

liquefied natural gas (LNG) deepwater port, and that the application appears to contain the required information. This notice summarizes the applicant's plans and the procedures that will be followed in considering the application.

DATES: The Deepwater Port Act of 1974, as amended, requires any public hearing on this application to be held not later than June 5, 2006, and requires a decision on the application to be made not later than September 5, 2006.

ADDRESSES: The public docket for USCG-2005-22611 is maintained by the: Docket Management Facility, U.S. Department of Transportation, 400 Seventh, Street SW., Washington, DC 20590-0001.

Docket contents are available for public inspection and copying, at this address, in room PL-401, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Facility's telephone is 202-366-9329, its fax is 202-493-2251, and its website for electronic submissions or for electronic access to docket contents is <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Mr. Roddy Bachman, U.S. Coast Guard, telephone: 202-267-1752, e-mail: RBachman@comdt.uscg.mil. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone: 202-493-0402.

SUPPLEMENTARY INFORMATION:

Receipt of Application

On February 17, 2005, the Coast Guard and MARAD received an application from Neptune LNG, L.L.C., a subsidiary of Suez LNG North America L.L.C., for all Federal authorizations required for a license to own, construct, and operate a deepwater port governed by the Deepwater Port Act of 1974, as amended, 33 U.S.C. 1501 et seq. (the Act). Requested supplemental application materials were received on September 7, 2005. On September 30, 2005, we determined that the application contains all information required by the Act.

Background

According to the Act, a deepwater port is a fixed or floating manmade structure other than a vessel, or a group of structures, located beyond State seaward boundaries and used or intended for use as a port or terminal for the transportation, storage, and further handling of oil or natural gas for transportation to any State.

A deepwater port must be licensed by the Secretary of Transportation. Statutory and regulatory requirements

for licensing appear in 33 U.S.C. 1501 et seq. and in 33 CFR Part 148. Under delegations from and agreements between the Secretary of Transportation and the Secretary of Homeland Security, applications are processed by the Coast Guard and MARAD. Each application is considered on its merits.

The Act provides strict deadlines for processing an application. Once we determine that an application contains the required information, we must hold public hearings on the application within 240 days, and the Secretary of Transportation must render a decision on the application within 330 days. We will publish additional **Federal Register** notices to inform you of these public hearings and other procedural milestones, including environmental review. The Secretary's decision, and other key documents, will be filed in the public docket.

At least one public hearing must take place in each adjacent coastal State. For purposes of the Act, Massachusetts is the adjacent coastal State for this application. Other States can apply for adjacent coastal State status in accordance with 33 U.S.C. 1508(a)(2).

Summary of the Application

Neptune LNG, L.L.C. proposes to construct, own and operate a deepwater port, named Neptune, in the Federal waters of the Outer Continental Shelf on blocks NK 19-04 6525 and NK 19-04 6575, approximately 22 miles northeast of Boston, Massachusetts, in a water depth of approximately 250 feet. The Neptune deepwater port would be capable of mooring up to two approximately 140,000 cubic meter capacity LNG carriers by means of a submerged unloading buoy system.

The LNG carriers, or shuttle regasification vessels (SRVs), would be equipped to store, transport and vaporize LNG, and to odorize and meter natural gas which would then be sent out by conventional subsea pipelines. Each SRV carrier would have insulated storage tanks located within its hull. Each tank would be equipped with an in-tank pump to circulate and transfer LNG to the vaporization facilities located on the deck of the SRV. The proposed vaporization system would be closed-loop water-glycol, re-circulating heat exchangers heated by steam from boil-off gas/vaporized LNG-fired boilers.

The major fixed components of the proposed deepwater port would be an unloading buoy system, eight mooring lines consisting of wire rope and chain connecting to anchor points on the seabed, eight suction pile anchor points, approximately 2.5 miles of natural gas flow line with flexible pipe risers and

risers manifolds, and approximately 11 miles of 24-inch natural gas transmission line with a hot tap and transition manifold to connect to the existing Algonquin HublineSM.

