



**U.S. COAST GUARD AUXILIARY**

## **Training Guide**

# **U.S. Coast Guard's Aquatic Nuisance Species and Ballast Water Program**

**Developed by the  
Office of Environmental Standards  
(G-MSO-4)**

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# Lesson 1

## Aquatic Nuisance Species and Ballast Water

### Section 1-1 Aquatic Nuisance Species

The term non-indigenous species (NIS) refers to any non-native organism that, through man's activity, has spread beyond its natural, historical geographic range. Once in a new environment, NIS often become ecologically dominant because the physical and biological factors that kept them in check in their native ecosystems are absent. NIS are also referred to as exotic, alien, introduced, or non-native species.

While the focus of this review is aquatic nuisance species, NIS whose introductions have resulted in negative economic or ecological impacts to aquatic ecosystems, it is important to realize that not all NIS are harmful. Many of our nationally produced crops are not native to the U.S. For example, corn, wheat and other grains, and numerous fruit trees are all introduced species that we cultivate for economic gain. Similarly, a number of introduced marine species form the basis for an important aquaculture industry. Perhaps the best example of this is the Japanese oyster on the Pacific Coast of North America.

Aquatic nuisance species (ANS), on the other hand, are those organisms whose introductions into waters of the U.S. have adversely impacted their new environments. For example, the infamous zebra mussel (*Dreissena polymorpha*) not only out-competes the native mussels in the Great Lakes for food and substrate, they have also resulted in millions of dollars of damage to the water intake pipes of power plants and municipal water supplies by encrusting in and around the pipes. It is an expensive and time-consuming process to remove or prevent the establishment of these newcomers.

Other examples of ANS are the ruffe (pronounced "rough") and Hydrilla. The ruffe (*Gymnocephalus cernuus*) is a fish believed to have been introduced through ballast water at Duluth Harbor in Lake Superior. Originally from Eurasia, this bottom feeding fish competes with native fish for food and habitat. It has quick growth and reproductive rates and sharp spines on its gill covers, dorsal, and anal fins protect it from possible predators such as the walleye and pike.

Hydrilla (*Hydrilla verticillata*) is an ornamental aquatic plant introduced to the U.S. in the 1950s for aquarium use. Once discarded or planted in the canals of Florida, it quickly spread throughout the inland water system. Once introduced, Hydrilla invades the deeper waters of a system and aggressively spreads to shallower waters, forming thick mats that shade the native plants below the water's surface. In addition to displacing beneficial native plants, Hydrilla can also result in fish kills when the decomposition of the large accumulation of plants reduces the availability of dissolved oxygen. Transported from one body of water to another by fragments attached to boats, their motors, trailers, and live wells, Hydrilla is highly adaptive and resilient.

Once established, Hydrilla can restrict water flow and block the water supplies used for power generation and agricultural irrigation.

## **Section 1-2 Ballast Water**

Ballast on board vessels serves an essential function. Whether the ballast is in the form of metal, stones, water or cargo, it is a source of weight used to manipulate the center of balance on a ship. Depending on a vessel's type and the operational circumstances, ballast helps maintain stability, structural integrity, efficient propulsion, and maneuverability.

During the 20th century, water became the primary form of ballast on board ships, with vessels filling their ballast tanks with thousands of tons of fresh, brackish, and open-ocean water. It also became a significant pathway for the transfer of organisms. While shipping has always been an important mechanism for the human mediated transfer of organisms around the globe, the explosive growth of international marine transportation since World War II has caused a similar increase in the rate of new introductions of NIS.

Vessels typically take on water at their last port of call and discharge the ballast upon arrival in a new port. In some instances, this water has traveled half way around the world. Organisms hitchhiking their way to a new environment find themselves released into an ecosystem with few, if any, natural predators.

## **Section 1-3 Impacts of ANS**

Not just bacteria and small mussels are introduced via ballast water. Any organism small enough to fit through the ballast intake of a ship has the potential to be collected, carried to another environment, and discharged. The life stages of some animals can also facilitate transport by ballast water. Many clams, mussels, fish and other organisms have one or more small, planktonic larval stages during their early life, making them more likely to be taken into a ballast tank.

