

also include the establishment of a two-way route for Montauk Channel.

**B. Conduct of this PARS:** We announced the PARS in a notice published in the **Federal Register** on July 1, 2005 (70 FR 38061). We will complete the PARS after review of any comments received in response to this notice.

**C. Data used by the Coast Guard to conduct the PARS:** We reviewed various studies and data collected both in-house and by other waterway users on various traffic patterns in Block Island Sound. No comments were received during the Notice of Study request for comments and no public meetings were requested or held. Since no comments or recommendations were received the Coast Guard established a navigation working group. The make-up of the navigation working group included the New York and Connecticut Pilots, the Coast Guard, and various Block Island Sound maritime industry representatives. The navigation working group submitted preliminary recommendations which are addressed as described in paragraph III below.

**D. Publishing these preliminary recommendations:** Because of the lack of comments to the original notice and our strong desire to engage the public in the study process, we decided to ask for comments on the recommendations presented by the navigation working group. The primary rationale was to allow the public to help us refine these recommendations through constructive comments.

### III. Study Recommendations

From the information examined and the input provided by the navigation working group, we identified three recommendations that could be realized. Comments are particularly solicited with respect to these recommendations. A navigation chart with the proposed recommendations plotted is included in the docket at <http://www.regulations.gov>.

**Recommendation 1:** Remove the existing Recommended Route from the Race to the western edge of the Narragansett Bay Traffic Separation Scheme (TSS).

**Recommendation 2:** A Recommended Two Way Route for the Approaches to Block Island Sound should be established between the following geographical positions:

| Latitude       | Longitude       |
|----------------|-----------------|
| 41°00'51.30" N | 071°42'09.05" W |
| 41°10'10.04" N | 071°42'09.05" W |
| 41°10'20.42" N | 071°41'21.91" W |
| 41°00'51.30" N | 071°41'21.91" W |

A Recommended Two Way Route for northwest and southeast bound traffic should be established between the following geographic positions:

| Latitude       | Longitude       |
|----------------|-----------------|
| 41°13'29.27" N | 072°02'54.82" W |
| 41°13'44.08" N | 072°00'40.34" W |
| 41°10'44.76" N | 071°41'58.95" W |
| 41°10'10.04" N | 072°42'09.05" W |

A Recommended Two Way Route for entrance into and exit from Long Island Sound should be established between the following geographic positions:

| Latitude       | Longitude       |
|----------------|-----------------|
| 41°15'01.49" N | 072°04'07.69" W |
| 41°14'04.56" N | 072°02'37.42" W |
| 41°13'29.27" N | 072°02'54.82" W |
| 41°14'34.40" N | 072°04'37.91" W |

An east/west Recommended Two Way Route for coastwise traffic should be established between the following geographic positions:

| Latitude       | Longitude       |
|----------------|-----------------|
| 41°14'04.56" N | 072°02'37.42" W |
| 41°17'21.88" N | 071°37'48.80" W |
| 41°16'42.03" N | 071°38'17.44" W |
| 41°13'44.08" N | 072°00'40.34" W |

A Recommended Two Way Route for northeast and southwest bound traffic should be established between the following geographic positions:

| Latitude       | Longitude       |
|----------------|-----------------|
| 41°10'44.76" N | 071°41'58.95" W |
| 41°16'42.03" N | 071°38'17.44" W |
| 41°16'49.55" N | 071°37'20.65" W |
| 41°10'20.42" N | 071°41'21.91" W |

This northeast/southwest route would be marked with a note reading "Recommended Vessel Tracks for deep draft vessels (including tugs and barges). While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow designated routes at the master's discretion. Other vessels while not excluded from these routes, should exercise caution in and around these areas and monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs and barges) transiting these routes".

**Recommendation 3:** Move Montauk Point Lighted Whistle Buoy MP (LLNR 655) to the geographic position 41°00.47' N, 071°41.44' W to mark the middle of the Two Way Route for the Approaches to Block Island Sound.

### IV. Future Actions

Upon receipt of any comments concerning this notice of preliminary study results, we will analyze them and publish a notice of study results in the **Federal Register**. Any recommended changes to the Code of Federal Regulations will require that a notice of proposed rulemaking (NPRM) be published in the **Federal Register**. In addition, any changes to the vessel routing system, *i.e.*, TSS, ATBA, and precautionary areas, will be submitted to the International Maritime Organization for adoption and implementation.

Dated: July 12, 2011.

**Daniel A. Neptun,**

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

[FR Doc. 2011-19859 Filed 8-4-11; 8:45 am]

BILLING CODE 9110-04-P

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 46 CFR Part 2

[Docket No. USCG-2007-27668]

RIN 1625-AB35

### Approval of Classification Societies

**AGENCY:** Coast Guard, DHS.

**ACTION:** Proposed rule; reopening of comment period.

**SUMMARY:** The Coast Guard is reopening the comment period before issuing a final rule regarding the Approval of Classification Societies (USCG-2007-27668). We previously published a notice of proposed rulemaking (NPRM) proposing application procedures and performance standards that classification societies must meet in order to obtain approval by the Coast Guard before conducting work in the United States. We published the proposed regulations to implement the requirements imposed by the Coast Guard and Maritime Transportation Act of 2004, but before the publication of the final rule, the Coast Guard Authorization Act of 2010 changed the applicability to require that all classification societies be approved by the Coast Guard prior to conducting any work on a vessel in the United States. The published NPRM proposed allowing full members of the International Association of Classification Societies (IACS) to be exempt from Coast Guard approval prior to working in the United States. Because

of the Coast Guard Authorization Act of 2010, we are reopening the comment period to allow for any additional or updated comments from the public before publishing the final rule.

