habitats. Prohibits Federal action that jeopardizes the continued existence of endangered or threatened species. Requires consultation with U.S. Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration (NOAA) Fisheries and a biological assessment when such species are present in an area affected by government activities.
Farmlands Protection Policy Act, P.L. 97-98, 7 U.S.C. 4201, et seq.	Minimizes the extent to which Federal programs contribute to the unnecessary or irreversible conversion of farmland to nonagricultural uses. The act also ensures that Federal programs are administered in a manner that, to the extent practicable, will be compatible with private, state, and local government programs and policies to protect farmland.

Table of Applicable Laws and Executive Orders (continued)

Title, Citation	Summary
Fish and Wildlife Coordination Act, 16 U.S.C. 661–667e, as amended	Authorizes the Secretaries of the Interior and Commerce to provide assistance to and cooperate with Federal and state agencies to protect, rear, stock, and increase the supply of game and fur-bearing animals, as well as to study the effects of domestic sewage, trade wastes, and other polluting substances on wildlife. The 1946 amendments require consultation with the USFWS and the state fish and wildlife agencies involving any waterbodies that are proposed or authorized, permitted, or licensed to be impounded, diverted, or otherwise controlled or modified by any agency under a Federal permit or license.
Magnuson-Stevens Fishery Conservation and Management Act, 16 U.S.C. 1801–1883, as amended	Establishes regional fisheries councils that set fishing quotas and restrictions in U.S. waters. Requires Federal agencies to consult with NOAA Fisheries on all actions (authorized, funded, or undertaken) that might adversely affect essential fish habitat.
Marine Mammal Protection Act of 1972, 16 U.S.C. 1361–1389, 1401–1407, 1538, 4107	Establishes a moratorium on the taking and importation of marine mammals. Prohibits harassing, hunting, capturing, collecting, or killing of marine mammals or attempting such actions. Requires permits for taking marine mammals. Requires consultations with USFWS and NOAA Fisheries if impacts on marine mammals are possible.
Maritime Transportation Security Act of 2002, Public Law (P. L.) 107-295	Designed to protect the nation’s ports and waterways from a terrorist attack. Requires vessels and port facilities to conduct vulnerability assessments and develop security plans that could include passenger, vehicle, and baggage screening procedures; security patrols; establishing restricted areas; personnel identification procedures; access control measures; and installation of surveillance equipment. Mandates regulations for AIS carriage requirements for certain vessels.
Migratory Bird Treaty Act, 16 U.S.C. 703–712	Implements treaties and conventions between the United States, Canada, Japan, Mexico, and the former Soviet Union for the protection of migratory birds. Unless otherwise permitted by regulations, the Act makes it unlawful to pursue, hunt, take, capture, or kill; attempt to take, capture, or kill; possess, offer to sell, barter, purchase, or deliver; or cause to be shipped, exported, imported, transported, carried, or received any migratory bird, part, nest, egg, or product, manufactured or not. The Act also makes it unlawful to ship, transport or carry from one state, territory, or district to another, or through a foreign country, any bird, part, nest, or egg that was captured, killed, taken, shipped, transported, or carried contrary to the laws from where it was obtained; and import from Canada any bird, part, nest, or egg obtained contrary to the laws of the province from which it was obtained. The U.S. Department of the Interior has authority to arrest, with or without a warrant, a person violating the Act.

Table of Applicable Laws and Executive Orders (continued)

Title, Citation	Summary
National Environmental Policy Act of 1969, 42 U.S.C. 4321–4370e, as amended	Requires Federal agencies to use a systematic approach when assessing environmental impacts of government activities. Proposes an interdisciplinary approach in a decisionmaking process designed to identify unacceptable or unnecessary impacts to the environment.
National Historic Preservation Act, 16 U.S.C. 470–470x-6	Requires Federal agencies to consider the effect of any federally assisted undertaking or licensing on any district, site, building, structure, or object eligible for inclusion, or listed in the National Register of Historic Places (NRHP). Provides for the nomination, identification (through NRHP listing), and protection of significant historical and cultural properties.
National Marine Sanctuaries Act, 16 U.S.C. 1431 et seq.	Authorizes the Secretary of Commerce to designate national marine sanctuaries based on statutory criteria and stipulated factors to be considered by the Secretary as a basis for designation. Stipulates consultation requirements with various Federal agencies, Congressional committees, state agencies, and regional fishery councils.
Noise Control Act of 1972, 42 U.S.C. 4901–4918	Establishes a national policy to promote an environment free from noise that jeopardizes health and welfare. Authorizes the establishment of Federal noise emissions standards and provides relevant information to the public.
Nonindigenous Aquatic Nuisance Prevention Control Act of 1990, 16 U.S.C. 4701–4751	Establishes aquatic nuisance species.
Occupational Safety and Health Act of 1970, 29 U.S.C. 651–678	Establishes standards to protect workers, including standards on industrial safety, noise, and health standards.
Port and Waterways Safety Act, 33 U.S.C. 1221–1232	Sets boat operating and towing safety requirements and establishes enforcement provisions. Authorizes the U.S. Coast Guard (USCG) to establish vessel traffic service/separation schemes for ports, harbors, and other waters subject to congested vessel traffic.
Wild and Scenic Rivers Act, P.L. 90-542, 16 U.S.C. 1271, et seq.	Establishes a National Wild and Scenic Rivers System and prescribes the methods and standards through which additional rivers may be identified and added to the system.
Resource Conservation and Recovery Act, 42 U.S.C. 6901–6992k	Establishes requirements for safely managing and disposing of solid and hazardous waste and underground storage tanks.

