

ACTION: 60-Day Notice and request for comments; Extension and revision of an existing collection of information: 1651-0050.

SUMMARY: As part of its continuing effort to reduce paperwork and respondent burden, CBP invites the general public and other Federal agencies to comment on an information collection requirement concerning the: Importation Bond Structure. This request for comment is being made pursuant to the Paperwork Reduction Act of 1995 (Pub. L. 104-13; 44 U.S.C. 3505(c)(2)).

DATES: Written comments should be received on or before October 18, 2010, to be assured of consideration.

ADDRESSES: Direct all written comments to U.S. Customs and Border Protection, Attn: Tracey Denning, Regulations and Rulings, Office of International Trade, 799 9th Street, NW., 7th Floor, Washington, DC. 20229-1177.

FOR FURTHER INFORMATION CONTACT: Requests for additional information should be directed to Tracey Denning, U.S. Customs and Border Protection, Regulations and Rulings, Office of International Trade, 799 9th Street, NW., 7th Floor, Washington, DC 20229-1177, at 202-325-0265.

SUPPLEMENTARY INFORMATION: CBP invites the general public and other Federal agencies to comment on proposed and/or continuing information collections pursuant to the Paperwork Reduction Act of 1995 (Pub. L. 104-13; 44 U.S.C. 3505(c)(2)). The comments should address: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimates of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden including the use of automated collection techniques or the use of other forms of information technology; and (e) the annual costs burden to respondents or record keepers from the collection of information (a total capital/startup costs and operations and maintenance costs). The comments that are submitted will be summarized and included in the CBP request for Office of Management and Budget (OMB) approval. All comments will become a matter of public record. In this document CBP is soliciting comments concerning the following information collection:

Title: Importation Bond Structure.
OMB Number: 1651-0050.

Form Numbers: 301 and 5297.

Abstract: Bonds are used to assure that duties, taxes, charges, penalties, and reimbursable expenses owed to the Government are paid; to facilitate the movement of cargo and conveyances through CBP processing; and to provide legal recourse for the Government for noncompliance with laws and regulations. Any person who is required to post a bond to secure a customs transaction usually submits the bond on CBP Form 301, Customs Bond, to CBP.

CBP proposes to revise CBP Form 301 in order to accurately reflect the changes that have occurred with regard to CBP bonds. Specifically, the revised Form 301 will capture the new types of bonds which have been authorized by law and regulation, as well as better harmonize this form with current and future automation system requirements. Section II of the CBP Form 301 will be revised to specifically cover continuous activity code bonds for Importer Security Filing, Marine Terminal Operator, and Intellectual Property Rights Samples.

Bonds are usually executed by an agent of the surety. The surety company grants authority to the agent via CBP Form 5297, Corporate Surety Power of Attorney. Once this form is filed with CBP, the validity of the authority of the agent executing the bond and the name of the surety can be verified to the surety's grant. The trade community now has the ability to submit the information on CBP Form 5297 via the internet by using Automated Commercial Environment (ACE) portal technology. ACE surety portal account access allows sureties to add, revoke, and change their surety agent powers of attorney electronically. This ACE portal account access is available to any surety who applies for the functionality at <http://www.cbp.gov>.

Bonds are required pursuant to 19 U.S.C.1608, and 1623; 22 U.S.C. 463; 19 CFR Part 113.37 and 113.11. CBP Forms 301 and 5297 are accessible at <http://www.cbp.gov/xp/cgov/toolbox/forms/>.

Current Actions: This submission is being made to extend the expiration date with a change to the burden hours based on revised estimates by CBP.

Type of Review: Extension (with change)

Affected Public: Businesses.

Form 301, Customs Bond

Estimated Number of Respondents: 800,000.

Total Number of Estimated Annual Responses: 800,000.

Estimated Time per Response: 15 minutes.

Estimated Total Annual Burden Hours: 200,000.

Form 5297, Corporate Surety Power of Attorney

Estimated Number of Respondents: 500.

