

Chambers, Chairman and CEO,
Cisco Systems, Inc.
The Honorable Michael Chertoff,
Secretary,
Department of Homeland Security
(Invited)
General Matthew Broderick, Acting
Under Secretary for Information
analysis and Infrastructure
Protection (IAIP), DHS (Invited)
Tom Dinanno, Acting Assistant
Secretary for Infrastructure
Protection, DHS (Invited)
Frances Fragos Townsend, Homeland
Security Advisor (Invited)
Cheryl Peace, Director, Cyberspace
Security, Homeland Security
Council (Invited)

- IV. Approval of January Minutes
NIAC Chairman Erle A. Nye
- V. Status Reports on Current Working
Group Initiatives
NIAC Chairman Erle A. Nye Presiding
- A. Report on Common Vulnerability
Scoring System (CVSS) Placement
Status
NIAC Vice Chairman John T.
Chambers, Chairman & CEO, Cisco
Systems, Inc. and John W.
Thompson, Chairman & CEO,
Symantec Corporation, NIAC
Member
- B. Intelligence Coordination
NIAC Vice Chairman John T.
Chambers, Chairman & CEO, Cisco
Systems, Inc. and Chief Gilbert
Gallegos, Police Chief, City of
Albuquerque, New Mexico, NIAC
Member
- C. Risk Management Approaches To
Protection
Thomas E. Noonan, Chairman,
President & CEO, Internet Security
Systems, Inc. NIAC Member;
Martha Marsh, President & CEO,
Stanford Hospital and Clinics,
NIAC Member
- D. Education and Workforce Preparation
Alfred R. Berkeley III, e-Xchange
Advantage Corp., NIAC Member
Dr. Linwood Rose, President, James
Madison University, NIAC Member
- VI. New Business
NIAC Chairman Erle A. Nye, NIAC
Members
- A. Implementation of the Sector
Partnership Model
T.B.D.—Working Group chairs to be
determined
- B. DHS Status Report/Presentation
(TBD)
T.B.D.
- VII. Adjournment
NIAC Chairman Erle A. Nye

Procedural

These meetings are open to the public. Please note that the meetings may close early if all business is finished.

Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities, or to request special assistance at the meeting, telephone the Designated Federal Official as soon as possible.

Dated: March 18, 2005.

Nancy J. Wong,

Designated Federal Official for NIAC.

[FR Doc. 05-6511 Filed 3-29-05; 2:45 pm]

BILLING CODE 4410-10-M

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[CGD05-05-016]

Notice of Waterways Analysis and Management Systems Studies, Upper Chesapeake Bay, Including the Chesapeake and Delaware Canal

AGENCY: Coast Guard, DHS.

ACTION: Notice of studies with request for comments.

SUMMARY: The Coast Guard announces that Waterways Analysis and Management System (WAMS) studies are being planned for the Upper Chesapeake Bay, including the Chesapeake and Delaware Canal. The Coast Guard solicits comments on the specific waterways presented in this document so we can complete our WAMS studies. The goals of the studies are to analyze the waterway and aids to navigation, and then develop a plan to address any proposed changes and concerns.

DATES: Comments and related material must reach U.S. Coast Guard Sector Baltimore on or before May 31, 2005.

ADDRESSES: To make sure your comments and related material are not entered more than once in the docket [CGD05-05-016], please submit them by only one of the following means:

(1) On-line Survey link is available at web site: <http://www.uscg.mil/d5/sector/sectbalt/index.htm>.

(2) Mail: Commander, U.S. Coast Guard Sector Baltimore, 2401 Hawkins Point Road, Baltimore, MD 21226-1791, Attn: WAMS Project.

(3) Fax: 410-576-2553.

(4) Hand delivery: Room 208 of Building 70 on the Coast Guard Yard Curtis Bay, 2401 Hawkins Point Road, Baltimore, MD, between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is 410-576-2674.