Table of Applicable Laws and Executive Orders (continued)

Title, Citation	Summary
Executive Order (EO) 11988, <i>Floodplain Management</i> , May 24, 1977	Directs agencies to consider alternatives to avoid adverse effects and incompatible development in floodplains. An agency may locate a facility in a floodplain if the head of the agency finds there is no practicable alternative. If it is found there is no practicable alternative, the agency must minimize potential harm to the floodplain, and circulate a notice explaining why the action is to be located in the floodplain prior to taking action. Finally, new construction in a floodplain must apply accepted floodproofing and flood protection to include elevating structures above the base flood level rather than filling in land.
EO 11990, <i>Protection of Wetlands</i> , May 24, 1977	Directs agencies to consider alternatives to avoid adverse effects and incompatible development in wetlands. Federal agencies are to avoid new construction in wetlands, unless the agency finds there is no practicable alternative to construction in the wetland and the proposed construction incorporates all possible measures to limit harm to the wetland. Agencies should use economic and environmental data, agency mission statements, and any other pertinent information when deciding whether or not to build in wetlands. EO 11990 directs each agency to provide for early public review of plans for construction in wetlands.
EO 12372, <i>Intergovernmental Review of Federal Programs</i> , July 14, 1982, 47 Federal Register (FR) 30959 (6/16/82), as supplemented	Requires Federal agencies to consult with state and local governments when proposed Federal financial assistance or direct Federal development impacts interstate metropolitan urban centers or other interstate areas.
EO 12898, <i>Environmental Justice</i> , February 11, 1994, 59 FR 7629 (2/16/94), as amended	Requires certain Federal agencies, to the greatest extent practicable permitted by law, to make environmental justice part of their missions by identifying and addressing disproportionately high and adverse health or environmental effects on minority and low-income populations.
EO 13148, <i>Greening the Government Through Leadership in Environmental Management</i> , April 21, 2000, 65 FR 24595 (4/26/00)	Designates the head of each Federal agency to ensure that all necessary actions are taken to integrate environmental accountability into agency day-to-day decisionmaking and long-term planning processes, across all agency missions, activities, and functions. Establishes goals for environmental management, environmental compliance, right-to-know (informing the public and their workers of possible sources of pollution resulting from facility operations) and pollution prevention, and similar matters.
EO 13175, <i>Consultation and Coordination with Indian Tribal Governments</i> , November 6, 2000, 65 FR 67249 (11/09/00)	Requires Federal agencies to establish an accountable process that ensures meaningful and timely input from tribal officials in developing policies that have tribal implications.

Table of Applicable Laws and Executive Orders (continued)

Title, Citation	Summary
EO 13186, <i>Responsibilities of Federal Agencies to Protect Migratory Birds</i> , January 10, 2001, 66 FR 3853 (1/17/01)	Requires each agency to ensure that environmental analyses of Federal actions (required by the National Environmental Policy Act or other established environmental review processes) evaluate the effects of actions and agency plans on migratory birds, emphasizing species of concern. Agencies must support the conservation intent of migratory bird conventions by integrating bird conservation principles, measures, and practices into agency activities, and by avoiding or minimizing, to the extent practicable, adverse impacts on migratory bird resources when conducting agency actions. The EO provides broad guidelines on conservation responsibilities and requires the development of more detailed guidance in a Memorandum of Understanding (MOU). The EO is coordinated and implemented by the USFWS. The MOU will outline how Federal agencies will promote conservation of migratory birds. The EO requires the support of various conservation planning efforts already in progress; incorporation of bird conservation considerations into agency planning, including NEPA analyses; and reporting annually on the level of take of migratory birds.
EO 11593, <i>Protection and Enhancement of the Cultural Environment</i> , May 13, 1971, 36 FR 8921 (5/15/71)	Requires all Federal agencies to locate, identify, and record all cultural resources, including significant archaeological, historical, or architectural sites.

¹ This table only reflects those laws and EOs that might reasonably be expected to apply to the Proposed Action and alternatives.

