

promulgated by the Substance Abuse and Mental Health Services Administration (SAMHSA);

(2) Shall have complied with all the requirements under this section;

(3) In the case of a private entity, shall be incorporated in and maintain a primary place of business in the United States, and in the case of an individual, whether participating singly or in a group, must be a citizen or permanent resident of the United States; and

(4) May not be a federal entity or federal employee acting within the scope of their employment

(5) May not be an HHS employee working on their application or submission during assigned duty hours;

(6) May not be an employee of the Substance Abuse and Mental Health Services Administration;

(7) Federal grantees may not use federal funds to develop COMPETES Act challenge applications unless consistent with the purpose of their grant award; and

(8) Federal contractors may not use federal funds from a contract to develop COMPETES Act challenge applications or to fund efforts in support of a COMPETES Act challenge submission.

An individual or entity will not be deemed ineligible because the individual or entity used federal facilities or consulted with federal employees during a competition if the facilities and employees are made available to all individuals and entities participating in the competition on an equitable basis.

Registered participants will be required to agree to assume any and all risks and waive claims against the Federal Government and its related entities, except in the case of willful misconduct, for any injury, death, damage, or loss of property, revenue, or profits, whether direct, indirect, or consequential, arising from their participation in a competition, whether the injury, death, damage, or loss arises through negligence or otherwise.

All participants are required to provide written consent to the rules upon or before submitting an entry.

Registration Process for Participants: To register for this challenge participants should: Access the www.challenge.gov Web site and search for the "Churn Marketing Research Methodology Development Challenge."

○ A registration link for the challenge can be found on the landing page under the challenge description.

Amount of Prize for the "Churn Marketing Research Methodology Development Challenge"

- Total: \$50,000 in prizes

- First Place: \$30,000
- Second Place: \$15,000
- Third Place: \$5,000

Awards may be subject to federal income taxes and HHS will comply with IRS withholding and reporting requirements, where applicable.

Basis Upon Which Winner Will Be Selected: Applications should be no longer than 10 pages and include the following (100 points total):

1. Understanding the problem, including references from the available literature (20 points).

2. Description of the data, methods of analysis, characteristics of the population (60 points).

a. Data sets to be used and the applicant's access to the data—(10 points).

b. Methods of defining the population of interest—"churners"—(20 points)

c. Methods of defining the demographic, psychographic, and economic characteristics—(15 points)

d. Table shells (may be presented in an Appendix)—(15 points)

3. Personnel qualifications, including data analysis and technical resources available (resume may be presented in an Appendix)—(20 points)

Additional Information: Ownership of intellectual property is determined by the following:

- Each entrant retains title and full ownership of their submission. Entrants reserve all intellectual property rights not expressly granted under the challenge agreement.

- By participating in the challenge, each entrant agrees to sponsor and administrate a limited, non-exclusive, royalty free, worldwide, license and right to reproduce, publically perform, publically display, and use the submission without limitation, for advertising and promotional purposes relating to the challenge.

Source:

¹ Buettgens, M., Nichols, A., & Dorn, S. (2012). Churning Under the ACA and State Policy Options for Mitigation. *Prepared for Robert Wood Johnson Foundation, Timely Analysis of Immediate Health Policy Issues*, <http://www.urban.org/UploadedPDF/412587-Churning-Under-the-ACA-and-State-Policy-Options-for-Mitigation.pdf>.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2013-0516]

Boston Area Maritime Security Advisory Committee; Vacancies

AGENCY: Coast Guard, DHS.

ACTION: Solicitation for Membership.

SUMMARY: This notice requests individuals interested in serving on the Boston Area Maritime Security Committee to submit their applications for membership, to the Captain of the Port, Boston, MA.

DATES: Requests for membership should reach the U.S. Coast Guard Captain of the Port Boston on or before August 14, 2013.

ADDRESSES: Applications for membership should be submitted to the Captain of the Port Boston at the following address: Commander (sx), USCG Sector Boston, 427 Commercial Street, Boston, MA 02109 or by email to Phillip.C.Smith@uscg.mil.

FOR FURTHER INFORMATION CONTACT: For questions about submitting an application or about the Boston Area Maritime Security Advisory Committee in general, contact Mr. Phillip C. Smith at 617-223-3008 or by email to Phillip.C.Smith@uscg.mil.

SUPPLEMENTARY INFORMATION:

Authority

Section 102 of the Maritime Transportation Security Act (MTSA) of 2002 (Pub. L. 107-295) added section 70112 to Title 46 of the U.S. Code, and authorized the Secretary of the Department in which the Coast Guard is operating to establish Area Maritime Security Advisory Committees (AMSCs) for any port area of the United States. (See 33 U.S.C. 1226; 46 U.S.C.; 33 CFR 1.05-1, 6.01; Department of Homeland Security Delegation No. 0170.1). MTSA includes a provision exempting these AMSCs from the Federal Advisory Committee Act, Public Law 92-436, 86 Stat. 470 (5 U.S.C. App. 2).

Boston AMSC Purpose

The AMSCs shall assist the Captain of the Port in the development, review, update, and exercising of the Area Maritime Security Plan for their area of responsibility. Such matters may include, but are not limited to: Identifying critical port infrastructure and operations; Identifying risks (threats, vulnerabilities, and consequences); Determining mitigation strategies and implementation methods;

Developing strategies to facilitate the recovery of the MTS after a Transportation Security Incident; Developing and describing the process to continually evaluate overall port security by considering consequences and vulnerabilities, how they may change over time, and what additional mitigation strategies can be applied; and Providing advice to, and assisting the Captain of the Port in developing and maintaining the AMS Plan.

