

comments received, the Coast Guard proposes four additional measures for consideration by the public: One precautionary area and three shipping safety fairways. We seek your input on these proposals and welcome comment on any impact to vessel transit time, commercial fishing activity, recreational activity, and/or navigation safety. All comments received will be reviewed and considered before a final version of the PARS is announced in the **Federal Register**. This notice is published under the authority of 46 U.S.C. 70004 and 5 U.S.C. 552(a).

#### IV. Public Participation and Request for Comments

We encourage you to submit comments to this notice of availability through the Federal portal at <https://www.regulations.gov>. To do so, go to <https://www.regulations.gov>, type USCG–2020–0093 in the “SEARCH” box and click “SEARCH.” Next, look for this document in the Search Results column, and click on it. Then click on the Comment option. In your submission, please include the docket number for this notice of availability and provide a reason for each suggestion or recommendation. If your material cannot be submitted using <https://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

To view documents mentioned in this notice of inquiry as being available in the docket, find the docket as described in the previous paragraph, and then select “Supporting & Related Material” in the Document Type column. Public comments will also be placed in our online docket and can be viewed by following instructions on the <https://www.regulations.gov> Frequently Asked Questions web page. We review all comments received, but we may choose not to post off-topic, inappropriate, or duplicate comments that we receive.

We accept anonymous comments. Comments we post to <https://www.regulations.gov> will include any personal information you have provided. For more about privacy and submissions in response to this document, see DHS’s eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

This document is issued under authority of 5 U.S.C. 552(a).

Dated: March 8, 2022.

**Richard E. Batson,**  
Captain, U.S. Coast Guard, Acting  
Commander, Fifth Coast Guard District.

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[Docket Number USCG–2020–0172]

#### Port Access Route Study: Seacoast of New Jersey Including Offshore Approaches to the Delaware Bay, Delaware

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of availability.

**SUMMARY:** The Coast Guard announces the completion of the Port Access Route Study for the Seacoast of New Jersey Including Offshore Approaches to the Delaware Bay, Delaware. The study examined existing shipping routes and waterway uses, to include the potential for offshore energy development, in the study area to evaluate the need for establishing or changing existing vessel routing measures. This notice summarizes the study’s recommendation.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this notice or study, call or email Mr. Matthew Creelman, Marine Planner at Fifth Coast Guard District, telephone (757) 398–6225, email [Matthew.K.Creelman2@uscg.mil](mailto:Matthew.K.Creelman2@uscg.mil).

#### SUPPLEMENTARY INFORMATION:

##### I. Table of Abbreviations

ACPARS Atlantic Coast Ports Access Route Study  
BOEM Bureau of Ocean Energy Management  
DHS Department of Homeland Security  
FR Federal Register  
IMO International Maritime Organization  
NEPA National Environmental Policy Act  
OREI Offshore Renewable Energy Installation  
PARS Port Access Route Study  
SAR Search and Rescue  
USCG United States Coast Guard

##### II. Background and Purpose

We conducted this Port Access Route Study (PARS) following a Notice of Study, published in the **Federal Register** on May 5, 2020. There was a 60-day public comment period, as well as other outreach efforts identified in Section C of the study. During the comment period the USCG received 32 comments in response to the notice.

We conducted two (2) public meetings, as published in the **Federal Register** (85 FR 64507), on September 13, 2020. Audio recordings of both meetings are contained in the public docket as annotated in Section C of the study.

On September 24, 2021, we published a Notice of Availability of the draft

study in the **Federal Register** (86 FR 53089) with a 30-day public comment period and a request for public comment.

During the 30-day public comment period, the USCG received 15 comments in response to our draft study. All comments and supporting documents are available in the public docket and can be viewed at <https://www.regulations.gov>. To view documents, in the “Search” box insert “USCG–2020–0172” and click “Search”.

The goal of the study is to enhance navigational safety in the study area by examining existing shipping routes and waterway uses. We have undertaken measures to (1) determine what, if any, navigational safety concerns exist with vessel transits in the study area; (2) determine whether to recommend changes to enhance navigational safety by examining existing shipping routes and all other waterway uses; and (3) reconcile any other proposed changes with other reasonable waterway uses.

