

to better characterize derailment risk. Additional details regarding spill response planning for different types of spills under various weather conditions have been added to Section 3.14. In addition, the Lake Pend Oreille Geographic Response Plan, which is to be implemented in the event of a rail accident, is included in Appendix N of the Final EA.

With regard to fugitive coal dust emissions and the effects upon air and water quality, Section 3.1 of the Final EA explains that the current use of load profiling and dust suppressants has been shown to achieve at least an 85 percent reduction in fugitive coal dust and allow only trace amounts to be lost during transit, which are well below levels that could be harmful to human or ecological health. Section 3.1 also references several NEPA documents from the U.S. Army Corps of Engineers and the Surface Transportation Board supporting this determination.

With regard to concern for increased rail traffic through the Lake Pend Oreille rail corridor, the maximum capacity of the rail line through Sandpoint and across Lake Pend Oreille is approximately 79 trains per day while the current average rail traffic volume on that line segment is approximately 60 trains per day. This Project does not add any origin or destination facilities; therefore, it would not induce increases or decreases in rail traffic, but rather is designed to increase efficiency of rail current rail transportation. The market conditions influencing rail train traffic growth in the study area exist with or without construction of a second main line track and associated bridges. Adding a second main line track along this segment would not increase overall capacity of the rail line because there are other constraints on the main lines leading into the Sandpoint and Lake Pend Oreille area.

Based on the information examined through the study of this Project, the USCG has determined that an Environmental Assessment is the appropriate level of environmental documentation. The USCG has determined that there are no significant impacts associated with the Project and has issued a Finding of No Significant Impact.

This notice is being provided for information purposes only, and as such, there is no public comment period associated with this notice.

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

Dated: August 29, 2019.

Brian L. Dunn,

Chief, Office of Bridge Programs, U.S. Coast Guard.

[FR Doc. 2019–19120 Filed 9–4–19; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG–2019–0604]

Cook Inlet Regional Citizens' Advisory Council (CIRCAC) Recertification

AGENCY: Coast Guard, DHS.

ACTION: Notice of recertification.

SUMMARY: This notice informs the public that the Coast Guard has recertified the Cook Inlet Regional Citizens' Advisory Council (CIRCAC) as an alternative voluntary advisory group for Cook Inlet, Alaska. This certification allows the CIRCAC to monitor the activities of terminal facilities and crude oil tankers under an alternative composition, other than prescribed, Cook Inlet Program established by statute.

DATES: This recertification is effective for the period from September 1, 2019 through August 31, 2020.

FOR FURTHER INFORMATION CONTACT:

LCDR Jonathan Dale, Seventeenth Coast Guard District (dpi), by phone at (907) 463–2812, email at jonathan.dale@uscg.mil.

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.

The President has delegated his authority under 33 U.S.C 2732(o) respecting certification of advisory councils, or groups, subject to the Act to the Secretary of the Department of Homeland Security. Section 8(g) of Executive Order 12777, (56 FR 54757, October 22, 1991), as amended by section 34 of Executive Order 13286 (68 FR 10619, March 5, 2003). The Secretary redelegated that authority to the Commandant of the USCG. Department of Homeland Security Delegation No. 0170.1, paragraph 80 of section II. The Commandant redelegated that authority

to the Chief, Office of Marine Safety, Security and Environmental Protection (G–M) on March 19, 1992 (letter #5402).

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 July 7, 1993, the USCG published a policy statement, “Alternative Voluntary Advisory Groups, Prince William Sound and Cook Inlet” (58 FR 36504), to clarify the factors considered in making the determination as to whether advisory councils, or groups, should be certified in accordance with the Act.

On September 16, 2002, the USCG published a policy statement, 67 FR 58440, which 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 only solicited during the triennial comprehensive review.

Recertification

By letter dated Jul 31 2019, the Commander, Seventeenth Coast Guard District, certified that the CIRCAC qualifies as an alternative voluntary advisory group under 33 U.S.C. 2732(o). This recertification terminates on August 31, 2020.

Dated: July 31, 2019.

Matthew T. Bell Jr.,

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

[FR Doc. 2019–19151 Filed 9–4–19; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

U.S. Customs and Border Protection

Modification and Clarification of the National Customs Automation Program Test Regarding Periodic Monthly Statements

AGENCY: U.S. Customs and Border Protection, Department of Homeland Security.

ACTION: General notice.

SUMMARY: This document announces changes to the U.S. Customs and Border