

Receipt of Application

On June 13, 2005, the Coast Guard and MARAD received an application from Northeast Gateway Energy Bridge, L.L.C., a subsidiary of Excelsior Energy Limited Partnership, for all Federal authorizations required for a license to own, construct, and operate a deepwater port governed by the Deepwater Port Act of 1974, as amended, 33 U.S.C. 1501 *et seq.* (the Act). On August 19, 2005, we determined that the application contains all information required by the Act.

Background

According to the Act, a deepwater port is a fixed or floating manmade structure other than a vessel, or a group of structures, located beyond State seaward boundaries and used or intended for use as a port or terminal for the transportation, storage, and further handling of oil or natural gas for transportation to any State.

A deepwater port must be licensed by the Secretary of Transportation. Statutory and regulatory requirements for licensing appear in 33 U.S.C. 1501 *et seq.* and in 33 CFR Part 148. Under delegations from and agreements between the Secretary of Transportation and the Secretary of Homeland Security, applications are processed by the Coast Guard and MARAD. Each application is considered on its merits.

The Act provides strict deadlines for processing an application. Once we determine that an application contains the required information, we must hold public hearings on the application within 240 days, and the Secretary of Transportation must render a decision on the application within 330 days. We will publish additional **Federal Register** notices to inform you of these public hearings and other procedural milestones, including environmental review. The Secretary's decision, and other key documents, will be filed in the public docket.

At least one public hearing must take place in each adjacent coastal State. For purposes of the Act, Massachusetts is the adjacent coastal State for this application. Other States can apply for adjacent coastal State status in accordance with 33 U.S.C. 1508(a)(2).

Summary of the Application

Northeast Gateway Energy Bridge, L.L.C., has proposed a facility to import liquefied natural gas (LNG) into the New England region providing a base load delivery of 400 million cubic feet per day (MMcfd) and capable of peak deliveries of approximately 800 MMcfd or more. The facility will be located

offshore in Massachusetts Bay, approximately 13 miles south-southeast of the city of Gloucester, MA, in federal waters approximately 270 to 290 feet in depth, commonly referred to as Block 125.

Northeast Gateway will deliver natural gas to onshore markets via a new 24-inch pipeline, approximately 16.4 miles in length, from the proposed deepwater port to the existing offshore 30-inch Algonquin HubLine Pipeline System. The proposed new pipeline lateral will be owned and operated by Algonquin Gas Transmission.

Algonquin is seeking Federal Energy Regulatory Commission approval for the pipeline concurrent with this deepwater port application. The new pipeline will also be included in the National Environmental Policy Act review as part of the deepwater port application process.

The Northeast Gateway facility will consist of two subsea submerged turret loading buoys (STL buoys), two flexible risers, two pipeline end manifolds (PLEMs), and two subsea flow lines. Each STL buoy will connect to a PLEM using the flexible riser assembly, and the PLEM will connect to the subsea flow line. A fleet of specially designed Energy Bridge regasification vessels (EBRVs), each capable of transporting approximately 4.9 million cubic feet (138,000 cubic meters) of LNG, will deliver natural gas to the Northeast Gateway deepwater port.

The EBRVs will vaporize the LNG in a closed Loop mode of recirculating fresh water on-board the ship requiring no intake or discharge of seawater. Natural gas fired boilers will be used to generate steam for the regasification facilities as well as to provide vessel electrical needs in normal operation.

Dated: August 29, 2005.

Howard L. Hime,

Acting Director of Standards, Marine Safety, Security, and Environmental Protection, U.S. Coast Guard.

H. Keith Lesnick,

Senior Transportation, Specialist, Deepwater Ports, Program Manager, U.S. Maritime Administration.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[USCG-2005-22260]

Towing Safety Advisory Committee

AGENCY: Coast Guard, DHS.

ACTION: Notice of meetings.

SUMMARY: The Towing Vessel Inspection Working Group of the Towing Safety Advisory Committee (TSAC) will meet to discuss matters relating to these specific issues of towing safety. The meetings will be open to the public.

