

DHS IT Security Program Handbook. This handbook establishes a comprehensive program, consistent with federal law and policy, to provide complete information security, including directives on roles and responsibilities, management policies, operational policies, and application rules, which will be applied to component systems, communications between component systems, and at interfaces between component systems and external systems.

One aspect of the DHS comprehensive program to provide information security involves the establishment of rules of behavior for each major application, including NIIS. These rules of behavior require users to be adequately trained regarding the security of their systems. These rules also require a periodic assessment of technical, administrative, and managerial controls to enhance data integrity and accountability. System users must sign statements acknowledging that they have been trained and understand the security aspects of their systems. System users must also complete annual privacy awareness training to maintain current access.

NIIS transactions are tracked and can be monitored. This allows for oversight and audit capabilities to ensure that the data is being handled consistent with all applicable federal laws and regulations regarding privacy and data integrity.

#### RETENTION AND DISPOSAL:

NIIS data is subject to a retention requirement. The information collected and maintained in NIIS is used for entry screening, admissibility, and benefits purposes and is retained for seventy-five (75) years from the date obtained. However, NIIS records that are linked to active law enforcement lookout records, CBP matches to enforcement activities, and/or investigations or cases will remain accessible for the life of the law enforcement activities to which they may become related. The current disposition for paper copy is 180 days from date of departure. Records replicated on the unclassified and classified networks will follow the same retention schedule.

#### SYSTEM MANAGER AND ADDRESS:

Assistant Commissioner, Office of Information Technology, U.S. Customs and Border Protection Headquarters, 1300 Pennsylvania Avenue NW., Washington, DC 20229.

#### NOTIFICATION PROCEDURE:

Individuals seeking notification of and access to any record contained in this system of records, or seeking to

contest its content, may submit a request in writing to CBP's FOIA Officer, 1300 Pennsylvania Avenue NW., Washington, DC 20229.

When seeking records about yourself from this system of records or any other CBP system of records your request must conform with the Privacy Act regulations set forth in 6 CFR part 5. You must first verify your identity, meaning that you must provide your full name, current address, and date and place of birth. You must sign your request, and your signature must either be notarized or submitted under 28 U.S.C. 1746, a law that permits statements to be made under penalty of perjury as a substitute for notarization. While no specific form is required, you may obtain forms for this purpose from the Director, Disclosure and FOIA, <http://www.dhs.gov> or 1-866-431-0486. In addition you should:

- Explain why you believe the Department would have information on you;
- Identify which component(s) of the Department you believe may have the information about you;
- Specify when you believe the records would have been created; and
- Provide any other information that will help the FOIA staff determine which DHS component agency may have responsive records.

If your request is seeking records pertaining to another living individual, you must include a statement from that individual certifying his/her agreement for you to access his/her records.

Without this bulleted information CBP may not be able to conduct an effective search, and your request may be denied due to lack of specificity or lack of compliance with applicable regulations.

In processing requests for access to information in this system, CBP will review not only the records in the operational system but also the records that were replicated on the unclassified and classified networks, and based on this notice provide appropriate access to the information.

#### RECORD ACCESS PROCEDURES:

See "Notification procedure" above.

#### CONTESTING RECORD PROCEDURES:

See "Notification procedure" above.

#### RECORD SOURCE CATEGORIES:

The system contains certain data received on individuals, passengers and crewmembers that arrive in, depart from, or transit through the United States. This system also contains information collected from carriers that operate vessels, vehicles, aircraft, and/or

trains that enter or exit the United States and from the individuals upon crossing the U.S. border.

Basic information is obtained from individuals, the individual's attorney/representative, CBP officials, and other federal, state, local, and foreign agencies.

#### EXEMPTIONS CLAIMED FOR THE SYSTEM:

No exemption shall be asserted with respect to information maintained in the system that is collected from a person or submitted on behalf of a person, if that person, or his or her agent, seeks access or amendment of such information.