(5) Electronic mail:
rlhouck@actbalt.uscg.mil.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, or if you have questions on viewing or submitting material to the docket, call Mr. Ronald Houck, Coast Guard Sector Baltimore, Waterways Management Division, at telephone 410-576-2674.

SUPPLEMENTARY INFORMATION:

Request for Comments

We encourage you to participate in this study by submitting comments and related material. If you do so, please include your name and address, identify the docket number [CGD05-05-016] for this notice, indicate the specific section of this document to which each comment applies, and give the reason for each comment. You may submit your comments and related material by mail, hand delivery, fax, or electronic means to the WAMS Project at the address under **ADDRESSES**; but please submit your comments and material by only one means. If you submit them by mail or hand 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 they reached the WAMS Project, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and related material received during the comment period.

Background and Purpose

In order to facilitate safe navigation and to prevent disasters, collisions, and wrecks of vessels, the Coast Guard may establish, maintain, and operate aids to navigation required to serve the needs of the Armed Forces or of the commerce of the United States (14 U.S.C. 81). It is through its Waterways Analysis and Management System (WAMS) process, that the Coast Guard manages aids to navigation in navigable waters of the U.S. WAMS studies, therefore, are intended to ensure that existing aids to navigation systems support safe marine navigation and the effective and efficient flow of waterborne commerce. A key aspect of a WAMS study is the consideration of the needs and input of waterway users (such as commercial interests, pilots, port authorities, military commands and other Federal agencies, State and local agencies, recreational boating organizations, and other interested groups) and non-user sources (such as waterfront facilities, homeowners or community associations, and political groups). Such valued input to these important studies is highly encouraged and should reflect

conditions experienced by waterway users during daytime, nighttime and reduced visibility, in addition to any navigational hazards experienced by vessel operators.

The following specific waterways will be analyzed, as follows:

(1) Brewerton Channel, Fort McHenry Channel, Canton Elevator and Coal Channel, Hawkins Point Channel, Coal Pier Channel, Locust Point East and West Channels, Craighill Channel, Marine Pier Channel, Curtis Bay Channel, Northwest Harbor, Curtis Creek, Pennwood Channel, Dundalk East and West Channels, Port Covington Basin, Elevator Channel, Seagirt East and West Channels, Ferry Bar Channel, and Sparrows Point Steel Works Channel.

(2) Chesapeake Channel (middle Chesapeake Bay).

(3) Potomac River, Upper Potomac River, Anacostia River, Hains Point (Washington) Channel and Alexandria Channel.

(4) Choptank River to Cambridge, Cambridge Channel, Nanticoke River, Wicomico River, Pocomoke River, Pocomoke Sound and Tangier Sound.

(5) Brewerton Channel East Extension, Upper Chesapeake Channel, Upper Chesapeake Bay, Elk River, Back Creek and the Chesapeake & Delaware Canal.

As part of these studies, we will consider previous WAMS studies. It is possible that the studies may validate continued applicability of existing aids to navigation and conclude that no changes are necessary. It is also possible that the studies may recommend changes to enhance marine navigational safety, effectiveness and efficiency.

Dated: March 22, 2005.

Curtis A. Springer,

Captain, U.S. Coast Guard, Commander, U.S. Coast Guard Sector Baltimore, Baltimore, Maryland.

[FR Doc. 05-6391 Filed 3-30-05; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF HOMELAND SECURITY

Bureau of Customs and Border Protection

Announcement of Change to Merchandise Eligibility Requirements for Participation in Remote Location Filing Prototype Two

AGENCY: Customs and Border Protection, Homeland Security.

ACTION: General notice.