Once discharged into a new environment, ANS can cause impacts in one of three general categories: 1) ecological, 2) economic, and 3) public health. As discussed previously with the zebra mussel, many ANS are introduced into an ecosystem in which there are no known predators. Many ANS are opportunists, meaning they have the ability to take advantage of a new environment quickly because of a rapid growth rate, quick reproductive rate, and the ability to tolerate a variety of environmental conditions. As a result, ANS are often able to out-compete the native species for food and habitat and, in some cases, alter the environment. For example, zebra mussels are such efficient filter-feeders that they alter the food chain in their new environment, making it impossible for native mussels, as well as plants and other fish to survive.

Tied to the ecological impacts of ANS, are the economic impacts. Alterations to the environment that adversely affect other organisms can be detrimental to biological resources such as crops or fisheries, while damage to structures can be expensive to repair and maintain. The public health impact also has the potential to be very significant. While microbial content of ballast water can often be attributed to poor drinking water and wastewater systems of developing countries, coastal waters of developed countries are not free of human pathogens. When taken on board as ballast, the microbial infested water is transported to other areas. This discharge may infect the local fish and shellfish populations, which are later harvested for human consumption.

Not only does ballast travel to the U.S. from all over the world, it travels in large volumes. The large ballast water capacity for some commercial vessels, upwards of 120,000 metric tons (32,000,000 gallons) each, results in a huge yearly release of foreign ballast water in ports throughout the U.S. Since ballast capacity varies by ship type, and some ports receive more of a certain type of ship, it is understandable that certain ports will receive more ballast water simply because of the type of vessels calling at their docks. This is one of many reasons why the U.S. Coast Guard, in cooperation with the Smithsonian Environmental Research Center, has initiated a survey program to assess the source and amount of ballast water being discharged into waters of the U.S.

#### **Section 1-4 Review Questions**

1. What are non-indigenous species?
2. Give an example of a beneficial non-indigenous species.
3. Give an example of aquatic nuisance species.
4. What is the function of ballast water on board a ship?
5. Historically, what types of materials have been used as ballast?
6. What are the three general types of impacts of ANS?
7. Give an example of each of the three types from question # 6.

## Lesson 2

# Legislation and Regulations

### **Section 2-1 Federal Legislation**

The U.S. Coast Guard gets its authority to regulate ballast water and ANS from two laws: the Non-indigenous Aquatic Nuisance Species Prevention and Control Act of 1990 (NANPCA) and the National Invasive Species Act of 1996 (NISA). NANPCA directed the Coast Guard to issue regulations and guidelines to control the introduction and spread of ANS in the Great Lakes ecosystem<sup>1</sup>. It also required an assessment of ballast water management practices in all U.S. ports and the development of mariner education and assistance programs. By 1991, the Coast Guard developed voluntary guidelines for the Great Lakes which advised ships entering these waters from outside the Exclusive Economic Zone (EEZ)<sup>2</sup> to have either conducted mid-ocean ballast water exchange<sup>3</sup> or an acceptable alternative. These guidelines became mandatory in 1993.

In 1996, NISA was passed by Congress and directed the continuation of the mandatory regulations in the Great Lakes ecosystem, and tasked the Coast Guard with establishing a voluntary ballast water management (BWM) program for virtually all other U.S. port.

The three main components of the Coast Guard's voluntary BWM program are:

- (1) To promote BWM by operators of all vessels in waters of the U.S.
- (2) To provide voluntary BWM guidelines for all vessels entering the U.S. waters from outside the EEZ.
- (3) To request the reporting of BWM practices by all vessels entering U.S. waters from outside the EEZ.

While the only ballast water treatment currently approved by the Coast Guard is mid-ocean ballast water exchange it is the policy of the U.S. that ballast water management practices will not jeopardize the safety of a vessel, its crew, or its passengers. A ship's master has the final say in whether or not a mid-ocean exchange is possible given the operational conditions facing the vessel. For ships calling in the Great Lakes ecosystem, a more sheltered alternative exchange zone is provided for those ships that cannot conduct a mid-ocean exchange prior to arrival in the Great Lakes. There is also a safety exemption which gives a ship's captain absolute discretion for determining if performing open-ocean exchange would threaten the safety of the crew or the vessel.

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<sup>1</sup> The Great Lakes ecosystem includes the Great Lakes and the area of the Hudson River north of the George Washington Bridge.

<sup>2</sup> The U.S. Exclusive Economic Zone (EEZ) generally includes those waters 200 miles from shore.

<sup>3</sup> Mid-ocean ballast exchange involves exchanging coastal ballast water with water taken from an area 200 miles from any shore and with a depth greater than 2000 meters.