**DATES:** Comments and related material must either be submitted to our online docket via <http://www.regulations.gov> on or before September 6, 2011 or reach the Docket Management Facility by that date.

**ADDRESSES:** You may submit comments identified by docket number USCG–2007–27668 using any one of the following methods:

(1) *Federal eRulemaking Portal:* <http://www.regulations.gov>.

(2) *Fax:* 202–493–2251.

(3) *Mail:* 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.

(4) *Hand delivery:* Same as mail address above, 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 four methods. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

*Viewing incorporation by reference material:* You may inspect the material proposed for incorporation by reference at Room 2100, U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593–0001 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202–267–6716. Copies of the material are available as indicated in the “Incorporation by Reference” section of this preamble.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this proposed rule, call or e-mail LT Alfred Giordano, Coast Guard; telephone 202–372–1362, e-mail [Alfred.J.Giordano@uscg.mil](mailto:Alfred.J.Giordano@uscg.mil). If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202–366–9826.

#### **SUPPLEMENTARY INFORMATION:**

##### **I. Public Participation and Request for Comments**

We encourage you to participate in this rulemaking 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.

##### **A. Submitting Comments**

If you submit a comment, please include the docket number for this rulemaking (USCG–2007–27668), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. We recommend that you include your name and a mailing address, an e-mail address, or a phone 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>, click on the “submit a comment” box, which will then become highlighted in blue. In the “Document Type” drop down menu select “Proposed Rule” and insert “USCG–2007–27668” in the “Keyword” box. Click “Search” then click on the balloon shape in the “Actions” column. If you submit your comments 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 comments 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 and may change this proposed rule based on your comments.

##### **B. Viewing Comments and Documents**

To view comments, as well as documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, click on the “read comments” box, which will then become highlighted in blue. In the “Keyword” box insert “USCG–2007–27668” and click “Search.” Click the “Open Docket Folder” in the “Actions” column. If you do not have access to the Internet, you may view the docket online by visiting 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. We have an agreement with the Department of Transportation to use the Docket Management Facility.

##### **C. 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).

##### **D. Public Meeting**

We do not now plan to hold a public meeting. But you may submit a request for one to the docket using one of the methods specified under **ADDRESSES**. In your request, 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**.

## **II. Background**

We published a notice of policy and a request for comments that outlined the procedures by which classification societies could apply for approval with the Coast Guard. See 69 FR 63548 (November 2, 2004). This notice of policy was based on the August 9, 2004 enactment of Section 413 of the Coast Guard and Maritime Transportation Act of 2004 (the “2004 Act”) (Pub. L. 108–293). The 2004 Act amended 46 U.S.C. 3316 by adding paragraph (c), which prohibits certain activities of classification societies on a vessel in the United States that are not approved by the Coast Guard. The 2004 Act mandated that, after December 31, 2004, a classification society, including an employee or agent of that society, may not review, examine, survey, or certify the construction, repair, or alteration of a vessel in the United States unless the classification society is either approved by the Coast Guard or is a full member of the International Association of Classification Societies (IACS).

After publication of the notice of policy, we received questions from the public that were addressed in a notice of proposed rulemaking (NPRM) published in the **Federal Register** on April 23, 2010. The NPRM, titled “Approval of Classification Societies” (75 FR 21212), outlined the procedures and criteria we would use to evaluate classification societies. The comment period closed on July 22, 2010, and we received no comments on the proposed rule. No public meeting was requested and none was held.

Before the publication of the final rule, on October 15, 2010, the enactment of section 622 of the Coast Guard Authorization Act of 2010 (the “2010 Act”) (Pub. L. 111–281) amended 46 U.S.C. 3316(c). The 2010 Act changed the applicability to require that all

classification societies, including IACS members, be approved by the Coast Guard prior to conducting any work on a vessel in the United States.

### III. Discussion

In this notice, we are reopening the comment period for the NPRM to allow comments from all interested parties. The 2010 Act changed the applicability to require that all classification societies be approved by the Coast Guard prior to conducting any work on a vessel in the United States. Accordingly, in §§ 2.45–10(a), 2.45–15(a), and 2.45–30 of the proposed rule, we plan to delete all references to IACS members, in order to comply with our revised statutory authority. The 2010 Authorization Act requires IACS members to apply to the Coast Guard for approval under Title 46, United States Code, Section 3316(c), if they wish to continue performing work related to the certification of construction, repair, or alteration of vessels within the United States.

Dated: August 1, 2011.