Other laws and EOs that are relevant include, but are not limited to:

- Abandoned Shipwreck Act, 43 U.S.C. 2102, et seq.
- American Indian Religious Freedom Act, 42 U.S.C. 1996, et seq.
- Antiquities Act, 16 U.S.C. 433, et seq.; Archaeological Resources Protection Act, 16 U.S.C. 470 aa-ll, et seq.
- Architectural Barriers Act, 42 U.S.C. 4151, et seq.
- Community Environmental Response Facilitation Act, 42 U.S.C. 9620, et seq.
- Department of Transportation Act, P.L. 89-670, 49 U.S.C. 303, Section 4(f), et seq.
- Emergency Planning and Community Right-to-Know Act, 42 U.S.C. 11001–11050, et seq.
- Environmental Quality Improvement Act, P.L. 98-581, 42 U.S.C. 4371, et seq.
- Federal Insecticide, Fungicide, and Rodenticide Act, P.L. 86-139, 7 U.S.C. 135, et seq.
- Federal Records Act, 44 U.S.C. 2101–3324, et seq.
- Fish and Wildlife Act of 1956, P.L. 85-888, 16 U.S.C. 742, et seq.
- Flood Disaster Protection Act, 42 U.S.C. 4001, et seq.
- Marine Protection, Research, and Sanctuaries Act of 1972, 33 U.S.C. 1401–1445

- Native American Graves Protection and Repatriation Act, 25 U.S.C. 3001, et seq.
- Northwest Atlantic Fisheries Convention Act of 1995, 16 U.S.C. 5601–5610
- Outer Continental Shelf Lands Act of 1953, 43 U.S.C. 1331–1356, as amended
- Pollution Prevention Act of 1990, 42 U.S.C. 13101-13109, et seq.
- Safe Drinking Water Act, P.L. 93-523, 42, U.S.C. 201, et seq.
- Toxic Substances Control Act, 7 U.S.C. 136, et seq.
- EO 11514, *Protection and Enhancement of Environmental Quality*, March 5, 1970, 35 FR 4247, as amended by EO 11541, July 1, 1970, 35 FR 10737 and EO 11991, May 24, 1977, 42 FR 26967
- EO 12088, *Federal Compliance with Pollution Control Standards*, 43 FR 47707, October 13, 1978, as amended by EO 12580, January 23, 1987, and revoked (in part) by EO 13148, April 21, 2000
- EO 12114, *Environmental Effects Abroad of Major Federal Actions*, January 9, 1979, 44 FR 1957
- EO 12902, *Energy Efficiency and Water Conservation at Federal Facilities*, March 8, 1994, 59 FR 11463
- EO 12962, *Recreational Fisheries*, June 7, 1995, 60 FR 307695
- EO 13007, *Historic Sites Act*, May 24, 1996, 16 U.S.C. 46, et seq.; Indian Sacred Sites, 61 FR 26771
- EO 13045, *Protection of Children from Environmental Health and Safety Risks*, 62 FR 19885, April 21, 1997, as amended by EO 13229, October 9, 2001, 66 FR 52013 and EO 13296, April 18, 2003, 68 FR 19931
- EO 13089, *Coral Reef Protection*, June 11 1998, 64 FR 232, December 3, 1999
- EO 13112, *Invasive Species*, February 3, 1999, 64 FR 6183, as amended by EO 13286, February 28, 2003, 68 FR 10619
- EO 13123, *Greening the Government Through Efficient Energy Management*, June 3, 1999, 64 FR 30851
- EO 13132, *Federalism*, August 4, 1999, 64 FR 43255
- EO 13158, *Marine Protected Areas*, May 26, 2000, 65 FR 2490

APPENDIX D

GLOSSARY

Appendix D

Glossary

Aid to Navigation (AtoN)	Any device external to a vessel or aircraft specifically intended to assist navigators in determining their position or safe course, or to warn them of dangers or obstructions to navigation.
Antenna	Any structure or device used to collect or radiate electromagnetic waves; specifically, that part of a transmitter or receiver that contains, or itself consists of, the apparatus that radiates or receives electromagnetic waves.
Automatic Identification System (AIS)	AIS is an international standard (International Telecommunications Union Recommendation [ITU-R] M.1371-1, <i>Technical Characteristics for a Universal Shipborne Automatic Identification System Using Time Division Multiple Access in the Maritime Mobile Band</i>), adopted by the International Maritime Organization (IMO), for ship-to-ship, ship-to-shore, and shore-to-ship communication of information, including vessel identity, position, speed, course, destination, other data of critical interest for maritime safety and security.
Command and Control	The exercise of authority and direction by a properly designated commander over assigned forces in the accomplishment of the port security mission. Command and control functions are performed through an arrangement of personnel, equipment, communication, facilities, and procedures employed by a commander in planning, directing, coordinating, and controlling forces and operations in the accomplishment of the port security mission.
Common Operational Picture (COP)	The (maritime) COP is a display of relevant maritime information shared by more than one command or organization. The COP provides a shared display of friendly, enemy/suspect, and neutral vessel tracks on a chart, with applicable geographically referenced overlays and data enhancements to facilitate collaborative planning and strategic decisionmaking.
Department of Homeland Security (DHS)	The Homeland Security Act of 2002 established the DHS whose primary mission is to prevent, protect against, and respond to acts of port security terrorism on our soil.
Global Maritime Distress and Safety System (GMDSS)	GMDSS is an internationally-agreed set of safety procedures, types of equipment, and global communication system (provided through a system of inter-linked satellites) enabling vessels in distress to transmit distress signals to nearby coast stations and vessels. GMDSS provides a positioning system combined with emergency communications.
Global Positioning System (GPS)	GPS is a spaced-based positioning, velocity and time system that uses satellites for world-wide coverage.
International Maritime Organization (IMO)	The IMO is a specialized agency of the United Nations which is responsible for measures to improve the safety and security of international shipping and to prevent marine pollution from ships.