DATES: The Towing Vessel Inspection Working Group will meet on Wednesday, September 14, 2005 from 9 a.m. to 4:30 p.m. and on Thursday, September 15, 2005 from 8:30 a.m. to 2:30 p.m. The meetings may close early if all business is finished. Written material and requests to make oral presentations should reach the Coast Guard on or before September 7, 2005. Requests to have a copy of your material distributed to each member of the Working Group should reach the Coast Guard on or before September 7, 2005.

ADDRESSES: The Working Group will meet in the Gallery 2 room of the Arlington Hilton Hotel, 950 N. Stafford St., Arlington, VA 22203. Please bring a government-issued ID with photo (e.g., driver's license). Send written material and requests to make oral presentations to Mr. Gerald Miente, Commandant (G-MSO-1), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001. This notice and related documents are available on the Internet at <http://dms.dot.gov> under the docket number USCG-2005-22260.

FOR FURTHER INFORMATION CONTACT: Mr. Gerald Miente, Assistant Executive Director of TSAC, telephone 202-267-0214, fax 202-267-4570, or e-mail gmiente@comdt.uscg.mil.

SUPPLEMENTARY INFORMATION: Notice of these meetings is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2 (Pub. L. 92-463, 86 Stat. 770, as amended).

Agenda of Working Group Meetings: The agenda for the Towing Vessel Inspection Working Group tentatively includes the following items:

- (1) Safety management system requirements to be included in a subchapter devoted to the inspection for certification of towing vessels;
- (2) Equipment requirements and personnel standards to be included in a subchapter devoted to the inspection for certification of towing vessels; and
- (3) Audit and oversight requirements, including the use of third parties, to be included in a subchapter devoted to the inspection for certification of towing vessels.

Procedural:

The meetings are open to the public. Please note that the meetings may close early if all business is finished. At the

Chair's discretion, members of the public may make oral presentations during the meeting. If you would like to make an oral presentation at the meeting, please notify the Assistant Executive Director (as provided above in **FOR FURTHER INFORMATION CONTACT**) no later than September 7, 2005. Written material for distribution at the meeting should reach the Coast Guard no later than September 7, 2005.

Information on Services for Individuals with Disabilities: For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact Mr. Miente at the number listed in **FOR FURTHER INFORMATION CONTACT** as soon as possible.

Dated: August 29, 2005.

Howard L. Hime,

Acting Director of Standards, Marine Safety, Security and Environmental Protection.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[CGD05-05-070]

Implementation of Sector North Carolina

AGENCY: Coast Guard, DHS.

ACTION: Notice of organizational change.

SUMMARY: The Coast Guard announces the stand-up of Sector North Carolina and its subordinate units, Marine Safety Unit (MSU) Wilmington and Sector Field Office (SFO) Cape Hatteras. Sector North Carolina is subordinate to the Fifth Coast Guard District.

DATES: This change was effective July 29, 2005.

ADDRESSES: Documents indicated in this preamble as being available in the docket are part of docket CGD05-05-070 and are available for inspection or copying at Fifth District Marine Safety Division, 431 Crawford Street, Portsmouth, VA 23704 between 7:30 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Commander Brian Hall, Fifth District Marine Safety Division at 757-398-6520.

SUPPLEMENTARY INFORMATION: The Sector North Carolina Commander has the authority, responsibility, and missions of the prior Group Fort Macon Commander, Group Cape Hatteras Commander and Commanding Officer