AMSC Composition

The composition of an AMSC, to include the Boston AMSC and its subcommittees, is controlled by 33 CFR 103.305. Accordingly, members may be selected from the Federal, Territorial, or Tribal government; the State government and political subdivisions of the State; local public safety, crisis management, and emergency response agencies; law enforcement and security organizations; maritime industry, including labor; other port stakeholders having a special competence in maritime security; and port stakeholders affected by security practices and policies. Also, members of the Boston AMSC must have at least 5 years of experience related to maritime or port security operations.

AMSC Membership

The Boston AMSC has 29 members who represent Federal, State, local, and industry stakeholders from Massachusetts. We are seeking to fill 7 positions with this solicitation.

Applicants may be required to pass an appropriate security background check prior to appointment to the committee. Members' terms of office will be for 5 years; however, a member is eligible to serve additional terms of office. Members will not receive any salary or other compensation for their service on an AMSC.

Request for Applications

Those seeking membership are not required to submit formal applications to the local Captain of the Port, however, because we do have an obligation to ensure that a specific number of members have the prerequisite maritime security experience, we encourage the submission of resumes highlighting experience in the maritime and security industries.

In support of the USCG policy on gender and ethnic nondiscrimination, we encourage qualified women and men of all racial and ethnic groups to apply.

Dated: June 21, 2013.

J.C. O'Connor III,

Captain, U.S. Coast Guard, Federal Maritime Security Coordinator Boston.

[FR Doc. 2013-16802 Filed 7-12-13; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2013-0521]

Termination of Radiotelephone Medium Frequency 2182 kHz Watchkeeping, 2187.5 kHz Digital Selective Calling Channel Guard, and 2670 kHz Broadcasts

ACTION: Notice.

SUMMARY: The United States Coast Guard is announcing that it will no longer maintain a watch on 2182 kHz, will no longer guard the Digital Selective Calling (DSC) channel 2187.5 kHz, and will no longer transmit Marine Information Broadcasts on 2670 kHz. The minimal use of these channels by mariners for distress and safety coupled with antenna site deterioration, costly upkeep, and extensive maintenance required to support the medium frequency (MF) system have led to a Coast Guard decision to terminate the MF services and direct the public mariner to use more modern safety and distress services which can be more reliably received by the Coast Guard.

DATES: The termination announced in this notice is effective on August 1, 2013.

FOR FURTHER INFORMATION CONTACT: For questions on this Notice, contact Larry S. Solomon, Spectrum Management and Telecommunications Policy Counsel (Commandant CG-652) telephone: 202-475-3556; email: larry.s.solomon@uscg.mil.

SUPPLEMENTARY INFORMATION: The frequency 2182 kHz (which is in the frequency band generally referred to as medium frequency (MF)), was designated more than 65 years ago at the International Telecommunications Union Radio Conference (Atlantic City, 1947) as an international radiotelephone distress frequency. Shore stations that operated in this MF band, and ships subject to the International Convention for the Safety of Life at Sea Ch. IV, Reg. 5 (SOLAS) were required to maintain a watch on this frequency.

Beginning in 1987, the International Telecommunications Union Radio Regulations and SOLAS were amended to incorporate this MF radiotelephone

watchkeeping requirement within the Global Maritime Distress and Safety System (GMDSS), an internationally agreed-upon set of satellite and terrestrial communications systems used to increase safety and facilitate the location and rescue of distressed ships, boats and aircraft. Under GMDSS, ship and shore exclusive watchkeeping on MF 2182 kHz was no longer a requirement, but instead became only one of several frequencies available for distress communications.

No domestic regulations exist requiring the Coast Guard to provide MF distress safety watchkeeping services, although Federal Communications Commission regulations in 47 CFR Part 80 mandate certain carriage requirements in order to communicate in an emergency. SOLAS requires the Coast Guard to provide, as it deems practical and necessary, appropriate shore-based facilities for GMDSS services including those in the 1.6–4 MHz range (SOLAS). The Coast Guard, in cooperation with other agencies and organizations, provides each of the other five services listed in SOLAS regulations, including satellite communications, support for 406 MHz satellite emergency position-indicating radio beacons (EPIRBs), VHF communications through Rescue 21, high frequency radiocommunications, and NAVTEX¹ broadcasts of maritime safety information.

While many countries terminated 2182 kHz watchkeeping from shore when GMDSS was implemented in 1999, the Coast Guard continued its watch on this frequency to support smaller vessels not subject to SOLAS that operate between approximately 20 and 100 miles from shore. Advancements in satellite, digital, very high frequency (VHF), and high frequency (HF) radio communication equipment, including satellite service provider competition, have improved service and reduced costs of this equipment causing MF radiotelephone to become obsolete.

In addition, a detailed review of several Coast Guard MF sites revealed significant antenna ground deterioration and infrastructure support degradation, leaving the Coast Guard at risk for not being able to receive or respond to maritime distress calls on 2182 kHz or 2187.5 kHz, and not being able to transmit effectively on 2670 kHz. Early last year, as a result of physical site surveys, the Coast Guard confirmed the

¹ NAVTEX is a broadcast warning system that delivers navigational warnings, meteorological warnings and forecasts, and other marine safety information.