Line of Sight	When viewing a scene the line of sight is the straight line between the observer and the target. Line of sight is commonly used to refer to telecommunication links that rely on a line of sight between the transmitting antenna and the receiving antenna. Such capability is necessary for high frequency microwave links that offer relatively high bandwidth communication circuits. Typical operating frequencies are in the gigahertz frequency range where the radio path is not reflected or refracted to any great extent.
Local Notice to Mariners	A written document issued by each USCG District to disseminate important information affecting aids to navigation, dredging, marine construction, special marine activities, and bridge construction on the waterways within that district.
Maritime Domain Awareness (MDA)	MDA is the effective understanding of anything associated with the global marine environment that could impact the security, safety, economy, or environment of the United States. The goal of MDA is to provide situational awareness for decision makers at all levels using a host of systems, sensors, and processes.
Maritime Transportation Security Act of 2002 (MTSA)	<p>The MTSA contains several provisions intended to protect America’s maritime community against the threat of terrorism without adversely affecting the flow of U.S. commerce through our ports. Section 102 of the MTSA creates a new subtitle VI of 46 U.S.C., to establish a comprehensive national system of transportation security enhancements. Chapter 701 of this subtitle contains provisions related to port security.</p> <p>The Act creates a national maritime security system and requires Federal agencies, ports, and vessel owners to take numerous steps to upgrade security. The Act requires USCG to conduct vulnerability assessments of U.S. ports. It also requires USCG to develop national and regional area maritime transportation security plans and requires that seaports, waterfront terminals, and certain types of vessels develop and submit security and incident response plans to the USCG for approval. The MTSA also requires the USCG to conduct antiterrorism assessments of certain foreign ports. Under this law, certain vessels operating in U.S. navigable waters are required to be equipped with and operate an Automatic Identification System (AIS). Finally, the Act authorizes a Federal grant program to help defray the cost of security upgrades at U.S. seaports.</p>
National Strategy for Maritime Security	In December 2004, the President directed the Secretaries of the Department of Defense and DHS to lead the Federal effort to develop a comprehensive National Strategy for Maritime Security, to better integrate and synchronize the existing Department-level strategies and ensure their effective and efficient implementation (National Security Presidential Directive NSPD-14/Homeland Security Presidential Directive HSPD-13, Subject: Maritime Security Policy, December 21, 2004). The National Strategy for Maritime Security aligns all Federal government maritime security programs and initiatives into a comprehensive and cohesive national effort involving appropriate Federal, state, local, and private sector entities.

Nationwide Differential Global Positioning System (NDGPS)	<p>NDGPS provides accurate dynamic navigation information for land and marine travelers with 1- to 2- meter accuracy (and possibly better in the future). This will enable improved collision notification systems, collision avoidance systems, and more accurate route guidance systems.</p> <p>The NDGPS involves the expansion of an existing network of USCG local area Differential Global Positioning System (DGPS) reference stations currently covering United States coastal areas and major inland waterways.</p>
Nautical Mile (NM)	<p>A unit of distance used principally in navigation. The international nautical mile is 1,852 meters long.</p>
Ports and Waterways Safety System (PAWSS)	<p>PAWSS is a USCG project to provide an integrated system of vessel traffic centers, communications, information management capabilities, remote sensors, and associated facilities for vessel traffic management in selected U.S. ports and waterways to provide safe operations and protect the environmental. PAWSS capabilities can directly support USCG maritime security operations for tasking such as surveillance, detection, and command and control.</p>
National Distress and Response System Modernization Project (“Rescue 21”)	<p>The National Distress and Response System (NDRS), the USCG’s short range VHF-FM radio system, consists of approximately 300 remotely controlled VHF radios and antenna high-level sites (HLS) located throughout the terrestrial regions of the continental United States (including the Great Lakes and all major inland bays and waterways), Alaska, Hawaii, the Caribbean, and Guam. The NDRS uses VHF-FM radios to provide two-way voice communications coverage in coastal areas and navigable inland waterways where commercial or recreational traffic exists. The NDRS’s primary mission is to provide the USCG with a means to monitor the international VHF-FM distress frequency and to coordinate search and rescue response operations. Its secondary mission is to provide command and control communications for virtually all USCG missions. Currently the NDRS consists of approximately 300 remotely controlled VHF radios and antenna HLS, and the USCG estimates that a total of 377 sites are needed to provide full coverage of the coastal zone and inland waterways. Modernization of the NDRS was Congressionally mandated by the Department of Transportation and Related Agencies Appropriations Bill, 2002.</p>