#### III. Study Recommendations

The recommendations of this PARS are based on the data analysis for historical vessel traffic patterns, comments received to the docket, public outreach, and consultation with other government agencies and stakeholders. Recommendations in the study include:

1. Submit proposals to the IMO to create precautionary areas offshore from the entrance to the Delaware River where shipping safety fairways and traffic separation schemes intersect.

2. Submit proposals to the IMO to extend the Traffic Separation Schemes in the approach to the Delaware River beyond any OREI lease areas adjacent to the approaches.

3. Submit a proposal to the IMO to extend the two-way route along the New Jersey coast across the entrance of the Delaware Bay and along the Delaware coast.

4. Amend the proposed Shipping Safety Fairways along the Atlantic Coast to separate the Cape Charles to Montauk Point Fairway into a Cape Charles to Delaware Bay Fairway and a Barnegat to Narragansett Fairway.

5. Create a New Jersey to New York Fairway and include this in the Shipping Safety Fairways along the Atlantic Coast.

6. Establish a Fairway Anchorage adjacent to the Southeastern Traffic Separation Scheme to accommodate future needs for safe anchorage around OREI.

#### IV. Summary of Changes

Recommendations in Section F were expanded to include a general notice to mariners on navigation safety around OREI.

The table of coordinates was removed in an effort to avoid confusion. Detailed coordinates for proposed routing measures, fairways, and anchorage grounds will be announced in future rulemakings.

A statement acknowledging the impact of OREI on SAR was included in Section F to address future actions necessary to ensure operational units revise plans to incorporate in the future.

A section summarizing comments to the draft report from the public was added as a new Section G and subsequent sections were re-labeled to incorporate this addition.

#### V. Future Actions

The USCG will continue to serve as a NEPA cooperating agency to the Bureau of Ocean Energy Management's (BOEM) environmental review of each proposed OREI project. In that role, the USCG will evaluate the navigational safety risks of each proposal on a case-by-case basis.

The final study will be submitted to the Coast Guard's Office of Navigation Systems (CG-NAV-2) for consideration and to inform the Coast Guard's ongoing efforts to establish shipping safety fairways along the Atlantic Coast, which can be found at 85 FR 37034.

The final study is available for viewing and download from the **Federal Register** docket at <http://www.regulations.gov> or the USCG Navigation Center website at <https://www.navcen.uscg.gov/?pageName=PARSReports>.

Dated: March 18, 2022.

**Laura M. Dickey,**

*Rear Admiral, U.S. Coast Guard, Commander, Fifth Coast Guard District.*

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#### DEPARTMENT OF HOMELAND SECURITY

##### Federal Emergency Management Agency

[Docket ID FEMA-2020-0016]

#### Meetings To Implement Pandemic Response Voluntary Agreement Under Section 708 of the Defense Production Act

**AGENCY:** Federal Emergency Management Agency, Department of Homeland Security.

**ACTION:** Announcement of meetings.

**SUMMARY:** The Federal Emergency Management Agency (FEMA) is holding meetings under the Plan of Action to Establish a National Strategy for the Manufacture, Allocation, and Distribution of Medical Devices to Respond to COVID-19 and the Plan of Action to Establish a National Strategy for the Manufacture, Allocation, and Distribution of Drug Products, Drug Substances, and Associated Medical Devices to Respond to COVID-19, in order to implement the Voluntary Agreement for the Manufacture and Distribution of Critical Healthcare Resources Necessary to Respond to a Pandemic.

#### DATES:

- Thursday, March 24, 2022, from 1 p.m. to 3 p.m. Eastern Time (ET).
- Thursday, April 7, 2022, from 1 p.m. to 3 p.m. ET.

#### FOR FURTHER INFORMATION CONTACT:

Robert Glenn, FEMA Office of Response and Recovery's Office of Business, Industry, and Infrastructure Integration, via email at [OB3I@fema.dhs.gov](mailto:OB3I@fema.dhs.gov) or via phone at (202) 212-1666.