This system, however, may contain information related to an ongoing law enforcement investigation because the information regarding a person's travel and border crossing was disclosed to appropriate law enforcement in conformance with the above routine uses. As such pursuant to 5 U.S.C. 552a(j)(2) and (k)(2), DHS will claim exemption from (c)(3); (e)(8); and (g) of the Privacy Act of 1974, as amended, as is necessary and appropriate to protect this information.

Dated: February 27, 2015.

**Karen L. Neuman,**

*Chief Privacy Officer, Department of Homeland Security.*

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BILLING CODE 9111-14-P

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[Docket No. USCG-2015-0145]

### Cooperative Research and Development Agreement—Coast Guard Response Boat-Medium Data Recorder

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of intent; request for comments.

**SUMMARY:** The Coast Guard announces its intent to enter into a Cooperative Research and Development Agreement (CRADA) with Vector Controls, Inc. (Vector) to develop changes to the response boat-medium (RB-M) onboard engine data bus that will convert Society of Automotive Engineers (SAE) J1939 format to the National Marine Electronics Association (NMEA) 0183/2000 data format. A test schedule has been proposed in which Vector will develop and install the required RB-M control system software upgrades and relevant additional equipment; a Coast Guard field unit will operate the RB-M in normal operations; and the Coast

Guard Research and Development Center (R&DC) will install a dedicated data recorder system and conduct periodic data downloads for demonstration purposes. While the Coast Guard is currently considering partnering with Vector, the Coast Guard solicits public comment on the possible nature of and participation of other parties in the proposed CRADA. In addition, the Coast Guard also invites other potential non-Federal participants, who have the interest and capability to bring similar contributions to this type of research, to consider submitting proposals for consideration in similar CRADAs.

**DATES:** Comments must be submitted to the online docket via <http://www.regulations.gov>, or reach the Docket Management Facility, on or before April 13, 2015.

Synopses of proposals regarding future CRADAs must reach the Coast Guard (see **FOR FURTHER INFORMATION CONTACT**) on or before April 13, 2015.

**ADDRESSES:** Submit comments using one of the listed methods, and see **SUPPLEMENTARY INFORMATION** for more information on public comments.

- *Online*—<http://www.regulations.gov> following Web site instructions.

- *Fax*—202-493-2251.

- *Mail or hand deliver*—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. Hours for hand delivery are 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays (telephone 202-366-9329).

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this notice or wish to submit proposals for future CRADAs, contact Jay Carey, Project Official, Surface Branch, U.S. Coast Guard Research and Development Center, 1 Chelsea Street, New London, CT 06320, telephone 860-271-2702, email [Jay.R.Carey@uscg.mil](mailto:Jay.R.Carey@uscg.mil). If you have questions on viewing or submitting material to the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone 202-366-9826, toll free 1-800-647-5527.

**SUPPLEMENTARY INFORMATION:**

**Public Participation and Request for Comments**

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

Do not submit detailed proposals for future CRADAs to the Docket Management Facility. Instead, submit them directly to the Coast Guard (see **FOR FURTHER INFORMATION CONTACT**).

Comments should be marked with docket number USCG-2015-0145 and should provide a reason for each suggestion or recommendation. You should provide personal contact information so that we can contact you if we have questions regarding your comments; but please note that all comments will be posted to the online docket without change and that any personal information you include can be searchable online (see the **Federal Register** Privacy Act notice regarding our public dockets, 73 FR 3316, Jan. 17, 2008).

Mailed or hand-delivered comments should be in an unbound 8½ × 11 inch format suitable for reproduction. The Docket Management Facility will acknowledge receipt of mailed comments if you enclose a stamped, self-addressed postcard or envelope with your submission.

Documents mentioned in this notice, and all public comments, are in our online docket at <http://www.regulations.gov> and can be viewed by following the Web site's instructions. You can also view the docket at the Docket Management Facility (see the mailing address under **ADDRESSES**) between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**Discussion**

CRADAs are authorized under 15 U.S.C. 3710(a).<sup>1</sup> A CRADA promotes the transfer of technology to the private sector for commercial use, as well as specified research or development efforts that are consistent with the mission of the Federal parties to the CRADA. The Federal party or parties agree with one or more non-Federal parties to share research resources, but the Federal party does not contribute funding.