Safety of Life at Sea (SOLAS) Convention	<p>The International Convention for the Safety of Life at Sea (SOLAS) is the most important treaty protecting the safety of merchant ships. The first version of the treaty was passed in 1914 in response to the sinking of the RMS Titanic. It prescribed numbers of lifeboats and other emergency equipment along with safety procedures, including continuous radio watches. Newer versions were adopted in 1929, 1948, 1960 and 1974. The 1960 Convention—which was activated in 1965—was the first major achievement for International Maritime Organization (IMO) after its creation and represented a massive advance in updating commercial shipping regulations and in staying up-to-date with new technology and procedures in the industry. The 1974 version simplified the process for amending the treaty. A number of amendments have been adopted since. In particular, amendments in 1992 replaced Morse code with the Global Maritime Distress and Safety System (GMDSS), beginning in 1999.</p> <p>In December 2000, Chapter V was amended to require AIS, capable of providing information about the ship to other ships and to coastal authorities automatically, to be fitted aboard all ships of 300 gross tonnage and upwards engaged on international voyages, cargo ships of 500 gross tonnage and upwards not engaged on international voyages and passenger ships irrespective of size built on or after 1 July 2002.</p>
SOLAS class	Generally, ships more than 300 gross tons on an international voyage and cargo ships more than 500 gross tons and passenger ships carrying more than 12 passengers.
U.S. Maritime Domain	The U.S. Maritime Domain encompasses all U.S. ports and port security, inland waterways, harbors, navigable waters, Great Lakes, territorial seas, contiguous waters, customs waters, coastal seas, littoral areas, the U.S. Exclusive Economic Zone, and oceanic regions of U.S. national interest, as well as the sea lanes to the United States, and U.S. maritime approaches.
Very High Frequency (VHF)	Radio frequency of 30 MHz to 300 MHz. The VHF system is essentially a line-of-sight system limited in range to only a little beyond the horizon.
Vessel Monitoring System (VMS)	VMS is a system employed by the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) to monitor and enforce compliance with NMFS requirements. VMS relies upon satellite communications to monitor the movements of and collect data from fishing vessels meeting specific criteria, such as vessels participating in a specific fishery.
Vessel Traffic Service (VTS)	<p>The purpose of a Vessel Traffic Service (VTS) is to provide active monitoring and navigational advice for vessels in particularly confined and busy waterways. There are two main types of VTS, surveilled and non-surveilled. Surveilled systems consist of one or more land-based sensors (i.e. radar, AIS and closed circuit television sites), which output their signals to a central location where operators monitor and manage vessel traffic movement. Non-surveilled systems consist of one or more reporting points at which ships are required to report their identity, course, speed, and other data to the monitoring authority. They encompass a wide range of techniques and capabilities aimed at preventing vessel collisions, rammings, and groundings in the harbor, harbor approach and inland waterway phase of navigation. They are also designed to expedite ship movements, increase transportation system efficiency, and improve all-weather operating capability.</p>

APPENDIX E

AIR QUALITY EMISSIONS CALCULATIONS

- Summary** Summarizes total emissions by calendar year.
Page E-1
- Combustion** Estimates emissions from non-road equipment exhaust as well as painting.
Pages E-2, E-3, E-4, and E-5 for 2007
- Fugitive** Estimates fine particulate emissions from earthmoving, vehicle traffic, and windblown dust
Pages E-6, E-7, and E-8 for 2007
- Grading** Estimates the number of days of site preparation, to be used for estimating heavy equipment exhaust and earthmoving dust emissions
Page E-9 for 2007
- Emergency Generator** Estimates the total emissions from operation of the stand-by generator 12 hours per year.
Page E-10 for 2007

CY2007

	NO_x (ton)	VOC (ton)	CO (ton)	SO₂ (ton)	PM₁₀ (ton)
Construction Combustion	0.046	0.023	0.054	0.001	0.002
Construction Fugitive Dust					6.120
Emergency Generator	0.035	0.003	0.008	0.002	0.002
TOTAL CY2007	0.081	0.026	0.062	0.003	6.124

Construction Combustion Emissions for CY 2007

Combustion Emissions of VOC, NO_x, SO₂, CO and PM₁₀ Due to Construction

Includes:

1 Construct Prefabricated Building	96 ft ²	0.002	acres	(assumed 8 ft x 12 ft)
2 Construct NAIS Tower Footings	300 ft ²	0.007	acres	(assumed three 10 ft x 10 ft concrete footings for NAIS Tower)
3 Grade Access Road and Project Site	196,480 ft ²	4.511	acres	(assumed gravel road is 18 ft x 2 miles and project site is 80 ft x 8
4 Trench Electric/Communication Line	21,120 ft ²	0.485	acres	(assumed 2 ft x 2 miles)
Total Building Construction Area:	396 ft ²	(1 and 2)		
Total Demolished Area:	0 ft ²	(None)		
Total Paved Area:	0 ft ²	(None)		
Total Disturbed Area:	217,600 ft ²	(3 and 4)		
Construction Duration:	0.1 year(s)			
Annual Construction Activity:	30 days/yr			(Each project will last for 6 weeks (30 working days))

Emission Factors Used for Construction Equipment

Reference: Guide to Air Quality Assessment, SMAQMD, 2004

Emission factors are taken from Table 3-2. Assumptions regarding the type and number of equipment are from Table 3-1 unless otherwise noted.