Marine Safety Office (MSO) Wilmington, Captain of the Port (COTP), Officer in Charge, Marine Inspection (OCMI), Federal On Scene Coordinator (FOSC), Federal Maritime Security Coordinator (FMSC), and Search and Rescue Mission Coordinator (SMC). The Deputy Sector Commander is designated alternate COTP, FMSC, FOSC, SMC and Acting OCMI. The Deputy Sector Commander also assumes active search suspension (ACTSUS) authority in the absence of the Sector Commander. A COTP sub-zone for the Cape Fear River port area has also been established. The Commanding Officer (CO) MSU Wilmington is subordinate to the Sector Commander and has COTP authority for the Cape Fear River sub-zone. The Supervisor SFO Cape Hatteras is subordinate to the Sector Commander and will provide remote support to the Northern Outer Banks Sub-units. A continuity of operations order has been issued ensuring that all previous Group Fort Macon, Group Cape Hatteras, and MSO Wilmington practices and procedures will remain in effect until superseded by an authorized Coast Guard official and/or documents. This continuity of operations order addresses existing COTP regulations, orders, directives and policies.

Sector North Carolina is located at 2301 East Fort Macon Road, Atlantic Beach, NC 28512-5633. A command center supporting Sector North Carolina is located at this location. Sector North Carolina is composed of a Response Department, Prevention Department, and Logistics Department. All existing missions and functions performed by Group Fort Macon, Group Cape Hatteras, and MSO Wilmington have been realigned under this new organizational structure as of July 29, 2005. Group Fort Macon, Group Cape Hatteras, and MSO Wilmington no longer exist as organizational entities. The boundary of the Sector North Carolina Marine Inspection Zone, COTP Zone and SMC Area of Responsibility (AOR) is as follows: the boundary starts at the sea on the North Carolina-Virginia border at 36 degrees 33 minute N. Latitude, 75 degrees 52.5 minutes W. Longitude, and proceeds westerly along the North Carolina-Virginia boundary to the Tennessee boundary; thence southwesterly along the North Carolina-Tennessee boundary to the Georgia boundary; thence easterly along the North Carolina-Georgia boundary to the South Carolina boundary; thence easterly along the North Carolina-South Carolina boundary on the sea at 36 degrees 32.69 minutes N. latitude, 75 degrees 50.17 minutes W. longitude.

The offshore boundary starts at the North Carolina-South Carolina border and proceeds southeasterly to the outermost extent of the Exclusive Economic Zone (EEZ) at 30 degrees 54.93 minutes N. latitude, 73 degrees 00.06 minutes W. longitude; thence northeasterly along the outermost extent of the EEZ to a point at 36 degrees 33 minutes N. latitude, 67 degrees 44.09 minutes W. longitude; then west to the North Carolina-Virginia border at the point 36 degrees 33 minutes N latitude, 75 degrees 52.5 minutes W.

The boundary of MSU Wilmington COTP Zone is encompassed by the Sector North Carolina Zone and starts at a point at 34 degrees 26 minutes N. latitude, 77 degrees 31 minutes W. longitude along the intersection of the Pender County and Onslow County lines on the Atlantic Coast and proceed northerly along the boundary Pender County and Onslow County to the intersection of the Pender County, Duplin County and Onslow County lines; thence northerly along the boundary of the Duplin and Onslow County to the intersection of the Duplin County, Onslow County and Jones County lines; thence northwesterly along the boundary of Duplin County and Jones County to the intersection of the Duplin County, Jones County, and Lenoir County lines; thence northwesterly along the boundary of Duplin County and Lenoir County to the intersection of the Duplin County, Lenoir County, and Wayne County lines; thence westerly along the boundary of Duplin County and Wayne County to the intersection of the Duplin County, Wayne County, and Sampson County lines; thence northerly along the boundary of Sampson County and Wayne County to the intersection of the Sampson County, Wayne County, and Johnston County lines; thence westerly along the boundary of Sampson County and Johnston County to the intersection of the Sampson County, Johnston County, and Harnett County lines; thence southwesterly along the boundary of Sampson County, Harnett County and Cumberland County lines; thence westerly along the boundary of Cumberland County and Harnett County to the intersection of the Cumberland County, Harnett County, and Moore County lines; thence southerly along the boundary of Cumberland County and Moore County to the intersection of the Cumberland County, Moore County, and Hoke County lines; thence westerly along the boundary of Hoke County and Moore County to the intersection of the Hoke County, Moore County, Richmond County, and Scotland County line;