SUMMARY: This notice announces a change to the merchandise eligibility

requirements for participation in Remote Location Filing (RLF) Prototype Two. RLF will now be permitted for cargo that will be moved using immediate transportation (IT) and transportation and export (T & E) in-bond procedures. CBP has determined that the security risks previously associated with in-bond transactions have been greatly reduced due to the significant security and cargo-processing gains accomplished by the advance cargo information regulations set forth in CBP Dec. 03-32, published in the **Federal Register** (68 FR 68140) on December 5, 2003. CBP also realizes that as in-bond transactions are a mainstay of international transactions, permitting RLF in an in-bond context will enhance the Prototype's usefulness to the trade while simultaneously furthering CBP's modernization objectives.

DATES: The change to Remote Location Filing (RLF) Prototype Two will go into effect March 31, 2005.

ADDRESSES: Written comments and applications to participate in the Prototype should be addressed to the Remote Filing Team, Office of Field Operations, Customs and Border Protection, 1300 Pennsylvania Avenue, NW., Room 5.2-B, Washington, DC 20229. Comments may also be submitted to Sherri Braxton via e-mail at remote.filing@dhs.gov.

FOR FURTHER INFORMATION CONTACT: For systems or automation issues: Steve Linnemann (202) 344-1975 or Jennifer Engelbach (562) 366-5593. For operational or policy issues: Sherri Braxton via e-mail at remote.filing@dhs.gov.

SUPPLEMENTARY INFORMATION:

Background

RLF Authorized by the National Customs Automation Program (NCAP)

Title VI of the North American Free Trade Agreement Implementation Act, Pub. L. 103-182, 107 Stat. 2057 (December 8, 1993), contains provisions pertaining to Customs Modernization (107 Stat. 2170). Subpart B of Title VI of the Act concerns the National Customs Automation Program (NCAP), an electronic system for the processing of commercial imports. Within subpart B, section 631 of the Act added section 414 (19 U.S.C. 1414), which provides for Remote Location Filing (RLF), to the Tariff Act of 1930, as amended. RLF permits an eligible NCAP participant to elect to file electronically a formal or informal consumption entry with Customs and Border Protection (CBP) from a remote location within the customs territory of the United States

other than the port of arrival, or from within the port of arrival with a requested designated examination site outside the port of arrival.

RLF Prototype Two

In accordance with § 101.9(b) of the CBP Regulations (19 CFR 101.9(b)), CBP has developed and tested two RLF prototypes. A chronological listing of **Federal Register** publications detailing developments in the RLF prototypes follows:

- On April 6, 1995, CBP announced in the **Federal Register** (60 FR 17605) its plan to conduct the first of at least two RLF test prototypes. The first RLF test, designated Prototype One, began on June 19, 1995.

- On February 27, 1996, CBP announced in the **Federal Register** (61 FR 7300) the expansion of Prototype One and its extension until the implementation of RLF Prototype Two.

- RLF Prototype Two commenced on January 1, 1997. See document published in the **Federal Register** (61 FR 60749) on November 29, 1996.

- CBP announced in the **Federal Register** (62 FR 64043), on December 3, 1997, the extension of RLF Prototype Two until December 31, 1998.

- On December 7, 1998, CBP announced in the **Federal Register** (63 FR 67511) that Prototype Two would remain in effect until concluded by notice in the **Federal Register**.

- On July 6, 2001, CBP announced in the **Federal Register** (66 FR 35693) changes to the RLF Prototype Two eligibility requirements.

- On November 16, 2001, CBP announced in the **Federal Register** (66 FR 57774) a deadline extension for customs brokers participating in RLF to submit their national broker permit numbers to CBP.

- On February 25, 2003, CBP announced in the **Federal Register** (68 FR 8812) that line release entries would no longer be permitted for purposes of RLF Prototype Two, and set forth a comprehensive and updated list of current RLF eligibility requirements and a description of a new simplified application process.

Change to RLF Prototype Two Merchandise Eligibility Criteria

This notice announces a change to the merchandise eligibility requirements for participation in RLF Prototype Two, whereby RLF will now be permitted for cargo that will be moved using immediate transportation (IT) or transportation and export (T & E) in-bond procedures. This was not allowed under the original terms of RLF Prototype Two because CBP was