Equipment	No. Req ^a per 10 acres	NO _x (lb/day)	VOC ^b (lb/day)	CO (lb/day)	SO ₂ ^c	PM ₁₀ (lb/day)
Bulldozer	1	29.40	3.66	25.09	0.59	1.17
Motor Grader	1	10.22	1.76	14.98	0.20	0.28
Water Truck	1	20.89	3.60	30.62	0.42	0.58
Total per 10 acres of activity	3	60.51	9.02	70.69	1.21	2.03

Equipment	No. Req ^a per 10 acres	NO _x (lb/day)	VOC ^b (lb/day)	CO (lb/day)	SO ₂ ^c	PM ₁₀ (lb/day)
Paver	1	7.93	1.37	11.62	0.16	0.22
Roller	1	5.01	0.86	7.34	0.10	0.14
Total per 10 acres of activity	2	12.94	2.23	18.96	0.26	0.36

Equipment	No. Req ^a per 10 acres	NO _x (lb/day)	VOC ^b (lb/day)	CO (lb/day)	SO ₂ ^c	PM ₁₀ (lb/day)
Loader	1	7.86	1.35	11.52	0.16	0.22
Haul Truck	1	20.89	3.60	30.62	0.42	0.58
Total per 10 acres of activity	2	28.75	4.95	42.14	0.58	0.80

Equipment ^d	No. Req ^a per 10 acres	NO _x (lb/day)	VOC ^b (lb/day)	CO (lb/day)	SO ₂ ^c	PM ₁₀ (lb/day)
Stationary						
Generator Set	1	11.83	1.47	10.09	0.24	0.47
Industrial Saw	1	17.02	2.12	14.52	0.34	0.68
Welder	1	4.48	0.56	3.83	0.09	0.18
Mobile (non-road)						
Truck	1	20.89	3.60	30.62	0.84	0.58
Forklift	1	4.57	0.79	6.70	0.18	0.13
Crane	1	8.37	1.44	12.27	0.33	0.23
Total per 10 acres of activity	6	67.16	9.98	78.03	2.02	2.27

Note: Footnotes for tables are on following page

Architectural Coatings

Equipment	No. Req. ^a per 10 acres	NO _x (lb/day)	VOC ^b (lb/day)	CO (lb/day)	SO ₂ ^c	PM ₁₀ (lb/day)
Air Compressor	1	6.83	0.85	5.82	0.14	0.27
Total per 10 acres of activity	1	6.83	0.85	5.82	0.14	0.27

- a) The SMAQMD 2004 guidance suggests a default equipment fleet for each activity, assuming 10 acres of that activity, (e.g., 10 acres of grading, 10 acres of paving, etc.). The default equipment fleet is increased for each 10 acre increment in the size of the construction project. That is, a 26 acre project would round to 30 acres and the fleet size would be three times the default fleet for a 10 acre project.
- b) The SMAQMD 2004 reference lists emission factors for reactive organic gas (ROG). For the purposes of this worksheet ROG = VOC.
- c) The SMAQMD 2004 reference does not provide SO₂ emission factors. For this worksheet, SO₂ emissions have been estimated based on approximate fuel use rate for diesel equipment and the assumption of 500 ppm sulfur diesel fuel. For the average of the equipment fleet, the resulting SO₂ factor was found to be approximately 0.04 times the NOx emission factor for the mobile equipment (based upon 2002 USAF IERA "Air Emissions Inventory Guidance") and 0.02 times the NOx emission factor for all other equipment (based on AP-42, Table 3.4-1)
- d) Typical equipment fleet for building construction was not itemized in SMAQMD 2004 guidance. The equipment list above was assumed based on SMAQMD 1994 guidance.

PROJECT-SPECIFIC EMISSION FACTOR SUMMARY

Source	Equipment Multiplier*	SMAQMD Emission Factors (lb/day)				
		NO _x	VOC	CO	SO ₂ **	PM ₁₀
Grading Equipment	1	30.2272	4.5059	35.3125	0.6045	1.0141
Paving Equipment	1	0.0000	0.0000	0.0000	0.0000	0.0000
Demolition Equipment	1	0.0000	0.0000	0.0000	0.0000	0.0000
Building Construction	1	0.0611	0.0091	0.0709	0.0018	0.0021
Air Compressor for Architectural Coating	1	0.0062	0.0008	0.0053	0.0001	0.0002
Architectural Coating**			1.6218			

*The equipment multiplier is an integer that represents units of 10 acres for purposes of estimating the number of equipment required for the project

**Emission factor is from the evaporation of solvents during painting, per "Air Quality Thresholds of Significance", SMAQMD, 1994

Example: SMAQMD Emission Factor for Grading Equipment NOx = (Total Grading NOx per 10 ac*((total disturbed area/43560)/10))*(Equipment Multiplier)

Summary of Input Parameters

	Total Area (ft ²)	Total Area (acres)	Total Days
Grading:	217,600	5.00	3
Paving:	0	0.00	0
Demolition:	0	0.00	0
Building Construction:	396	0.01	30
Architectural Coating	396	0.01	20

(from "CY2007 Grading" worksheet)

(per the SMAQMD "Air Quality of Thresholds of Significance", 1994 version)

