

reauthorized and amended by the National Invasive Species Act of 1996, authorizes the Coast Guard to develop regulations to prevent the introduction of nonindigenous species (NIS) via ballast water discharges. The Coast Guard recently promulgated regulations in the **Federal Register** on June 14, 2004, entitled, "Penalties for Non-submission of Ballast Water Management Reports" (68 FR 32864) and on July 28, 2004, entitled "Mandatory Ballast Water Management for U.S. Waters" (69 FR 44952). In doing so, the Great Lakes Ballast Water Management Program that became effective on May 10, 1993 (58 FR 18330), has remained unchanged, with the exception that all vessels equipped with ballast water tanks that enter the Great Lakes must now submit their ballast water reporting forms as of August 13, 2004 (68 FR 32864).

#### Description of Issue

Only vessels carrying pumpable ballast water that enter the Great Lakes after operating outside the U.S. Exclusive Economic Zone are required to comply with the Great Lakes ballast water management requirements found in 33 CFR part 151, subpart C. As a large number of vessels that call on the Great Lakes arrive with No Ballast on Board (NOBOB), they are not required to comply with these requirements. However, NOBOBs have the potential to carry NIS in their empty tanks via residual ballast water and/or accumulated sediments. Once NOBOBs enter the Great Lakes and take up ballast water, this water may mix with the residual water and sediments and if discharged into the Great Lakes, may provide a mechanism for NIS to enter the Great Lakes. Therefore, the Coast Guard is seeking the public's assistance in developing management strategies to address the invasion risks posed by NOBOBs.

The Coast Guard will use information gathered from this notice to develop a comprehensive program to reduce the threat of introducing NIS into the Great Lakes via NOBOBs. The identification of strategies to address invasion risks from residual ballast water and sediments must take into account vessel safety and stability, the full range of vessel types entering the Great Lakes, costs associated with implementing strategy options, and the need to evaluate the effectiveness of these strategies in actually preventing the introduction of NIS into the Great Lakes. The development of management strategies to prevent NIS introduction from NOBOBs presents a complex challenge and requires close collaboration

between government agencies, the scientific community, the shipping industry, and a wide range of stakeholders.

Dated: January 3, 2005.

**Joseph J. Angelo,**

*Director of Standards, Marine Safety, Security & Environmental Protection.*

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[CGD05-04-201]

#### Notice, Request for Comments; Letter of Recommendation, LNG Crown Landing LLC, Logan Township, Gloucester County, NJ—New Meeting Location

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of public meeting; request for comments; new meeting location.

**SUMMARY:** The location of the public meeting scheduled for Tuesday, January 11, 2005, announced in a notice we published in the **Federal Register** on December 3, 2004 (69 FR 70271), has been changed. The new meeting location is: The Sheraton Suites Philadelphia Airport, 4101 B Island Ave, Philadelphia, Pennsylvania, approximately 1.5 miles from the original site. Information concerning this change along with directions will be provided at the original meeting location, and the meeting will begin at 3:30 p.m. and conclude at 7:30 p.m., to allow attendees who have not received this notice time to travel to the new location.

**DATES:** The public meeting will be held January 11, 2005, from 3:30 p.m. to 7:30 p.m.

**ADDRESSES:** The public meeting will be held at the Sheraton Suites Philadelphia Airport, 4101 B Island Ave, Philadelphia, Pennsylvania.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this notice, contact Lieutenant Commander Timothy Meyers at Coast Guard Marine Safety Office/Group Philadelphia, PA, by one of the methods listed below:

(1) Phone at (215) 271-4860.

(2) E-mail at

[TMEYERS@msogruphila.uscg.mil](mailto:TMEYERS@msogruphila.uscg.mil).

(3) Fax to (215) 271-4903.

Dated: January 5, 2005.

**Jonathan D. Sarubbi,**

*Captain, U.S. Coast Guard, Captain of the Port Philadelphia.*

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## DEPARTMENT OF HOMELAND SECURITY

### U.S. Citizenship and Immigration Services

#### Agency Information Collection Activities: Extension of a Currently Approved Information Collection; Comment Request

**ACTION:** 30-Day Notice of Information Collection Under Review: Request to Enforce Affidavit of Financial Support and Intent to Petition for Custody for Public Law 97-359 Amerasian, Form I-363.

The Department of Homeland Security, U.S. Citizenship and Immigration Services (USCIS) has submitted the following information collection request to the Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995. The information collection was previously published in the **Federal Register** on September 29, 2004 at 69 FR 58177, allowed for a 60-day public comment period. The USCIS did not receive any comments on this information collection during that period.

The purpose of this notice is to allow an additional 30 days for public comments. Comments are encouraged and will be accepted until February 7, 2005. This process is conducted in accordance with 5 CFR 1320.10.

Written comments and suggestions from the public and affected agencies concerning the collection of information should address one or more of the following four points:

(1) Evaluate whether the collection of information 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 of the 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 collection of information on those who are to respond, including through the use of appropriate automated,