Total Number of Estimated Annual Responses: 500.

Estimated time per Response: 15 minutes.

Estimated Total Annual Burden Hours: 125.

Dated: August 11, 2010.

Tracey Denning,

Agency Clearance Officer, U.S. Customs and Border Protection.

[FR Doc. 2010-20314 Filed 8-16-10; 8:45 am]

BILLING CODE 9111-14-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2010-0783]

Invocation of Sunken Military Craft Act

AGENCY: Coast Guard, DHS.

ACTION: Notice.

SUMMARY: The Coast Guard is announcing that a C-130 aircraft which crashed off the coast of California is a sunken military craft. It is therefore prohibited for any person to engage or attempt to engage the aircraft or its contents in any way that disturbs, removes, or injures the aircraft or its contents.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, contact LCDR Kevin Smith, Office of Aviation Forces, telephone 202-372-2211.

If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION: On the evening of October 29, 2009, the Coast Guard Air Station Sacramento C-130 aircraft CG 1705 collided with a Marine Corps AH-1W attack helicopter while conducting a search and rescue operation. All seven crewmembers aboard CG 1705 and both crewmembers of the Marine Corps helicopter were killed in the collision. CG 1705 was never recovered and currently rests in approximately 2450 ft of water near position: 32-58.0 N 118-10.10 W. This location now serves as the gravesite and final resting place for the U.S. Coast Guard personnel killed in the crash.

Both the Coast Guard and the Marine Corps undertook independent

administrative investigations of the incident. The Coast Guard issued a Final Action on August 3, 2010, announcing the result of its investigation and ordering actions to prevent similar accidents in the future.

In this notice, the Coast Guard is announcing that the wreckage of CG 1705 is a sunken military craft, and is therefore protected under the Sunken Military Craft Act (10 U.S.C. 113 note; Pub. L. 108–375, Sections 1401–1408) (“the Act”). Pursuant to the Act, no person may engage in or attempt to engage in activity directed at the wreckage of CG 1705 that disturbs, removes, or injures the wreckage or its associated contents. These include the remains and personal effects of the crew of CG 1705.

Pursuant to Section 1404 of the Act, persons found in violation of the Act may be assessed a civil penalty of up to \$100,000.

Dated: August 11, 2010.

Michael Emerson,

Captain, U.S. Coast Guard, Chief of Aviation Forces.

[FR Doc. 2010–20388 Filed 8–13–10; 4:15 pm]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG–2010–0088]

Towing Safety Advisory Committee; Meetings

AGENCY: Coast Guard, DHS.

ACTION: Notice of meetings.

SUMMARY: The Towing Safety Advisory Committee and its working group on the Revision of Navigation and Vessel Inspection Circular 04–01 will meet in Pittsburgh, PA. The Committee will also discuss various issues relating to shallow-draft inland and coastal waterway navigation and towing safety. All meetings will be open to the public.

DATES: The working group will meet on Wednesday, September 1, 2010, from 8:30 a.m. to 4:30 p.m. The full Committee will meet on Thursday, September 2, 2010, from 8:30 a.m. to 4 p.m. These meetings may close early if all business is completed. Written material and requests to make oral presentations at the meetings should reach the Coast Guard on or before August 24, 2010. Requests to have a copy of your material distributed to each member of the Committee or working groups should reach the Coast Guard electronically on or before August 24, 2010.

ADDRESSES: The meetings will be held at the Doubletree Hotel and Suites Pittsburgh City Center, One Bigelow Square, Pittsburgh, PA 15219. *Phone:* 1–412–281–5800, *Toll-free:* 1–800–222–8733. The nearest large commercial airport is Pittsburgh International Airport (PIT). Information on and directions to the Doubletree Hotel and Suites may be found on its Web site at <http://www.pittsburghcitycenter.doubletree.com>.