NOTE: The 'Total Days' estimate for paving is calculated by dividing the total number of acres by 0.21 acres/day, which is a factor derived from the 2005 MEANS Heavy Construction Cost Data, 19th Edition, for 'Asphaltic Concrete Pavement, Lots and Driveways - 6" stone base', which provides an estimate of square feet paved per day. There is also an estimate for 'Plain Cement Concrete Pavement', however the estimate for asphalt is used because it is more conservative. The 'Total Days' estimate for demolition is calculated by dividing the total number of acres by 0.02 acres/day, which is a factor also derived from the 2005 MEANS reference. This is calculated by averaging the demolition estimates from 'Building Demolition - Small Buildings, Concrete', assuming a height of 30 feet for a two-story building; from 'Building Footings and Foundations Demolition - 6" Thick, Plain Concrete'; and from 'Demolish, Remove Pavement and Curb - Concrete to 6" thick, rod reinforced'. Paving is double-weighted since projects typically involve more paving demolition. The 'Total Days' estimate for building construction is assumed to be 230 days, unless project-specific data is known.

Total Project Emissions by Activity (lbs)

	NO _x	VOC	CO	SO ₂	PM ₁₀
Grading Equipment	90.6817	13.5176	105.9376	1.8136	3.0422
Paving	-	-	-	-	-
Demolition	-	-	-	-	-
Building Construction	1.8316	0.2722	2.1281	0.0551	0.0619
Architectural Coatings	0.1242	32.4520	0.1058	0.0025	0.0049
Total Emissions (lbs):	92.6375	46.2418	108.1715	1.8712	3.1090

Results: Total Project Annual Emission Rates

	NO _x	VOC	CO	SO ₂	PM ₁₀
Total Project Emissions (lbs)	92.6375	46.2418	108.1715	1.8712	3.1090
Total Project Emissions (tons)	0.0463	0.0231	0.0541	0.0009	0.0016

Construction Fugitive Dust Emissions for CY 2007

Calculation of PM10 Emissions Due to Site Preparation (Uncontrolled).

User Input Parameters / Assumptions

Acres graded per year:	5.00 acres/yr	(From "CY2007 Combustion" worksheet)
Grading days/yr:	2.79 days/yr	(From "CY2007 Grading" worksheet)
Exposed days/yr:	90 assumed days/yr	graded area is exposed
Grading Hours/day:	8 hr/day	
Soil piles area fraction:	0.10	(assumed fraction of site area covered by soil piles)
Soil percent silt, s:	8.5 %	(mean silt content; expected range: 0.56 to 23, AP-42 Table 13.2.2-1)
Soil percent moisture, M:	50 %	(http://www.cpc.noaa.gov/products/soilmst/w.shtml)
Annual rainfall days, p:	140 days/yr	rainfall exceeds 0.01 inch/day (AP-42 Fig 13.2.2-1, Ave. range from 40-240 days/yr on U.S. coastline)
Wind speed > 12 mph %, l:	20 %	Average national windspeed
Fraction of TSP, J:	0.5	per California Environmental Quality Act (CEQA) Air Quality Handbook, SCAQMD, 1993, p. A9-99
Mean vehicle speed, S:	5 mi/hr	(On-site)
Dozer path width:	8 ft	
Qty construction vehicles:	3.00 vehicles	(From "CY2007 Grading" worksheet)
On-site VMT/vehicle/day:	5 mi/veh/day	(Excluding bulldozer VMT during grading)
PM10 Adjustment Factor k	1.5 lb/VMT	(AP-42 Table 13.2.2-2 12/03 for PM ₁₀ for unpaved roads)
PM10 Adjustment Factor a	0.9 (dimensionless)	(AP-42 Table 13.2.2-2 12/03 for PM ₁₀ for unpaved roads)
PM10 Adjustment Factor b	0.45 (dimensionless)	(AP-42 Table 13.2.2-2 12/03 for PM ₁₀ for unpaved roads)
Mean Vehicle Weight W	40 tons	assumed for aggregate trucks

TSP - Total Suspended Particulate
VMT - Vehicle Miles Traveled

Emissions Due to Soil Disturbance Activities

Operation Parameters (Calculated from User Inputs)
 Grading duration per acre 4.5 hr/acre
 Bulldozer mileage per acre 1 VMT/acre (Miles traveled by bulldozer during grading)
 Construction VMT per day 15 VMT/day
 Construction VMT per acre 8.4 VMT/acre (Travel on unpaved surfaces within site)

Equations Used (Corrected for PM10)

Operation	Empirical Equation	Units	AP-42 Section (5th Edition)
Bulldozing	$0.75(s^{1.5})/(M^{1.4})$	lbs/hr	Table 11.9-1, Overburden
Grading	$(0.60)(0.051)s^{2.0}$	lbs/VMT	Table 11.9-1,
Vehicle Traffic (unpaved roads)	$[(k/s/12)^a (W/3)^b] [(365-P)/365]$	lbs/VMT	Section 13.2.2

Source: Compilation of Air Pollutant Emission Factors, Vol. I, USEPA AP-42, Section 11.9 dated 10/98 and Section 13.2 dated 12/03

Calculation of PM10 Emission Factors for Each Operation

Operation	Emission Factor (mass/ unit)	Operation Parameter	Emission Factor (lbs/ acre)
Bulldozing	0.08 lbs/hr	4.5 hr/acre	0.40 lbs/acre
Grading	0.77 lbs/VMT	1 VMT/acre	0.80 lbs/acre
Vehicle Traffic (unpaved roads)	2.17 lbs/VMT	8.4 VMT/acre	18.30 lbs/acre

Emissions Due to Wind Erosion of Soil Piles and Exposed Graded Surface

Reference: California Environmental Quality Act (CEQA) Air Quality Handbook, SCAQMD, 1993.