The regulations “Ballast Water Management for Control of Non-Indigenous Species in the Great Lakes and Hudson River” and “Ballast Water Management for Control of Non-indigenous Species in Waters of the United States” are contained in 33 Code of Federal Regulations (CFR) Part 151, Subparts C and D, respectively. Subpart D applies to all waters of the U.S., including the Great Lakes, while Subpart C contains the additional provisions for the Great Lakes and the Hudson River north of the George Washington Bridge. The regulations can be retrieved on-line at: <http://www.access.gpo.gov/nara/cfr/cfr-retrieve.html#page1>

## **Section 2-2 Voluntary Ballast Water Management Guidelines**

The Coast Guard established the following guidelines in order to minimize the uptake and release of ANS by all vessels with ballast tanks operating in U.S. waters:

- Avoid ballast operations in or near marine sanctuaries, preserves, parks, or coral reefs.
- Avoid taking on ballast water:
  - in areas known to contain harmful organisms and pathogens, such as toxic algal blooms;
  - near sewage outfalls;
  - near dredging operations;
  - where tidal flushing is poor or when a tidal stream is known to be more turbid;
  - in darkness when organisms may rise up in the water column; or
  - in shallow water or where propellers may stir up the sediment.
- Clean ballast tanks regularly
- Discharge minimal amounts of ballast water in coastal and internal waters.
- Rinse anchors and anchor chains during retrieval to remove organisms and sediments at their place of origin.
- Remove fouling organisms from hull, piping, and tanks on a regular basis and dispose of any removed substances in accordance with local, State and Federal regulations.
- Maintain a vessel specific BWM plan.
- Train vessel personnel in ballast water and sediment management and treatment procedures.

Additionally, vessels operating outside of the EEZ are asked to do one of the following as a form of BWM. (Note: For vessels arriving in the Great Lakes ecosystem these actions are mandatory.)

- Exchange ballast water beyond the EEZ, from an area more than 200 miles from any shore, and in waters more than 2,000 meters in depth;
- Retain the ballast water on board the vessel;
- Use an alternative environmentally sound method of BWM that has been approved in advance by the Commandant of the U.S. Coast Guard;
- Discharge ballast water to an approved reception facility; or
- Exchange ballast water in other waters approved by the USCG Captain of the Port.

### **Section 2-3 Ballast Water Reporting**

It is important to note that while the ballast water management guidelines are voluntary (except in the Great Lakes ecosystem), the reporting of ballast water management data is expected of all ships. NISA established a ballast water reporting requirement and directed the Coast Guard and the Smithsonian Environmental Research Center (SERC) to create and operate the National Ballast Information Clearinghouse (NBIC). The NBIC is responsible for the collection and analysis of information regarding compliance with ballast water reporting requirements, ballast water management practices, and surveys of ANS in waters of the U.S.

Ballast water data is collected through the National Ballast Survey (NABS). The goal of NABS is to gather data on ballast water management from **all** vessels entering U.S. ports from outside the EEZ. The survey collects information such as where ballast water was collected, whether or not ballast water was exchanged in mid-ocean, and where/how much foreign-acquired ballast is to be discharged within the U.S. NABS has three sources of data:

1) Ballast Water Management Reporting Form: This form was designed by the Coast Guard and SERC and tested in a pilot project before being implemented. It requests basic information on ballast water and the vessels management practices. (See Appendix C). This form can be submitted to the NBIC via mail, fax, or the Internet.

2) U.S. Maritime Administration (MARAD) data: MARAD collects data on all vessels arriving into U.S. ports. The total number of arrivals recorded by MARAD is compared to the number of BWM forms collected by the NBIC in order to determine the rate of compliance.

3) U.S. Coast Guard field survey: A random field survey is used to determine the accuracy of the information that ships are reporting to the NBIC. This is done through an examination of a randomly selected ship's records and interviews of its crew.

The U.S. is not the only country working to prevent and control the spread of ANS. The International Maritime Organization (an agency of the United Nations) recognizes the critical role the maritime industry plays in the spread of ANS. Its Marine Environmental Protection Committee (MEPC) is addressing this issue on a global level. The Coast Guard leads the U.S. participation in the MEPC where efforts are underway to develop a global treaty on ballast water management.

#### **Section 2-4 Authorities and Responsibilities of the Coast Guard**

The information received and analyzed by the NBIC, will be used to report to Congress on the effectiveness of the voluntary BWM program. If the Coast Guard finds that the voluntary program is not effective, the Secretary of Transportation is required to make the voluntary guidelines mandatory and enforce civil and criminal penalties. The data from the program's first year shows a relatively low reporting rate of approximately 25%. The final report to Congress is due no later than January 2002.