**SUPPLEMENTARY INFORMATION:** Notice of these meetings is provided as required by section 708(h)(8) of the Defense Production Act (DPA), 50 U.S.C. 4558(h)(8), and consistent with 44 CFR part 332.

The DPA authorizes the making of "voluntary agreements and plans of action" with representatives of industry, business, and other interests to help provide for the national defense.<sup>1</sup> The President's authority to facilitate voluntary agreements with respect to responding to the spread of COVID-19 within the United States was delegated to the Secretary of Homeland Security in Executive Order 13911.<sup>2</sup> The Secretary of Homeland Security further delegated this authority to the FEMA Administrator.<sup>3</sup>

On August 17, 2020, after the appropriate consultations with the Attorney General and the Chairman of the Federal Trade Commission, FEMA completed and published in the **Federal Register** a "Voluntary Agreement, Manufacture and Distribution of Critical Healthcare Resources Necessary to Respond to a Pandemic" (Voluntary Agreement).<sup>4</sup> Unless terminated earlier,

the Voluntary Agreement is effective until August 17, 2025, and may be extended subject to additional approval by the Attorney General after consultation with the Chairman of the Federal Trade Commission. The Agreement may be used to prepare for or respond to any pandemic, including COVID-19, during that time.

On May 24, 2021, four additional plans of action under the Voluntary Agreement—the Plan of Action to Establish a National Strategy for the Manufacture, Allocation, and Distribution of Diagnostic Test Kits and other Testing Components to respond to COVID-19, the Plan of Action to Establish a National Strategy for the Manufacture, Allocation, and Distribution of Drug Products, Drug Substances, and Associated Medical Devices to respond to COVID-19, the Plan of Action to Establish a National Strategy for the Manufacture, Allocation, and Distribution of Medical Devices to respond to COVID-19, and the Plan of Action to Establish a National Strategy for the Manufacture, Allocation, and Distribution of Medical Gases to respond to COVID-19—were finalized.<sup>5</sup> These plans of action established several sub-committees under the Voluntary Agreement, focusing on different aspects of each plan of action.

On October 15, 2021, the sixth plan of action under the Voluntary Agreement—the Plan of Action to Establish a National Strategy for the Coordination of National Multimodal Healthcare Supply Chains to Respond to COVID-19—was finalized.<sup>6</sup> This plan of action established several sub-committees under the Voluntary Agreement, focusing on different transportation categories.

The meetings are chaired by the FEMA Administrator's delegates from the Office of Response and Recovery (ORR) and Office of Policy and Program Analysis (OPPA), attended by the Attorney General's delegates from the U.S. Department of Justice, and attended by the Chairman of the Federal Trade Commission's delegates. In implementing the Voluntary Agreement, FEMA adheres to all procedural requirements of 50 U.S.C. 4558 and 44 CFR part 332.

**Meeting Objectives:** The objectives of the meetings are as follows:

agreement having less anticompetitive effects or without any voluntary agreement and published the finding in the **Federal Register** on the same day. 85 FR 50049 (Aug. 17, 2020).

<sup>5</sup> See 86 FR 27894 (May 24, 2021). See also 86 FR 28851 (May 28, 2021).

<sup>6</sup> See 86 FR 57444 (Oct. 15, 2021). See also 87 FR 6880 (Feb. 7, 2022).

<sup>1</sup> 50 U.S.C. 4558(c)(1).

<sup>2</sup> 85 FR 18403 (Apr. 1, 2020).

<sup>3</sup> DHS Delegation 09052, Rev. 00.1 (Apr. 1, 2020); DHS Delegation Number 09052 Rev. 00 (Jan. 3, 2017).

<sup>4</sup> 85 FR 50035 (Aug. 17, 2020). The Attorney General, in consultation with the Chairman of the Federal Trade Commission, made the required finding that the purpose of the voluntary agreement may not reasonably be achieved through an