**J.G. Lantz,**

*Director of Commercial Regulations and Standards, U.S. Coast Guard.*

[FR Doc. 2011–19862 Filed 8–4–11; 8:45 am]

**BILLING CODE 9110–04–P**

## DEPARTMENT OF COMMERCE

### National Oceanic and Atmospheric Administration

#### 50 CFR Part 648

[Docket No. 101119575–1397–01]

**RIN 0648–BA46**

#### Fisheries of the Northeastern United States; Monkfish; Framework Adjustment 7

**AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

**ACTION:** Proposed rule; request for comments.

**SUMMARY:** NMFS proposes regulations to implement measures in Framework Adjustment 7 (Framework 7) to the Monkfish Fishery Management Plan (Monkfish FMP). The New England Fishery Management Council and Mid-Atlantic Fishery Management Council (Councils) developed Framework 7 to adjust the annual catch target (ACT) for the Northern Fishery Management Area (NFMA) to be consistent with the most recent scientific advice regarding the acceptable biological catch (ABC) for monkfish. The New England Council's

Scientific and Statistical Committee (SSC) has recommended a revision to the ABC based on information from a 2010 stock assessment (50th Northeast Regional Stock Assessment Review Committee (SARC 50)). Framework 7 would also specify a new day-at-sea (DAS) allocation and trip limits for the NFMA commensurate with the new ACT, and Framework 7 and would also adopt revised biomass reference points for the NFMA and Southern Fishery Management Area (SFMA), based on the recommendations of SARC 50 and the SSC.

**DATES:** Public comments must be received no later than 5 p.m., eastern standard time, on September 6, 2011.

**ADDRESSES:** An environmental assessment (EA) was prepared for Framework 7 that describes the proposed action and other considered alternatives, and provides a thorough analysis of the impacts of the proposed measures and alternatives. Copies of Framework 7, including the EA and the Initial Regulatory Flexibility Analysis (IRFA), are available on request from Paul J. Howard, Executive Director, New England Fishery Management Council (Council), 50 Water Street, Newburyport, MA 01950. These documents are also available online at <http://www.nefmc.org>.

You may submit comments, identified by 0648–BA46, by any one of the following methods:

- **Electronic Submissions:** Submit all electronic public comments via the Federal eRulemaking Portal: <http://www.regulations.gov>.
- **Fax:** (978) 281–9135, Attn: Jason Berthiaume.
- **Mail:** Patricia A. Kurkul, Regional Administrator, NMFS, Northeast Regional Office, 55 Great Republic Drive, Gloucester, MA 01930. Mark the outside of the envelope, “Comments on Monkfish Framework 7 Proposed Rule.”

**Instructions:** All comments received are part of the public record and will generally be posted to <http://www.regulations.gov> without change. All personal identifying information (for example, name, address, *etc.*) voluntarily submitted by the commenter may be publicly accessible. Do not submit confidential business information or otherwise sensitive or protected information.

NMFS will accept anonymous comments (enter N/A in the required fields, if you wish to remain anonymous). You may submit attachments to electronic comments in Microsoft Word, Excel, WordPerfect, or Adobe PDF file formats only.

#### FOR FURTHER INFORMATION CONTACT:

Jason Berthiaume, Fisheries Management Specialist, (978) 281–9177; fax: (978) 281–9135.

#### SUPPLEMENTARY INFORMATION:

##### Background

The monkfish fishery is jointly managed by the Councils, with the New England Council having the administrative lead. The fishery extends from Maine to North Carolina, and is divided into two management units: The NFMA and the SFMA. Details on the background and need for Amendment 5 and this framework are contained in the amendment and the preambles for the proposed (76 FR 11737; March 3, 2011) and final rules (76 FR 30265; May 25, 2011) for Amendment 5, and are not repeated here.

Amendment 5, which was partially approved by NMFS on April 28, 2011, was intended to bring the Monkfish FMP into compliance with the requirements of the reauthorized Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). The Magnuson-Stevens Act requires that all fishery management plans contain annual catch limits (ACL) to prevent overfishing, and measures to ensure accountability. Among other measures, Amendment 5 implemented accountability measures (AMs) and ACLs, established biological and management reference points and control rules, and specified an ACT, DAS and trip limits for the SFMA.

However, NMFS disapproved Amendment 5's proposed ACT for the NFMA, and specification of DAS and trip limits to achieve that ACT. Amendment 5 proposed an ACT for the NFMA of 10,750 mt, an allocation of 40 DAS, and trip limits of 1,250 lb (567 kg) tail wt. per DAS for Category A and C vessels, and 800 lb (363 kg) tail wt. per DAS for Category B and D vessels based on the 2007 Data Poor Working Group (DPWG) Assessment, which were considered to be the best scientific information available at the time the Amendment 5 document was finalized by the Councils. Subsequent to the Councils taking final action on Amendment 5, the results of SARC 50 became available, which revealed new scientific information that, when included in the Councils' interim ABC approach, reduced the monkfish NFMA ABC. In response to the new assessment, the SSC revisited its previous ABC recommendation at a meeting in August 2010. The SSC, after much discussion concerning the uncertainty with the new assessment