Neptune would have an average throughput capacity of 400 million standard cubic feet per day (MMscfd) and a peak capacity of approximately 750 MMscfd. Natural gas would be sent out by means of two flexible risers and a subsea flowline leading to a 24-inch gas transmission line. These risers and flow line would connect the deepwater port to the existing 30-inch Algonquin HublineSM. No onshore components or storage facilities are associated with the proposed deepwater port application.

Construction of the deepwater port components would be expected to take 36 months, with a startup of commercial operations in late 2009. The deepwater port would be designed, constructed and operated in accordance with applicable codes and standards and would have an expected operating life of approximately 20 years.

Dated: October 4, 2005.

Howard L. Hime,

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

H. Keith Lesnick,

Senior Transportation, Specialist, Deepwater Ports Program Manager, Maritime Administration.

[FR Doc. 05-20278 Filed 10-6-05; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[ES-915-1640-PM]

Notice of Temporary Closure for Maryland Point Property, Charles County, MD

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice of temporary closure for Maryland Point Property, Charles County, Maryland.

SUMMARY: The Bureau of Land Management-Eastern States (BLM-ES) is temporarily closing the Maryland Point property formerly known as the Maryland Point Naval Observatory. This closure complies with the requirements of the Federal Land Policy and Management Act to provide for the safety of the public. The authority for this closure is found in 43 CFR 8364.1. The closure is necessary to protect the public from hazardous materials and conditions remaining from past military use.

DATES: This temporary closure will be effective the date this notice is published in the **Federal Register** and will continue until remediation of hazards are completed, and an Activity Plan for Maryland Point is completed and approved.

FOR FURTHER INFORMATION CONTACT: Gary Cooper, BLM-ES, Lower Potomac Field Station Manager, 10406 Gunston Road, Lorton, Virginia 22079, at (703) 339-8009.

SUPPLEMENTARY INFORMATION: The BLM-administered public lands affected by this closure total approximately 23 acres, more or less, and include the driveway from the gate on Maryland State Highway 224 and the fenced portion of the property.

Information as to when the area will no longer be closed to entry will be posted at the Lower Potomac Field Station at the address stated above. In addition, the BLM plans to announce the lifting of the closure through the media, including announcements in local newspapers. This former military installation has not been opened to the public in at least the last 30 years. No recreational activities have occurred at this property since the BLM acquired the property from the U.S. Navy in 2002, pending a study of the conditions at the site. This study is completed, and the hazards to the public are documented in a BLM contractor's report titled "Maryland Point Removal of Existing Structures Design." The BLM is now seeking funds to remove hazardous materials at the site. Subsequently, an activity plan and Environmental Assessment will be completed to determine impacts to sensitive areas, habitat, and visitor safety. It is necessary that this area be closed until the hazards are remediated, and the activity plan is completed.

Prohibited Act: Under 43 CFR 8364.1 and 8360.0-7, the Bureau of Land Management is providing notice that no entry will be allowed to the closure area without risk of penalty.

Exemptions: Persons who are exempt from these rules include: any Federal, State or local office employee or volunteer in the scope of his or her duties; members of any organized rescue or fire-fighting force in performance of an official duty; contractors and their employees while engaged in official duty; and others authorized in writing by the Bureau of Land Management.

Penalties: Penalties for violating this closure notice are found in 43 CFR 8360.0-7. Any person who fails to comply with a closure order may be fined not more than \$1,000 or

imprisoned for no more than 12 months, or both.

Michael D. Nedd,

State Director, Eastern States.

[FR Doc. 05-20085 Filed 10-6-05; 8:45 am]

BILLING CODE 4310-DQ-U

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

[FEMA-1607-DR]

Louisiana; Major Disaster and Related Determinations

AGENCY: Federal Emergency Management Agency, Emergency Preparedness and Response Directorate, Department of Homeland Security.

