

Coast Guard determines that the vessel cannot fully comply with those requirements without interfering with special function of the vessel.<sup>1</sup>

The owner, builder, operator, or agent of a special construction or purpose vessel may apply to the Coast Guard District Office in which the vessel is being built or operated for determination that compliance with alternate requirements is justified,<sup>2</sup> and the Chief of the Prevention Division would then issue the applicant a certificate of alternative compliance (COAC) if he or she determines that the vessel cannot fully comply with 72 COLREGS light, shape, and sound signal provisions without interference with the vessel's special function.<sup>3</sup> If the Coast Guard issues a COAC, it must publish notice of this action in the **Federal Register**.<sup>4</sup>

The Chief, Thirteenth Coast Guard District, Prevention Division certifies that DELTA MARINE INDUSTRIES SHIPYARD HULL #090049 is a vessel of special construction or purpose, and that, with respect to the position of the masthead light, it is not possible to comply fully with the requirements of the provisions enumerated in the 72 COLREGS, without interfering with the normal operation, construction, or design of the vessel. The Chief, Thirteenth Coast Guard District, Prevention Division further finds and certifies that the masthead light is in the closest possible compliance with the applicable provisions of the 72 COLREGS.<sup>5</sup>

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

Dated: February 23, 2024.

**P.C. Burkett,**

*Captain, U.S. Coast Guard, Chief, Prevention Division, Thirteenth Coast Guard District.*

[FR Doc. 2024-06402 Filed 3-25-24; 8:45 am]

**BILLING CODE 9110-04-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[Docket No. USCG-2024-0189]

### National Maritime Security Advisory Committee; Vacancies

**AGENCY:** United States Coast Guard, Department of Homeland Security.

**ACTION:** Notice; request for applications.

**SUMMARY:** The U.S. Coast Guard is accepting applications to fill seven vacancies on the National Maritime Security Advisory Committee (Committee). This Committee advises the Secretary of Homeland Security, via the Commandant of the U.S. Coast Guard on matters relating to national maritime security, including on enhancing the sharing of information related to cybersecurity risks that may cause a transportation security incident, between relevant Federal agencies and State, local, and tribal governments; relevant public safety and emergency response agencies; relevant law enforcement and security organizations; maritime industry; port owners and operators; and terminal owners and operators.

**DATES:** Completed applications must reach the U.S. Coast Guard on or before May 28, 2024.

**ADDRESSES:** Applications must include: (a) a cover letter expressing interest in an appointment to the National Maritime Security Advisory Committee, (b) a resume detailing the applicant's relevant experience for the position applied for, and (c) a brief biography. Applications should be submitted via email with subject line "NMSAC Vacancy Application" to [ryan.f.owens@uscg.mil](mailto:ryan.f.owens@uscg.mil).

**FOR FURTHER INFORMATION CONTACT:** Mr. Ryan Owens, Alternate Designated Federal Official of the National Maritime Security Advisory Committee; telephone 202-372-1108 or email at [ryan.f.owens@uscg.mil](mailto:ryan.f.owens@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The National Maritime Security Advisory Committee is a Federal advisory committee. The Committee was established by section 602 of the Frank LoBiondo Coast Guard Authorization Act of 2018, (Pub. L. 115-282, 132 Stat. 4192), and is codified in 46 U.S.C. 70112. The Committee operates under the provisions of the Federal Advisory Committee Act (5 U.S.C. ch. 10) and 46 U.S.C. 15109. The Committee provides advice and recommendations to the Secretary of Homeland Security through the Commandant of the U.S. Coast Guard, on matters relating to national maritime security, including on enhancing the sharing of information related to cybersecurity risks that may cause a transportation security incident, between relevant Federal agencies and State, local, and tribal governments; relevant public safety and emergency response agencies; relevant law enforcement and security organizations; maritime industry; port owners and operators; and terminal owners and operators.

The Committee is required to meet at least once a year in accordance with 46 U.S.C. 15109(a). We expect the Committee to meet at least twice a year, but it may meet more frequently.

Under provisions in 46 U.S.C. 15109(f)(6), if you are appointed as a member of the Committee, your membership term will expire on December 31st of the third full year after the effective date of your appointment. Under 46 U.S.C. 15109(f)(4), its members are required to apply for, obtain, and maintain a government national security clearance at the Secret level. The U.S. Coast Guard will sponsor and assist candidates with this process.

All members serve at their own expense and receive no salary or other compensation from the Federal Government. The only compensation the members may receive is for travel expenses, including per diem in lieu of subsistence, actual reasonable expenses, or both incurred in the performance of their direct duties for the Committee in accordance with Federal Travel Regulations.

In this solicitation for Committee Members, we will consider applications for the following seven positions:

- One member shall represent the Maritime Industry
- One member shall represent Vessel Owner/Operators
- One member shall represent Facility Owner/Operators
- One member shall represent the Academic Community
- One member shall represent Port Authorities
- One member shall represent Maritime Labor
- One member shall represent State and Local Governments

Each member of the Committee must have particular expertise, knowledge, and experience in matters relating to the function of the Committee, which is to advise the Secretary of Homeland Security on the matters described above.

In order for the Department, to fully leverage broad ranging experience and education, the National Maritime Security Advisory Committee must be diverse with regard to professional and technical expertise. The Department is committed to pursuing opportunities, consistent with applicable law, to compose a committee that reflects the diversity of the Nation's people.

If you are interested in applying to become a member of the Committee, email your application to [ryan.f.owens@uscg.mil](mailto:ryan.f.owens@uscg.mil) as provided in the **ADDRESSES** section of this notice. Applications must include: (a) a cover letter expressing interest in an appointment to the

<sup>1</sup> 33 U.S.C. 1605.

