

ESTIMATED ANNUALIZED BURDEN HOURS

Type of respondents	Form name	Number of respondents	Number of responses per respondent	Average burden per response (in hours)
Maritime Vessel Operator	42 CFR 71.21(a) report of illness or death from ships—Maritime Conveyance Illness or Death Investigation Form Sections 1–4.	500	1	10/60
Maritime Vessel Operator	42 CFR 71.21(a) report of illness or death from ships—Maritime Conveyance Illness or Death Investigation Form Section 5.	100	1	5/60
Maritime Vessel Operator	Cumulative Influenza/Influenza-Like Illness (ILI).	3,000	1	2/60
Maritime Vessel Operator	42 CFR 71.35 Report of death/illness during stay in port (No Form).	5	1	30/60
Pilot in command	42 CFR 71.21(b) Death/Illness reports from aircrafts (No form).	79,500	1	2/60
Traveler	Land Travel Illness or Death Investigation Form.	3,000	1	15/60
Isolated or Quarantined individuals	42 CFR 71.33 Report by persons in isolation or surveillance (No Form).	11	1	3/60

Jeffrey M. Zirger,

*Lead, Information Collection Review Office,
Office of Scientific Integrity, Office of Science,
Centers for Disease Control and Prevention.*

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DEPARTMENT OF HEALTH AND HUMAN SERVICES

Administration for Community Living

Agency Information Collection Activities; Submission for OMB Review; Public Comment Request; the National Survey of Older Americans Act Participants Module on Emergency Preparedness; OMB 0985–0023

AGENCY: Administration for Community Living, HHS.

ACTION: Notice.

SUMMARY: The Administration for Community Living is announcing that the proposed collection of information listed above has been submitted to the Office of Management and Budget (OMB) for review and clearance as required under section 506(c)(2)(A) of the Paperwork Reduction Act of 1995. This 30-Day notice solicits comments on the addition of a new rotating module on Emergency Preparedness to be added to the currently approved National Survey of Older Americans Act Participants used by ACL to measure program performance for programs funded under Title III of the Older Americans Act.

DATES: Submit written comments on the collection of information by May 2, 2022.

ADDRESSES: Submit written comments and recommendations for the proposed

information collection within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find the information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function. By mail to the Office of Information and Regulatory Affairs, OMB, New Executive Office Bldg., 725 17th St. NW, Rm. 10235, Washington, DC 20503, Attn: OMB Desk Officer for ACL.

FOR FURTHER INFORMATION CONTACT: Terrill Curtis, Administration for Community Living, Washington, DC 20201, by email at Terrill.Curtis@acl.hhs.gov or by telephone at 202–795–7420.

SUPPLEMENTARY INFORMATION: In compliance with 44 U.S.C. 3507, ACL has submitted the following proposed collection of information to OMB for review and clearance. The Administration for Community Living (ACL) is requesting approval for a rotating module on Emergency Preparedness to be added to the currently approved National Survey of Older Americans Act (OAA) Participants. The purpose of adding questions on emergency preparedness to the NSOAP is to measure the extent to which older adults have received training on, and are prepared for, an emergency event.

Older adults often have unique needs during an emergency or crisis. For example, they may have mobility challenges and/or chronic health conditions, or they may not have any family or friends nearby to support them. Support services that an older adult relies on to live at home, such as help from family caregivers, in-home health care, and home delivered meals,

may be unavailable due to the disaster. These conditions increase a person’s vulnerability and may lead to nursing home care that may have been otherwise avoidable. In addition, older adults may be hearing or vision impaired or have a cognitive impairment such as dementia, which may make it difficult to access and respond to emergency directions. The assessment of emergency preparedness levels among the OAA population is necessary to prevent injuries, to plan assistance strategies, and to increase resilience for older Americans.

ACL is requesting approval for a module on Emergency Preparedness to be added to the currently approved NSOAP data collection effort. This module on Emergency Preparedness was originally included in the 60-day FRN on November 17, 2020 (85 FR 73273). However, due to the ongoing health crisis older adults were experiencing because of COVID–19, a module on the pandemic was added to the 2021 NSOAP instead of the Emergency Preparedness module.

The data will be used by the Administrator of the Administration for Community Living/Assistant Secretary for Aging to:

- Help States and AAAs to structure their programs and services to better prepare OAA clients for emergencies.
- Provide secondary data for analysis of the level of preparedness among OAA clients in the event of disasters such as natural disasters; public health emergencies; man-made disasters; and technological emergencies.
- Identify gaps in emergency preparedness at the national level that may disproportionately affect the most vulnerable OAA clients such as those living in rural areas, having income

below the poverty level, belonging to a racial or ethnic minority group, and/or having a disability.

