

Dated: October 8, 2013.

D.H. Sulouff,

District Bridge Chief, Eleventh Coast Guard District.

[FR Doc. 2013-26229 Filed 11-1-13; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2013-0889]

Drawbridge Operation Regulations; Mystic River, Charlestown and Everett, MA

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Alford Street (Rt-99) Bridge across the Mystic River, mile 1.4, between Boston and Everett, Massachusetts. The bridge owner, the City of Boston, and Massachusetts Department of Transportation will be performing electrical repairs and structural rehabilitation at the bridge. This deviation allows the bridge to remain in the closed position for six months to facilitate scheduled bridge rehabilitation.

DATES: This deviation is effective from November 1, 2013 through April 29, 2014.

ADDRESSES: Documents mentioned in this preamble as being available in the docket are part of docket USCG-2013-0889 and are available online at www.regulations.gov, inserting USCG-2013-0889 in the "Keyword" and then clicking "Search". They are also available for inspection or copying at the 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, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email Mr. John McDonald, Project Officer, First Coast Guard District, telephone (617) 223-8364, john.w.mcdonald@uscg.mil. If you have questions on viewing the docket, call Barbara Hairston, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION: The Alford Street (Rt-99) Bridge, across the Mystic River between Charlestown and Everett, Massachusetts, has a vertical clearance in the closed position of 7 feet above mean high water and 16 feet above mean low water. The bridge operating regulations are listed at 33 CFR 117.609.

The waterway is transited by seasonal recreational vessels of various sizes that normally are in winter storage November through April.

Massachusetts Department of Transportation requested a temporary deviation to facilitate electrical repairs and structural rehabilitation at the bridge.

Under this temporary deviation the Alford Street (Rt-99) Bridge may remain in the closed position from November 1, 2013 through April 29, 2014.

The bridge is being rehabilitated by Massachusetts Department of Transportation for the bridge owner, the City of Boston.

This is the third winter closure for the same time period. No objections were received during the past two winter closure periods. The recreational vessels that normally transit the Alford Street (Rt-99) Bridge are in winter storage during the time period this deviation will be in effect.

We contacted the upstream facilities this fall regarding this proposed 2013-2014 winter closure and no objections were received.

There are no alternate routes for vessel traffic; however, vessels that can pass under the closed draw during this closure may do so at any time. The bridge may be opened in the event of an emergency. The Coast Guard will inform the users of the waterway through our Local and/or Broadcast Notices to Mariners of the change in operating schedule for the bridge so that vessels can arrange their transits to minimize any impact caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the bridge must return to its regular operating schedule immediately at the end of the designated time period. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: October 15, 2013.

Gary Kassof,

Bridge Program Manager, First Coast Guard District.

[FR Doc. 2013-26242 Filed 11-1-13; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG-2011-0228]

RIN 1625-AA00

Safety Zone, Brandon Road Lock and Dam to Lake Michigan Including Des Plaines River, Chicago Sanitary and Ship Canal, Chicago River, and Calumet-Saganashkee Channel, Chicago, IL

AGENCY: Coast Guard, DHS.

ACTION: Notice of enforcement of regulation.

SUMMARY: The Coast Guard will enforce a segment of the Safety Zone; Brandon Road Lock and Dam to Lake Michigan including Des Plaines River, Chicago Sanitary and Ship Canal, Chicago River, Calumet-Saganashkee Channel on all waters of the Chicago Sanitary and Ship Canal from Mile Marker 296.1 to Mile Marker 296.7 at specified times on each day from November 4 through November 8, and again on November 13, 2013. This action is necessary to protect the waterway, waterway users, and vessels from the hazards associated with the U.S. Army Corps of Engineers dispersal barriers performance testing, as well as the Illinois Department of Natural Resources netting and electro-fishing operations.

During any of the enforcement periods listed below, entry into, transiting, mooring, laying-up or anchoring within the enforced area of this safety zone by any person or vessel is prohibited unless authorized by the Captain of the Port, Lake Michigan, or his designated representative.

DATES: The regulations in 33 CFR 165.930 will be enforced from 9 a.m. to 12 noon and from 1 p.m. to 4 p.m. on each day from November 4 through November 8, 2013, and from 7 a.m. until 11 a.m. and from 1 p.m. until 5 p.m. on November 13, 2013.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, call or email MST1 Joseph McCollum, Prevention Department, Coast Guard Sector Lake Michigan, telephone 414-747-7148, email address joseph.p.mccollum@uscg.mil.

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce a segment of the Safety Zone; Brandon Road Lock and Dam to Lake Michigan including Des Plaines River, Chicago Sanitary and Ship Canal, Chicago River, Calumet-Saganashkee Channel, Chicago, IL,

listed in 33 CFR 165.930. Specifically, the Coast Guard will enforce this safety zone between Mile Marker 296.1 to Mile Marker 296.7 on all waters of the Chicago Sanitary and Ship Canal. Enforcement will occur from 9 a.m. to 12 noon and from 1 p.m. to 4 p.m. on each day from November 4 through November 8, 2013, and from 7 a.m. until 11 a.m. and from 1 p.m. until 5 p.m. on November 13, 2013.