<sup>2</sup> 33 CFR 81.5.

<sup>3</sup> 33 CFR 81.9.

<sup>4</sup> 33 U.S.C. 1605(c) and 33 CFR 81.18.

<sup>5</sup> 33 U.S.C. 1605(a); 33 CFR 81.9.

National Maritime Security Advisory Committee, (b) a resume detailing the applicant's relevant experience for the position applied for, and (c) a brief biography of the applicant by the deadline in the **DATES** section of this notice.

The U.S. Coast Guard will not consider incomplete or late applications.

#### Privacy Act Statement

**Purpose:** To obtain qualified applicants to fill seven vacancies on the National Maritime Security Advisory Committee. When you apply for appointment to the National Maritime Security Advisory Committee, DHS will collect your name, contact information, and any other personal information that you submit in conjunction with your application. DHS will use this information to evaluate your candidacy for Committee membership. If you are chosen to serve as a Committee member, your name will appear in publicly-available Committee documents, membership lists, and Committee reports.

**Authorities:** 14 U.S.C. 504; 46 U.S.C. 15108 and 15109; and 18 U.S.C. 202(a), and Department of Homeland Security Delegation No. 00915.

**Routine Uses:** Authorized U.S. Coast Guard personnel will use this information to consider and obtain qualified candidates to serve on the Committee. Any external disclosures of information within this record will be made in accordance with DHS/ALL-009, Department of Homeland Security Advisory Committee (73 FR 57642, October 3, 2008).

**Consequences of Failure to Provide Information:** Furnishing this information is voluntary. However, failure to furnish the requested information may result in your application not being considered for the Committee.

**Amy M. Beach,**

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

[FR Doc. 2024-06384 Filed 3-25-24; 8:45 am]

**BILLING CODE 9110-04-P**

## DEPARTMENT OF HOMELAND SECURITY

### Transportation Security Administration

[Docket No. TSA-2009-0018]

#### Intent To Request Extension From OMB of One Current Public Collection of Information: Certified Cargo Screening Standard Security Program

**AGENCY:** Transportation Security Administration, DHS.

**ACTION:** 60-Day notice.

**SUMMARY:** The Transportation Security Administration (TSA) invites public comment on one currently approved Information Collection Request (ICR), Office of Management and Budget (OMB) control number 1652-0053, abstracted below that we will submit to the OMB for an extension in compliance with the Paperwork Reduction Act. The ICR describes the nature of the information collection and its expected burden. The collection involves applications for entities choosing to participate in TSA's Certified Cargo Screening Program (CCSP), including Certified Cargo Screening Facilities (CCSFs) and Certified Cargo Screening Facilities-Canine (CCSFs-K9). TSA is seeking an extension of this ICR for the continuation of the CCSP in order to secure aircraft carrying cargo.

**DATES:** Send your comments by May 28, 2024.

**ADDRESSES:** Comments may be emailed to [TSAPRA@dhs.gov](mailto:TSAPRA@dhs.gov) or delivered to the TSA PRA Officer, Information Technology, TSA-11, Transportation Security Administration, 6595 Springfield Center Drive, Springfield, VA 20598-6011.

**FOR FURTHER INFORMATION CONTACT:** Nicole Raymond at the above address, or by telephone (703) 507-0442.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

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

(1) Evaluate whether the proposed information requirement is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(2) Evaluate the accuracy of the agency's estimate of the burden;

(3) Enhance the quality, utility, and clarity of the information to be collected; and

(4) Minimize the burden of the collection of information on those who are to respond, including using appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

#### Information Collection Requirement

*OMB Control Number 1652-0053, Certified Cargo Screening Standard Security Program, 49 CFR parts 1515, 1540, 1544, 1546, 1548, and 1549.* Section 1602 of The Implementing Recommendations of the 9/11 Commission Act of 2007 (9/11 Act) requires TSA to develop a system to screen 100 percent of cargo transported on passenger aircraft no later than August 2010.<sup>1</sup> The statute requires the screening to be commensurate with the level of screening required to passenger checked baggage.<sup>2</sup> TSA's implementing regulations currently requires 100 percent screening of all cargo transported on passenger aircraft in a manner approved by TSA.<sup>3</sup>

TSA's CCSP supports the 9/11 Act mandate by providing a capability for complying with the 100 percent screening requirement. TSA's CCSP regulations allows shippers, indirect air carriers, and other entities to voluntarily participate in a program through which TSA certifies entities to screen air cargo off-airport before it is tendered to air carriers for transport on passenger aircraft. CCSFs may screen cargo off-airport and must implement measures to ensure a secure chain of custody from the point of screening to the point at which the cargo is tendered to the aircraft operator. The collection of information under the CCSP (see OMB number 1652-0053) are incorporated into this ICR.

Section 1941 of the TSA Modernization Act required TSA to create a program for third-party canine teams to screen air cargo.<sup>4</sup> TSA created the Third-Party Canine-Cargo (3PK9-C) program to expand the availability of 3PK9-C teams certified to TSA's standards for screening air cargo by explosive detection canine teams. TSA has incorporated this capability under the framework of the CCSP, providing

<sup>1</sup> Public Law 110-53 (121 Stat. 266, Aug. 3, 2007), as codified at 49 U.S.C. 44901(g)(2).

<sup>2</sup> *Id.*

<sup>3</sup> See 49 CFR 1544.205(g) and 1546.205(g)(1).

<sup>4</sup> Division K of the FAA Reauthorization Act of 2018 (Pub. L. 115-254) (Oct. 5, 2018; 132 Stat. 3186).