Send written material and requests to make oral presentations to the Towing Safety Advisory Committee (TSAC) Alternate Designated Federal Officer (ADFO), identified in the **FOR FURTHER INFORMATION CONTACT** section below. This notice is available on the Internet at <http://www.regulations.gov> under the docket number USCG–2010–0088.

FOR FURTHER INFORMATION CONTACT: Mr. Michael J. Harmon, ADFO, TSAC; U.S. Coast Guard Headquarters, CG–5222; 2100 Second Street, SW., STOP 7126; Washington, DC 20593–7126. Telephone (202) 372–1427, fax (202) 372–1926, or e-mail at: Michael.J.Harmon@USCG.MIL.

SUPPLEMENTARY INFORMATION: Notice of these meetings is given under the Federal Advisory Committee Act (FACA), 5 U.S.C. App. (Pub. L. 92–463). This Committee is established in accordance with and operates under the provisions of the FACA. It was established under the authority of 33 U.S.C. 1231a, and advises the Secretary of the Department of Homeland Security (DHS) on matters relating to shallow-draft inland and coastal waterway navigation and towing safety. TSAC advises, consults with, and makes recommendations reflecting the Committee’s independent judgment to the Secretary on matters and actions concerning shallow-draft inland and coastal waterway navigation and towing safety. TSAC may complete specific assignments such as studies, inquiries, workshops, and fact finding in consultation with individuals and groups in the private sector and/or with State and local government jurisdictions in compliance with FACA.

Agenda of Meetings

Navigation and Vessel Inspection Circular (NVIC) 04–01 Working Group. The agenda for the working group is as follows:

(1) Review the current draft proposal, and continue discussions on possible revisions to, NVIC 04–01 “Licensing and Manning for Officers of Towing Vessels” (The current version of the NVIC can be viewed at <http://www.uscg.mil/hq/cg5/nvic/2000s.ASP#2001>.);

(2) Barge Fleeting and Lighting Problems;

(3) Review proposals on licenses for personnel aboard assist vessels;

(4) Discuss lessons learned from the T/V Elizabeth M casualty and

(5) Continue work on Task Statement 08–01 Licensing and Manning for Officers of Towing Vessels (a copy of the amended Task Statement 08–01 is available in the docket where listed under **ADDRESSES**), including the enclosures on the Towing Officer Assessment Records (TOARs).

Towing Safety Advisory Committee. The tentative agenda for the Committee is to receive information and updates, and to discuss the following (will be available for the public review 30 days following the close of the meeting and can be accessed from the Coast Guard Homeport Web site <http://homeport.uscg.mil>.)

(1) Commercial/Recreational Boating Interface (TSAC Acting Chairman).

(2) Work Group Report on the Review and Recommendations for the Revision of NVIC 04–01 “Licensing and Manning for Officers of Towing Vessels;”

(3) Sub-Working Group on Assistance Towing Report on the Review and Recommendations for the Revision of NVIC 04–01, Licensing and Manning for Officers of Towing Vessels;

(4) National Maritime Center (NMC) activities (NMC Commanding Officer);

(5) Transportation Worker Identification Credential (TWIC) (CG–5422 Boating Safety);

(6) Office of Vessel Activities information (CG–5431 Office of Vessel activities), and the Towing Vessel National Center of Expertise (Towing Vessel National Center of Expertise); and

(7) Processes and procedures of the Coast Guard Marine Investigations and Casualty Analysis Branch (CG–545) (Captain Fish)

Procedural

All meetings are open to the public. Please note that the meetings may close early if all business is complete. At the Chair’s discretion, members of the public may make oral presentations during the meetings. If you would like to make an oral presentation at a meeting, please notify the ADFO, listed above in the **FOR FURTHER INFORMATION CONTACT** section, no later than August 24, 2010. Written material (20 copies) for distribution at a meeting should reach the Coast Guard no later than August 24, 2010. If you would like a copy of your material distributed to each member of the Committee or Working Groups in advance of a meeting, please submit it electronically