Soil Piles EF = $1.7(s/1.5)[(365 - p)/235][(1/15)(J) = (s)(365 - p)(I)(J)/(3110.2941)$, p. A9-99.

Soil Piles EF = 6.1 lbs/day/acre covered by soil piles

Consider soil piles area fraction so that EF applies to graded area

Soil piles area fraction: 0.10 (Fraction of site area covered by soil piles)
 Soil Piles EF = 0.61 lbs/day/acres graded

Graded Surface EF = 26.4 lbs/day/acre (recommended in CEQA Manual, p. A9-93).

Calculation of Annual PM₁₀ Emissions

Source	Emission Factor	Graded Acres/yr	Exposed days/yr	Emissions lbs/yr	Emissions tons/yr
Bulldozing	0.40 lbs/acre	5.00	NA	2	0.001
Grading	0.80 lbs/acre	5.00	NA	4	0.002
Vehicle Traffic	18.30 lbs/acre	5.00	NA	91	0.046
Erosion of Soil Piles	0.61 lbs/acre/day	5.00	90	274	0.137
Erosion of Graded Surface	26.40 lbs/acre/day	5.00	90	11,869	5.935
TOTAL				12,241	6.12

Soil Disturbance EF: 19.50 lbs/acre

Wind Erosion EF: 27.01 lbs/acre/day

Back calculate to get EF: 878.24 lbs/acre/grading day

Construction (Grading) Schedule for CY 2007

Estimate of time required to grade a specified area.

Input Parameters
 Construction area: 5.00 acres/yr (from "CY2007 Combustion" Worksheet)
 Qty Equipment: 3.00 (calculated based on 3 pieces of equipment for every 10 acres)

Assumptions.

Terrain is mostly flat.
 An average of 6" soil is excavated from one half of the site and backfilled to the other half of the site; no soil is hauled off-site or borrowed.
 200 hp bulldozers are used for site clearing.
 300 hp bulldozers are used for stripping, excavation, and backfill.
 Vibratory drum rollers are used for compacting.
 Stripping, Excavation, Backfill and Compaction require an average of two passes each.
 Excavation and Backfill are assumed to involve only half of the site.

Calculation of days required for one piece of equipment to grade the specified area.

Reference: Means Heavy Construction Cost Data, 19th Ed., R. S. Means, 2005.

Means Line No.	Operation	Description	Output	Units	Acres per equip-day)	equip-days per acre	Acres/yr (project-specific)	Equip-days per year
2230 200 0550	Site Clearing	Dozer & rake, medium brush	8	acre/day	8	0.13	5.00	0.62
2230 500 0300	Stripping	Topsoil & stockpiling, adverse soil	1,650	cu. yd/day	2.05	0.49	5.00	2.44
2315 432 5220	Excavation	Bulk, open site, common earth, 150' haul	800	cu. yd/day	0.99	1.01	2.50	2.52
2315 120 5220	Backfill	Structural, common earth, 150' haul	1,950	cu. yd/day	2.42	0.41	2.50	1.03
2315 310 5020	Compaction	Vibrating roller, 6" lifts, 3 passes	2,300	cu. yd/day	2.85	0.35	5.00	1.75
TOTAL								8.37

Calculation of days required for the indicated pieces of equipment to grade the designated acreage.

(Equip)(day)/yr: 8.37
 Qty Equipment: 3.00
 Grading days/yr: 2.79

Emissions from Each Emergency Generator

Constants
 HV of Diesel 137,000 BTU/gal
 hp of BTU/hr 7,000 BTU/hp-hr
 Generator Efficiency 0.36

Max. Hours 12 hrs/yr

Total Capacity 68 hp
 Hourly Rate 1.32 MMBtu/hr
 Annual Use 15.87 MMBtu/yr

Generator Emission Factors (Diesel)

NO_x 4.41 lb/MMBtu
 VOC 0.36 lb/MMBtu
 CO 0.95 lb/MMBtu
 SO_x 0.29 lb/MMBtu
 PM₁₀ 0.31 lb/MMBtu

Emissions (Diesel)

NO_x 0.035 tpy
 VOC 0.003 tpy
 CO 0.008 tpy
 SO_x 0.002 tpy
 PM₁₀ 0.002 tpy

Source: USEPA AP-42 Volume 1, *Stationary Internal Combustion Sources*, Table 3.3-1 (<http://www.epa.gov/ttn/chieffap42/ch03/final/c03s03.pdf>)