This enforcement action is necessary because the Captain of the Port, Lake Michigan has determined that the U.S. Army Corps of Engineers dispersal barriers performance testing and the Department of Natural Resources netting and electro-fishing operation poses risks to life and property. Because of these risks, it is necessary to control vessel movement during the operations to prevent injury and property loss.

In accordance with the general regulations in § 165.23 of this part, entry into, transiting, mooring, laying up or anchoring within the enforced area of this safety zone by any person or vessel is prohibited unless authorized by the Captain of the Port, Lake Michigan, or his or her designated representative.

Vessels that wish to transit through the safety zone may request permission from the Captain of the Port, Lake Michigan. Requests must be made in advance and approved by the Captain of the Port before transits will be authorized. Approvals will be granted on a case by case basis. The Captain of the Port may be contacted via U.S. Coast Guard Sector Lake Michigan on VHF channel 16.

This notice is issued under authority of 33 CFR 165.930 and 5 U.S.C. 552(a). In addition to this notice in the **Federal Register**, the Captain of the Port, Lake Michigan, will also provide notice through other means, which may include, but are not limited to, Broadcast Notice to Mariners, Local Notice to Mariners, local news media, distribution in leaflet form, and on-scene oral notice. Additionally, the Captain of the Port, Lake Michigan, may notify representatives from the maritime industry through telephonic and email notifications.

Dated: October 23, 2013.

M.W. Sibley,

Captain, U.S. Coast Guard, Captain of the Port, Lake Michigan.

[FR Doc. 2013-26211 Filed 11-1-13; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA-R05-OAR-2012-0891; FRL-9900-17-Region 5]

Approval and Promulgation of Air Quality Implementation Plans; Wisconsin; Removal of Gasoline Vapor Recovery From Southeast Wisconsin

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: EPA is approving a state implementation plan (SIP) revision submitted by the Wisconsin Department of Natural Resources on November 12, 2012, concerning the state's Stage II vapor recovery (Stage II) program in southeast Wisconsin. The revision removes Stage II requirements as a component of the Wisconsin ozone SIP. The submittal also includes a demonstration under section 110(l) of the Clean Air Act (CAA) that addresses emissions impacts associated with the removal of the program.

DATES: This final rule is effective on December 4, 2013.

ADDRESSES: EPA has established a docket for this action under Docket ID No. EPA-R05-OAR-2012-0891. All documents in the docket are listed in the www.regulations.gov Web site. Although listed in the index, some information is not publicly available, e.g., Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through www.regulations.gov or in hard copy at the Environmental Protection Agency, Region 5, Air and Radiation Division, 77 West Jackson Boulevard, Chicago, Illinois 60604. This facility is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding Federal holidays. We recommend that you telephone Francisco J. Acevedo, Mobile Source Program Manager, at (312) 886-6061, before visiting the Region 5 office.

FOR FURTHER INFORMATION CONTACT: Francisco J. Acevedo, Mobile Source Program Manager, Control Strategies Section, Air Programs Branch (AR-18J), Environmental Protection Agency, Region 5, 77 West Jackson Boulevard, Chicago, Illinois 60604, (312) 886-6061, acevedo.francisco@epa.gov.

SUPPLEMENTARY INFORMATION: Throughout this document whenever

“we,” “us,” or “our” is used, we mean EPA. This supplementary information section is arranged as follows:

- I. What is being addressed by this document?
- II. What comments did we receive on the proposed SIP revision?
- III. What action is EPA taking?
- IV. Statutory and Executive Order Reviews

I. What is being addressed by this document?

On June 11, 2013, at 78 FR 34966, EPA proposed to remove the Stage II requirements under NR 420.045 of the Wisconsin Administrative Code from the state's Federally-approved SIP. The revision included copies of 2011 Wisconsin Act 196 enacted on April 2, 2012, authorizing the termination of Stage II requirements in Wisconsin; a summary of MOVES2010b modeling results and Wisconsin specific calculations based on EPA guidance used to calculate program benefits and demonstrate widespread use of onboard refueling vapor recovery systems in southeast Wisconsin; and a demonstration under section 110(l) of the CAA that includes offset emission credits.

II. What comments did we receive on the proposed SIP revision?

EPA provided a 30 day review and comment period on the proposed action. The comment period closed on July 11, 2013. EPA received no adverse comments. EPA did however, receive one comment supporting EPA's approval of this revision. The commenter also requested that EPA “confirm and identify in the final approval whether Wisconsin intended to voluntarily use more emissions credits than necessary, and if so, identify the fact that the quantity of emission credits that were necessary to offset the shortfall were only those that were equal to the shortfall”. EPA notes that nothing in the state's submittal or the proposal was intended to suggest that Wisconsin was using more emissions credits than were necessary to offset the stated shortfall identified by Wisconsin. The column entitled “Difference (Shortfall-Credit),” presented in Table 3 of the proposal, highlights the amount of equivalent VOC emissions credits that remain available to Wisconsin after fully addressing the interim emissions shortfall from the removal of the Stage II program in southeast Wisconsin. They are intended to demonstrate that the available equivalent VOC emissions credits identified by the state are more than adequate to cover the interim Stage II shortfall.