CRADAs are not procurement contracts. Care is taken to ensure that CRADAs are not used to circumvent the contracting process. CRADAs have a specific purpose and should not be confused with other types of agreements such as procurement contracts, grants, and cooperative agreements.

Under the proposed CRADA, the R&DC will collaborate with one non-Federal participant. Together, the R&DC and the non-Federal participant would

develop the changes required to convert the current engine data format used on the USCG RB-M (Society of Automotive Engineers (SAE) J1939) to a widely used format in marine electronics (NMEA 0183/2000). The RDC will provide Vector access to an operational RB-M at a Coast Guard field unit on or about May 1, 2015. The Coast Guard plans to operate a dedicated data recorder system on the RB-M for 90 days then return the vessel to its standard operational configuration.

We anticipate that the Coast Guard's contributions under the proposed CRADA will include the following:

- (1) Develop the demonstration test plan to be executed under the CRADA;

- (2) Provide the test vessel, test vessel support, facilities, and all required approvals as required for a 90-day demonstration under the CRADA;

- (3) Conduct a Privacy Threshold Analysis (PTA) as required for the demonstration to be conducted under this CRADA;

- (4) Conduct a Privacy Impact Assessment as required for the demonstration to be conducted under this CRADA;

- (5) Collect and analyze demonstration test plan data in accordance with the CRADA demonstration test plan; and

- (6) Develop the Demonstration Final Report, which will document the methodologies, findings, conclusions, and recommendations of this CRADA work.

We anticipate that the non-Federal participants' contributions under the proposed CRADA will include the following:

- (1) Provide any equipment and software upgrades required to conduct the demonstration as described in the demonstration test plan developed under this CRADA;

- (2) Provide technical oversight as required to conduct the demonstration as described in the demonstration test plan developed under this CRADA;

- (3) Provide the technical data package for all equipment, including dimensions, weight, power requirements, interface specifications, and other technical considerations for the additional components to be utilized under this CRADA;

- (4) Provide shipment and delivery of all equipment required for the demonstration to be conducted under this CRADA; and

- (5) Provide travel and other associated personnel and other expenses as required.

The Coast Guard reserves the right to select for CRADA participants all, some, or no proposals submitted for this CRADA. The Coast Guard will provide

<sup>1</sup> The statute confers this authority on the head of each Federal agency. The Secretary of DHS's authority is delegated to the Coast Guard and other DHS organizational elements by DHS Delegation No. 0160.1, para. II.B.34.

no funding for reimbursement of proposal development costs. Proposals and any other material submitted in response to this notice will not be returned. Proposals submitted are expected to be unclassified and have no more than five single-sided pages (excluding cover page, DD 1494, JF-12, etc.). The Coast Guard will select proposals at its sole discretion on the basis of:

- (1) How well they communicate an understanding of, and ability to meet, the proposed CRADA's goal; and
- (2) How well they address the following criteria:
  - (a) Technical capability to support the non-Federal party contributions described; and
  - (b) Resources available for supporting the non-Federal party contributions described.

Currently, the Coast Guard is considering Vector for participation in this CRADA. This consideration is based on the fact that Vector has demonstrated its technical ability as the developer and manufacturer of the current RB-M propulsion control system. However, we do not wish to exclude other viable participants from this or future similar CRADAs.

This is a technology demonstration effort. The goal of this CRADA is to develop the changes required to convert the current data format used on the USCG RB-M (J1939) to a widely used format in marine electronics (NMEA 0183/2000). Special consideration will be given to small business firms/consortia, and preference will be given to business units located in the U.S. This notice is issued under the authority of 5 U.S.C. 552(a).

Dated: February 24, 2015.

**B.N. Macesker,**

*Executive Director, U.S. Coast Guard Research and Development Center.*

[FR Doc. 2015-05418 Filed 3-12-15; 8:45 am]

**BILLING CODE 9110-04-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[USCG-2015-0083]

#### Prince William Sound Regional Citizens' Advisory Council Charter Renewal

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of recertification.

