

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 Feb 04 2019, the Commander, Seventeenth Coast Guard District, certified that the PWSRCAC qualifies as an alternative voluntary advisory group under 33 U.S.C. 2732(o). This recertification terminates on March 1, 2020.

Matthew T. Bell Jr.,

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

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2011-0351]

Atlantic Coast Port Access Route Study: Port Approaches and International Entry and Departure Transit Areas

AGENCY: Coast Guard, DHS.

ACTION: Notice of study; request for comments.

SUMMARY: The Coast Guard is beginning a new study of routes used by ships to access ports on the Atlantic Coast of the United States. This new study supplements and builds on the Atlantic Coast Port Access Route Study (ACPARS) completed on April 5, 2017.

DATES: Coast Guard District Commanders will prioritize and schedule a Port Access Route Study (PARS) for specific port approaches and international transit areas associated with proposed ACPARS fairways within their areas of responsibilities (AOR). They will post these milestones on the docket by May 1, 2019. This initiative is expected to be completed by May 2021.

ADDRESSES: You may submit comments identified by docket number USCG-2011-0351 using the Federal eRulemaking Portal at [https://](https://www.regulations.gov)

www.regulations.gov. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: For information about this document call or email George Detweiler, Coast Guard; telephone 202-372-1566, email George.H.Detweiler@uscg.mil.

SUPPLEMENTARY INFORMATION:

Public Participation and Comments

Public participation is essential to this study and the Coast Guard will consider all comments and material received during the comment period. We encourage you to participate by submitting comments and related materials. All comments received will be posted without change to <http://www.regulations.gov> and will include any personal information you have provided. You may submit your comments and material online via <http://www.regulations.gov>. Type "USCG-2011-0351" into the search bar and click search, next to the displayed search results click "Comment Now", which will open the comment page. If you cannot submit your material by using <https://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this notice for alternate instructions. Reference documents and all public comments, will be available in our online docket at <https://www.regulations.gov>, and can be viewed by following that website's instructions. Type "USCG-2011-0351" into the search bar and click search, next to the displayed search results click "Open Docket Folder." Additionally, if you visit the online docket and sign up for email alerts, you will be notified when comments are posted.

We accept anonymous comments. All comments received will be posted without change to <https://www.regulations.gov> and will include any personal information you have provided. For more about privacy and the docket, you may review a Privacy Act notice regarding the Federal Docket Management System in the March 24, 2005, issue of the **Federal Register** (70 FR 15086).

Public Meeting

You may submit a request for a public meeting online via <http://www.regulations.gov>. Please explain why you believe a public meeting would be beneficial. If we determine that a public meeting would aid in the study, we will hold a meeting at a time

and place announced by a later notice in the **Federal Register**. When it is published, we will place a copy of the announcement in the docket and you will receive an email alert from www.regulations.gov.

Definitions

Fairway or shipping safety fairway means a lane or corridor in which no artificial island or fixed structure, whether temporary or permanent, will be permitted. See 33 CFR 166.105 (a).

International Entry and Departure Transit Areas mean navigation routes followed by vessels coming to or departing from the United States and an international seaport. For this study, international entry and departure transit areas will connect to recommended shipping safety fairways in the ACPARS at the outer limit of the EEZ.

Port Approaches mean navigation routes followed by vessels entering or departing a seaport from or to a primary transit route. This study will consider port approaches that connect seaports to recommended shipping safety fairways described in the ACPARS.

Discussion

The Coast Guard is beginning a new study of the port approaches and international entry and departure transit areas to ports on the Atlantic Coast of the United States. These routes are critical links of a robust and effective Marine Transportation System (MTS) and integral to efficient shipping safety fairways recommended in the Atlantic Coast Port Access Route Study (ACPARS). The ACPARS analyzed the Atlantic Coast waters seaward of existing port approaches within the U.S. Exclusive Economic Zone (EEZ) to identify navigation routes customarily followed by ships engaged in commerce between international and domestic U.S. ports. See https://navcen.uscg.gov/pdf/PARS/ACPARS_Final_Report_08Jul2015_Combined_Appendix_Enclosures_Final_After_LMI_Review.pdf. This new study is focused on routes between port approaches and international entry and departure transit areas.

The Ports and Waterways Safety Act (PWSA) (46 U.S.C. 70003(c)) requires the Coast Guard to study potential traffic density and assess the need for safe access routes for vessels. The Coast Guard coordinates with Federal and State agencies, and considers the views of the maritime community, environmental groups, and other interested stakeholders in order to reconcile the need for safe access routes with other reasonable waterway uses in the study area.

The ACPARS analyzed waters located seaward of existing port approaches within the EEZ along the entire Atlantic Coast. Automatic Identification System (AIS) data and information from stakeholders were used to identify and verify deep draft and coastwise navigation routes that are typically followed by ships engaged in commerce between international and domestic U.S. ports. Additional analysis of sea space for vessels to maneuver in compliance with the International Regulations for Preventing Collisions at Sea led to development of marine planning guidelines and recommendations for shipping safety fairways.