Descriptions of previous National Surveys of OAA Participants can be found under the section on OAA Performance Information on ACL's

website at: <https://acl.gov/programs/performance-older-americans-act-programs>. Copies of the survey instruments and data from previous National Surveys of OAA Participants can be found and queried using the

Aging, Independence, and Disability (AGID) Program Data Portal at <http://www.agid.acl.gov/>.

Estimated Program Burden: ACL estimates the burden associated with this collection of information as follows:

Respondent/data collection activity	Number of respondents	Responses per respondent	Hours per response	Annual burden hours	Cost per hour	Annual burden (cost)
Rotating Module on Emergency Preparedness	6,000	1	.2	1,200	\$25	\$30,000

Dated: March 25, 2022.

Alison Barkoff,

Acting Administrator and Assistant Secretary for Aging.

[FR Doc. 2022-06783 Filed 3-30-22; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2022-0047]

Port Access Route Study: Approaches to Maine, New Hampshire, and Massachusetts

AGENCY: Coast Guard, DHS.

ACTION: Notice of study; request for comments.

SUMMARY: The Coast Guard is conducting a Port Access Route Study (PARS) to evaluate the adequacy of existing vessel routing measures and determine whether additional vessel routing measures are necessary for port approaches to Maine, New Hampshire, Massachusetts, and international and domestic transit areas in the First Coast Guard District area of responsibility (AOR). The Approaches to Maine, New Hampshire, and Massachusetts PARS (MNMPARS) will consider whether existing or additional routing measures are necessary to improve navigation safety due to factors such as planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, changing vessel traffic patterns, weather conditions, or navigational difficulty. Vessel routing measures, which include traffic separation schemes, two-way routes, recommended tracks, deep-water routes, precautionary areas, and areas to be avoided, are implemented to reduce risk of marine casualties. The

recommendations of the study may subsequently be implemented through rulemakings or in accordance with international agreements.

DATES: All comments and related material must be received on or before May 16, 2022. Commenters should be aware that the electronic Federal Docket Management System will not accept comments after midnight, Eastern Daylight Time, on the last day of the comment period.

ADDRESSES: You may submit comments identified by docket number USCG-2022-0047 using the Federal eRulemaking Portal (<http://www.regulations.gov>). See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notice of study, call or email LTJG Thomas Davis, First Coast Guard District (dpw), U.S. Coast Guard: telephone (617) 223-8632, email SMB-D1Boston-MNMPARS@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

ACPARS Atlantic Coast Port Access Route Study
 AIS Automatic Identification System
 COMDTINST Commandant Instruction
 DHS Department of Homeland Security
 EEZ Exclusive Economic Zone
 MNMPARS Approaches to Maine, New Hampshire, and Massachusetts Port Access Route Study
 MTS Marine Transportation System
 PARS Port Access Route Study
 TSS Traffic Separation Scheme
 USCG United States Coast Guard

II. Background and Purpose

A. Requirements for Port Access Route Studies: Under Section 70003 of

Title 46 of the United States Code, the Commandant of the U.S. Coast Guard may designate necessary fairways and traffic separation schemes (TSSs) to provide safe access routes for vessels proceeding to and from U.S. ports. The designation of fairways and TSSs recognizes the paramount right of navigation over all other uses in the designated areas.

Before establishing or adjusting fairways or TSSs, the Coast Guard must conduct a PARS, *i.e.*, a study of potential traffic density and the need for safe access routes for vessels. Through the study process, the Coast Guard must coordinate with federal, state, tribal, and foreign state agencies (where appropriate) and consider the views of maritime community representatives, environmental groups, and other stakeholders. The primary purpose of this coordination is, to the extent practicable, to reconcile the need for safe access routes with other reasonable waterway uses such as anchorages, construction, operation of renewable energy facilities, marine sanctuary operations, commercial and recreational activities, and other uses.

In addition to aiding in the establishment of new or adjusting existing fairways or TSSs, this PARS may recommend establishing or amending other vessel routing measures. Examples of other routing measures include two-way routes, recommended tracks, deep-water routes (for the benefit primarily of ships whose ability to maneuver is constrained by their draft), precautionary areas (where ships must navigate with particular caution), and areas to be avoided (for reasons of exceptional danger or especially sensitive ecological environmental factors).

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