

a reportable marine casualty and subsequently require action by both Coast Guard and maritime industry stakeholders.

Persons reporting marine casualties should make every effort by any means available to immediately notify the nearest Coast Guard Command Center. The notification must include the information required by 46 CFR 4.05–5. A written follow-up report meeting the requirements of 46 CFR 4.05–10 must be submitted within 5 days. If there is any doubt whether an occurrence is a reportable marine casualty, we encourage you to contact the nearest Officer in Charge, Marine Inspection staff (typically via the nearest Coast Guard Command Center) to determine an appropriate response.

We encourage readers to review the entire draft NVIC, available in the docket. We request comments from all interested parties to ensure that the full range and significance of issues addressed in the draft NVIC are identified prior to final promulgation.

#### Authority

This notice is issued under authority of 5 U.S.C. 552(a).

Dated: December 24, 2013.

#### J.A. Servidio,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Prevention Policy.

[FR Doc. 2014–00443 Filed 1–13–14; 8:45 am]

BILLING CODE 9110–04–P

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[Docket No. USCG–2013–1032]

#### Waterway Suitability Assessment for Construction and Operation of Liquefied Gas Terminals; Lake Charles, LA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice and request for comments.

**SUMMARY:** Per the Coast Guard regulations in 33 CFR 127.007, Big Lake Fuels LLC has submitted a Letter of Intent and Preliminary Waterway Suitability Assessment to the Coast Guard Captain of the Port (COTP), Port Arthur, Texas regarding the company's plans to construct, own and operate a waterfront facility handling and storing Liquefied Hazardous Gas (LHG) at its Lake Charles, Louisiana facility. The Coast Guard is notifying the public of this action to solicit public comments on the proposed increase in LHG marine

traffic on the Calcasieu Ship Channel and the Gulf Intracoastal Waterway.

**DATES:** Comments and related material must be received on or before February 13, 2014.

**ADDRESSES:** You may submit comments identified by docket number USCG–2013–1032 using any one of the following methods:

(1) Federal eRulemaking Portal:

<http://www.regulations.gov>.

(2) Fax: 202–493–2251.

(3) Mail or Delivery: Docket Management Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590–0001. Deliveries accepted between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202–366–9329.

To avoid duplication, please use only one of these three methods. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this notice, call or email Lieutenant William J. Fediw, U.S. Coast Guard; telephone 337–721–7848, email [William.J.Fediw@uscg.mil](mailto:William.J.Fediw@uscg.mil). If you have questions on viewing or submitting material to the docket, call Sheryl Collins, Program Manager, Docket Operations, telephone 202–366–9826.

#### SUPPLEMENTARY INFORMATION:

##### Public Participation and Request for Comments

We encourage you to submit comments and related material in response to this notice. All comments received will be posted without change, to <http://www.regulations.gov> and will include any personal information you have provided.

**Submitting comments:** If you submit a comment, please include the docket number for this notice (USCG–2013–1032), and provide a reason for each suggestion or recommendation. You may submit your comments and material online at <http://www.regulations.gov>, or by fax, mail, or hand delivery, but please use only one of these means. If you submit a comment online, it will be considered received by the Coast Guard when you successfully transmit the comments. If you fax, hand deliver, or mail your comment, it will be considered as having been received by the Coast Guard when it is received at the Docket Management Facility. We recommend

that you include your name and a mailing address, an email address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov>, type the docket number (USCG–2013–1032) in the “SEARCH” box and click “SEARCH.” Click on “Submit a Comment” on the line associated with this notice.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8 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 and material received during the comment period.

#### Viewing comments and documents:

To view comments, go to <http://www.regulations.gov>, type the docket number (USCG–2013–1032) in the “SEARCH” box and click “SEARCH.” Click on “Open Docket Folder” on the line associated with this rulemaking. You may also visit the Docket Management Facility in Room W12–140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**Privacy Act:** Anyone can search the electronic form of 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 a Privacy Act notice regarding our public dockets in the January 17, 2008, issue of the **Federal Register** (73 FR 3316).

**Public meeting:** We do not now plan to hold a public meeting, but you may submit a request for one, using one of the methods specified under **ADDRESSES**. Please explain why you believe a public meeting would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the **Federal Register**.

**Basis and Purpose:** Under 33 CFR 127.007(a), an owner or operator intending to build a new facility handling Liquefied Natural Gas (LNG) or Liquefied Hazardous Gas (LHG) must submit a Letter of Intent (LOI) to the COTP of the zone in which the facility is located. Under 33 CFR 127.007(e), an owner or operator intending to build a new LNG, or LHG facility must file a

Waterway Suitability Assessment (WSA) with the COTP of the zone in which the facility is or will be located. Big Lake Fuels LLC submitted an LOI and WSA on November 7, 2013 regarding the company's proposed construction and operation of a new LHG facility which will be located in Lake Charles, Louisiana.

Under 33 CFR 127.009, after receiving an LOI, the COTP issues a Letter of Recommendation (LOR) as to the suitability of the waterway for LNG or LHG marine traffic to the appropriate jurisdictional authorities. The LOR is based on a series of factors outlined in 33 CFR 127.009 that are related to the physical nature of the affected waterway and issues of safety and security associated with LNG or LHG marine traffic on the affected waterway.