An analysis of potential traffic density of vessels proceeding to and from a U.S. port is referred to as a Port Access Route Study (PARS). Several PARS will examine ports along the Atlantic coast that are economically significant, support military operations or critical to national defense and related international entry and departure transit areas that are integral to the safe, efficient and unimpeded flow of commerce to/from major international shipping lanes. Similar to the ACPARS, PARS will use AIS data and information from stakeholders to identify and verify customary navigation routes as well as potential conflicts involving alternative activities, such as wind energy generation and offshore mineral exploitation and exploration.

Scope

The Coast Guard will analyze ports that are economically significant, that support military operations or are strategic for national defense along the Atlantic. This includes but is not limited to:

First Coast Guard District

Kennebec River/Bath, ME; Port of Portland, ME; Portsmouth, NH; New Bedford, MA; Port of Boston, MA; Narragansett Bay, RI; Long Island Sound Eastern Entrances; Groton, CT; New Haven Harbor, CT; and Port of New York and New Jersey, including Port Elizabeth and Newark.

Fifth Coast Guard District

Port of Philadelphia, PA including Camden-Gloucester City, NJ, Port of Wilmington, DE and New Castle, DE; Port of Baltimore, MD; Port of Virginia including Norfolk, Newport News and Hampton Roads, VA; Morehead City, NC; and, Wilmington, NC.

Seventh Coast Guard District

Port of Charleston, SC; Port of Savannah, GA; Brunswick, GA; Kings Bay, GA; Port of Jacksonville, FL; Port

Canaveral, FL; Port Everglades, FL; and Port of Miami, FL.

Methodology

This study will analyze navigation routes to/from the ports identified above to the proposed fairways outlined in the ACPARS as well as international routes to/from the United States. Current capabilities and planned improvements in these ports to handle maritime conveyances will be considered. Analyses will be conducted in accordance with Marine Planning to Operate and Maintain the Marine Transportation System (MTS) and Implement National Policy, COMDTINST 16003.2A, and coordinated by the cognizant District Commander. See https://media.defense.gov/2017/Mar/15/2001716995/-1/-1/0/CI_16003_2A.PDF. Notices of study will be published in the **Federal Register** to inform and solicit public comments for each PARS.

This notice is issued under authority of 46 U.S.C. 70003(c) and 5 U.S.C. 552[].

Dated: March 11, 2019.

Michael D. Emerson,

Director, Marine Transportation Systems.

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DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

[Docket ID FEMA-2019-0002]

Final Flood Hazard Determinations

AGENCY: Federal Emergency Management Agency, DHS.

ACTION: Notice.

SUMMARY: Flood hazard determinations, which may include additions or modifications of Base Flood Elevations (BFEs), base flood depths, Special Flood Hazard Area (SFHA) boundaries or zone designations, or regulatory floodways on the Flood Insurance Rate Maps (FIRMs) and where applicable, in the supporting Flood Insurance Study (FIS) reports have been made final for the communities listed in the table below.

The FIRM and FIS report are the basis of the floodplain management measures that a community is required either to adopt or to show evidence of having in effect in order to qualify or remain qualified for participation in the Federal Emergency Management Agency's (FEMA's) National Flood Insurance Program (NFIP). In addition, the FIRM and FIS report are used by insurance agents and others to calculate

appropriate flood insurance premium rates for buildings and the contents of those buildings.

DATES: The date of June 7, 2019 has been established for the FIRM and, where applicable, the supporting FIS report showing the new or modified flood hazard information for each community.

ADDRESSES: The FIRM, and if applicable, the FIS report containing the final flood hazard information for each community is available for inspection at the respective Community Map Repository address listed in the tables below and will be available online through the FEMA Map Service Center at <https://msc.fema.gov> by the date indicated above.

FOR FURTHER INFORMATION CONTACT: Rick Sacbibit, Chief, Engineering Services Branch, Federal Insurance and Mitigation Administration, FEMA, 400 C Street SW, Washington, DC 20472, (202) 646-7659, or (email) patrick.sacbibit@fema.dhs.gov; or visit the FEMA Map Information eXchange (FMIX) online at https://www.floodmaps.fema.gov/fhm/fmx_main.html.

SUPPLEMENTARY INFORMATION: The Federal Emergency Management Agency (FEMA) makes the final determinations listed below for the new or modified flood hazard information for each community listed. Notification of these changes has been published in newspapers of local circulation and 90 days have elapsed since that publication. The Deputy Associate Administrator for Insurance and Mitigation has resolved any appeals resulting from this notification.

This final notice is issued in accordance with section 110 of the Flood Disaster Protection Act of 1973, 42 U.S.C. 4104, and 44 CFR part 67. FEMA has developed criteria for floodplain management in floodprone areas in accordance with 44 CFR part 60.

Interested lessees and owners of real property are encouraged to review the new or revised FIRM and FIS report available at the address cited below for each community or online through the FEMA Map Service Center at <https://msc.fema.gov>.

The flood hazard determinations are made final in the watersheds and/or communities listed in the table below.

(Catalog of Federal Domestic Assistance No. 97.022, "Flood Insurance.")

Michael M. Grimm,

Assistant Administrator for Risk Management, Department of Homeland Security, Federal Emergency Management Agency.