ACTION: Notice.

SUMMARY: This is a notice of the Presidential declaration of a major disaster for the State of Louisiana (FEMA-1607-DR), dated September 24, 2005, and related determinations.

EFFECTIVE DATE: September 24, 2005.

FOR FURTHER INFORMATION CONTACT: Magda Ruiz, Recovery Division, Federal Emergency Management Agency, Washington, DC 20472, (202) 646-2705.

SUPPLEMENTARY INFORMATION: Notice is hereby given that, in a letter dated September 24, 2005, the President declared a major disaster under the authority of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. 5121-5206 (the Stafford Act), as follows:

I have determined that the damage in certain areas of the State of Louisiana, resulting from Hurricane Rita beginning on September 23, 2005, and continuing, is of sufficient severity and magnitude to warrant a major disaster declaration under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. 5121-5206 (the Stafford Act). Therefore, I declare that such a major disaster exists in the State of Louisiana.

In order to provide Federal assistance, you are hereby authorized to allocate from funds available for these purposes such amounts as you find necessary for Federal disaster assistance and administrative expenses.

You are authorized to provide Individual Assistance and assistance for debris removal and emergency protective measures (Categories A and B) under the Public Assistance program in the designated areas, Hazard Mitigation throughout the State, and any other forms of assistance under the Stafford Act you may deem appropriate subject to completion of Preliminary Damage Assessments (PDAs), unless you determine the incident is of such unusual severity and magnitude that PDAs are not required to

determine the need for supplemental Federal assistance pursuant to 44 CFR 206.33(d). Direct Federal assistance is authorized.

Consistent with the requirement that Federal assistance be supplemental, any Federal funds provided under the Stafford Act for Public Assistance, Hazard Mitigation, and the Other Needs Assistance under the Stafford Act will be limited to 75 percent of the total eligible costs. For a 34-day period, you are authorized to fund assistance for debris removal and emergency protective measures, including direct Federal assistance, at 100 percent of the total eligible costs.

Further, you are authorized to make changes to this declaration to the extent allowable under the Stafford Act.

The time period prescribed for the implementation of section 310(a), Priority to Certain Applications for Public Facility and Public Housing Assistance, 42 U.S.C. 5153, shall be for a period not to exceed six months after the date of this declaration.

The Federal Emergency Management Agency (FEMA) hereby gives notice that pursuant to the authority vested in the Acting Under Secretary for Emergency Preparedness and Response, Department of Homeland Security, under Executive Order 12148, as amended, Vice Admiral Thad Allen, of the United States Coast Guard is appointed to act as the Federal Coordinating Officer for this declared disaster.

I do hereby determine the following areas of the State of Louisiana to have been affected adversely by this declared major disaster:

The parishes of Cameron, Calcasieu, Beauregard, Vermilion, and Jefferson Davis for Individual Assistance.

All parishes in the State of Louisiana for Public Assistance Categories A and B (debris removal and emergency protective measures), including direct Federal assistance, at 75 percent Federal funding of total eligible costs. For a 34-day period, assistance for debris removal and emergency protective measures, including direct Federal assistance, will be provided at 100 percent of the total eligible costs.

All parishes within the State of Louisiana are eligible to apply for assistance under the Hazard Mitigation Grant Program. (The following Catalog of Federal Domestic Assistance Numbers (CFDA) are to be used for reporting and drawing funds: 97.030, Community Disaster Loans; 97.031, Cora Brown Fund Program; 97.032, Crisis Counseling; 97.033, Disaster Legal Services Program; 97.034, Disaster Unemployment Assistance (DUA); 97.046, Fire Management Assistance; 97.048, Individual and Household Housing; 97.049, Individual and Household Disaster Housing Operations; 97.050, Individual and Household Program—Other Needs; 97.036, Public Assistance