The purpose of this notice is to solicit public comments on the proposed increase in LHG marine traffic on the Calcasieu Ship Channel and the Gulf Intracoastal Waterway. The Coast Guard believes that input from the public may be useful to the COTP with respect to development of the LOR. Additionally, the Coast Guard intends to work with the Area Maritime Security Committee, Port Arthur, Texas and the Southeast Texas Waterways Advisory Council (SETWAC) to form subcommittees comprised of affected port users and stakeholders. The goal of these subcommittees will be to gather information to help the COTP assess the suitability of the associated waterway for increased LHG marine traffic as it relates to navigational safety and security.

On January 24, 2011, the Coast Guard published Navigation and Vessel Inspection Circular (NVIC) 01-2011, "Guidance Related to Waterfront Liquefied Natural Gas (LNG) Facilities." NVIC 01-2011 provides guidance for owners and operators seeking approval to build and operate LNG facilities. While NVIC 01-2011 is specific to LNG, it provides useful process information and guidance for owners and operators seeking approval to build and operate LHG facilities as well. The Coast Guard will refer to NVIC 01-2011 for process information and guidance in evaluating Big Lake Fuels LLC's WSA. A copy of NVIC 01-2011 is available for viewing in the public docket for this notice and also on the Coast Guard's Web site at <http://www.uscg.mil/hq/cg5/nvic/2010s.asp>.

This notice is issued under authority of 33 U.S.C. §§ 1223-1225, Department of Homeland Security Delegation Number 0170.1(70), 33 CFR 127.009, and 33 CFR 103.205.

Dated: December 16, 2013.

**G.J. Paitl,**

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

[FR Doc. 2014-00447 Filed 1-13-14; 8:45 am]

**BILLING CODE 9110-04-P**

## DEPARTMENT OF HOMELAND SECURITY

### Federal Emergency Management Agency

[Docket ID FEMA-2013-0052]

#### Termination of the National Flood Insurance Program Pilot Inspection Program of Insured Structures by Communities in Monroe County, the Village of Islamorada, and the City of Marathon, Florida

**AGENCY:** Federal Emergency Management Agency, DHS.

**ACTION:** Notice.

**SUMMARY:** FEMA is publishing this document to give notice that the pilot inspection procedure under the Pilot Inspection Program was terminated on June 28, 2013, for Monroe County, the Village of Islamorada, and the City of Marathon, Florida.

**DATES:** *Effective Dates:* The effective date of termination for the inspection procedure for Monroe County, the Village of Islamorada, and the City of Marathon, Florida, is June 28, 2013.

**FOR FURTHER INFORMATION CONTACT:** David Stearrett, Federal Insurance and Mitigation Administration, Federal Emergency Management Agency, 500 C Street SW., Washington, DC 20472, [David.Stearrett@fema.dhs.gov](mailto:David.Stearrett@fema.dhs.gov), (202) 646-2953.

**SUPPLEMENTARY INFORMATION:** The National Flood Insurance Program (NFIP) was established by the National Flood Insurance Act of 1968, as amended (NFIA) (42 U.S.C. 4001-4129). The NFIA authorizes the Administrator of the Federal Emergency Management Agency (FEMA) to establish and carry out a national flood insurance program that enables property owners in participating communities to purchase insurance as a protection against flood losses in exchange for State and community adoption of floodplain management regulations that reduce future flood damages. Community participation in the NFIP is voluntary, and is based on an agreement between communities and the Federal Government. If a community adopts and enforces floodplain management requirements to reduce future flood risk to new construction and substantial

improvements in floodplains, the Federal Government will make flood insurance available within the community as a financial protection against flood losses. 42 U.S.C. 4102(c) and 4022(a); 44 CFR 60.1(a).

In 2000, FEMA established by regulation, at 44 CFR 59.30, a pilot inspection procedure under the NFIP to help verify that structures comply with the community's floodplain management ordinances and to ensure that property owners pay flood insurance premiums commensurate with their flood risk. 65 FR 39726, June 27, 2000. The inspection procedure requires owners of insured buildings to obtain an inspection from community floodplain management officials as a condition of renewing the Standard Flood Insurance Policy (SFIP) on the building. The pilot procedure applies in the communities of: (1) Monroe County, Florida, (2) the Village of Islamorada located in Monroe County, Florida, and (3) the City of Marathon, located in Monroe County, Florida. 65 FR 39726, June 27, 2000; 67 FR 10631, March 9, 2002; 68 FR 59126, Oct. 14, 2003.

The pilot inspection procedure served as an additional tool for the three communities to enforce their flood damage prevention ordinances, and remain compliant with the NFIP regulations, given unique statutory constraints on inspections and rate of growth mandates in Florida, housing limits within the communities, and related factors. These related factors included: the nature of the flood hazard and damage potential; the number of possible violations (an estimated 2,000-4,000 illegally built enclosures in the entire County); the potential for loss of life in the event of a flood; and, the factors described above limited the County's ability to determine whether a building with an enclosure complies with the local flood damage prevention ordinance.

FEMA establishes the start date and the termination dates for implementing the pilot inspection procedure upon the recommendation of FEMA's Regional Administrator and in consultation with each community. 44 CFR 59.30(c). FEMA is permitted to extend the implementation of the inspection procedure with a new termination after consultation with the community and based on good cause. 44 CFR 59.30(c). The start date for the inspection procedure for Monroe County and the Village of Islamorada was January 1, 2001, and October 1, 2002, for the City of Marathon. The original termination date for the Village of Islamorada and the City of Marathon was January 1, 2004, and was December 31, 2007, for