**SUMMARY:** The purpose of this notice is to inform the public that the Coast Guard has recertified the Prince William Sound Regional Citizens' Advisory

Council (PWSRCAC) as an alternative voluntary advisory group for Prince William Sound, Alaska. This certification allows the PWSRCAC to monitor the activities of terminal facilities and crude oil tankers under the Prince William Sound Program established by statute.

**DATES:** This recertification is effective for the period from March 1, 2015 through February 28, 2016.

**FOR FURTHER INFORMATION CONTACT:** LT Tom Pauser, Seventeenth Coast Guard District (dpi), by phone at (907) 463-2812, email [thomas.e.pauser@uscg.mil](mailto:thomas.e.pauser@uscg.mil) or by mail at P.O. Box 25517, Juneau, Alaska 99802.

#### SUPPLEMENTARY INFORMATION:

##### Background and Purpose

As part of the Oil Pollution Act of 1990, Congress passed the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990 (the Act), 33 U.S.C. 2732, to foster a long-term partnership among industry, government, and local communities in overseeing compliance with environmental concerns in the operation of crude oil terminals and oil tankers.

On October 18, 1991, the President delegated his authority under 33 U.S.C. 2732(o) to the Secretary of Transportation in E.O. 12777, section 8(g) (see 56 FR 54757; October 22, 1991) for purposes of certifying advisory councils, or groups, subject to the Act. On March 3, 1992, the Secretary redelegated that authority to the Commandant of the USCG (see 57 FR 8582; March 11, 1992). The Commandant redelegated that authority to the Chief, Office of Marine Safety, Security and Environmental Protection (G-M) on March 19, 1992 (letter #5402).

On July 7, 1993, the USCG published a policy statement, 58 FR 36504, to clarify the factors that shall be considered in making the determination as to whether advisory councils, or groups, should be certified in accordance with the Act.

The Assistant Commandant for Marine Safety and Environmental Protection (G-M), redelegated recertification authority for advisory councils, or groups, to the Commander, Seventeenth Coast Guard District on February 26, 1999 (letter #16450).

On September 16, 2002, the USCG published a policy statement, 67 FR 58440, that changed the recertification procedures such that applicants are required to provide the USCG with comprehensive information every three years (triennially). For each of the two years between the triennial application

procedures, applicants submit a letter requesting recertification that includes a description of any substantive changes to the information provided at the previous triennial recertification. Further, public comment is not solicited prior to recertification during streamlined years, only during the triennial comprehensive review.

On March 1, 2003, the Coast Guard was transferred from the Department of Transportation (DoT) to the Department of Homeland Security (DHS) and retained the previous delegations that were provided while it was in the DoT.

The Alyeska Pipeline Service Company pays the PWSRCAC \$2.9 million annually in the form of a longterm contract. In return for this funding, the PWSRCAC must annually show that it "fosters the goals and purposes" of OPA 90 and is "broadly representative of the communities and interests in the vicinity of the terminal facilities and Prince William Sound." The PWSRCAC is an independent, nonprofit organization founded in 1989. Though it receives federal oversight like many independent, non-profit organizations, it is not a federal agency. The PWSRCAC is a local organization that predates the passage of OPA 90. The existence of the PWSRCAC was specifically recognized in OPA 90 where it is defined as an "alternate voluntary advisory group."

Alyeska funds the PWSRCAC, and the Coast Guard makes sure the PWSRCAC operates in a fashion that is broadly consistent with OPA 90.

#### Recertification

By letter dated February 24, 2015, the Commander, Seventeenth Coast Guard certified that the PWSRCAC qualifies as an alternative voluntary advisory group under 33 U.S.C. 2732(o). This recertification terminates on February 28, 2016.

Dated: February 24, 2015.

**D.B. Abel,**

*Rear Admiral, U.S. Coast Guard Commander, Seventeenth Coast Guard District.*

[FR Doc. 2015-05806 Filed 3-12-15; 8:45 am]

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