In addition to its data collection efforts, the Coast Guard participates in other aspects of the ANS/ballast water issue, including the development ballast water treatment technologies and standards by which to evaluate proposed technologies.

The Coast Guard also plays an active role on the Aquatic Nuisance Species Task Force (ANSTF). Formed under NANPCA to provide an intergovernmental organization whose mission is to prevent and control the spread of ANS, the ANSTF has 7 federal agency and 13 ex-officio members. It is co-chaired by the U.S. Fish and Wildlife Service and the National Oceanic and Atmospheric Administration. The ANSTF coordinates government interests with those of the private sector through regional panels and issue specific committees. See the following site for more information on the ANSTF and its activities: <http://www.anstaskforce.gov/>

In addition to its participation on the ANSTF, the Coast Guard chairs the ANSTF's Ballast Water and Shipping Committee. One of the primary goals of the committee is to recommend a national research agenda that will lead to the development of ballast water treatment technologies.

#### **Section 2-5 Review Questions**

1. What legislation gave the Coast Guard the authority to regulate ballast water and ANS in the Great Lakes in 1990?
2. What are the three main components of the Coast Guard's BWM program?
3. What are 3 of the recommended BWM practices in the Coast Guard's BWM program?
4. What organization helps collect and analyze ballast water information for the Coast Guard?
5. What organization was established by NANPCA to provide an intergovernmental body whose mission is to prevent and control the spread of ANS through NISA and NANPCA?

## Lesson 3

# Recreational Activities Guidelines

### **Section 3-1 Voluntary Guidelines**

Another requirement of NISA was direction to the ANSTF to develop guidelines for recreational activities to prevent and control the spread of zebra mussels and other ANS and for the Coast Guard to promulgate these guidelines. Recreational activities may account for much of the spread of ANS on the domestic waters of the United States. For example, the introduction of zebra mussels is most commonly attributed to ballast water. However, once introduced into the Great Lakes systems, zebra mussels quickly spread through the water bodies of the Great Lakes region by hitchhiking on boats, trailers, SCUBA equipment, personal watercraft, and seaplanes. The Recreational Activities Committee of the ANSTF developed guidelines detailing how the public can assist in reducing the movement of ANS. Once drafted, the Coast Guard was responsible for publishing the notice and collecting the comments during the review period. The final product, Voluntary Guidelines on Recreational Activities to Control the Spread of Zebra Mussels and Other Aquatic Nuisance Species, was published in the Federal Register on 28 December 2000 (Vol 65, No 250). See Appendix D to read the guidelines or view them on-line at <http://152.119.239.10/docimages/p56/119638.pdf>

### **Section 3-2 Education and Outreach**

The recreational activities guidelines (RAG) are an important part of the Coast Guard's ANS education and outreach campaign. These guidelines are meant for the general public and recommend simple steps they can take to help protect aquatic ecosystems from the threat of ANS. For example, the guidelines suggest boats and boat trailers be physically examined for animals and plant materials that could be clinging to the surface or caught in the various intake and exhaust pipes. All parts of a boat should be dried for at least 5 days before placing the boat into another body of water, or the boat can be cleaned with hot water or high-pressured water to remove any organisms.

For anglers and waterfowl hunters, the RAG recommends inspecting equipment for "hitchhiking" organisms, never releasing live bait into a body of water, and properly caring for boats and trailers as described above. Seaplane pilots are advised to inspect aircraft for plant and animal material, pump the floats to remove infested water, thoroughly clean their aircraft if it is moored in infested waters, raise and lower water rudders several times during takeoff to free fragments of aquatic plants, as well as other recommendations for takeoff, landings, and storage of planes. Personal watercraft should be treated like boats and trailers with regards to visual inspection and cleaning of the craft. In addition, the engine should be run for 5 to 10 seconds after removing the watercraft from the water in order to blow out any excess water and vegetation.

It is important that the public be made aware of these guidelines and encouraged to incorporate these actions into their normal routines. To many people it may seem unlikely that actions such as running watercraft engines to flush out retained organisms would be of much use in preventing introductions of ANS. However, very little is known about how many individuals need to be introduced to a new habitat in order to establish a new population. Several careful studies have indicated that it may take only a few individuals to establish a population capable of overwhelming the ecosystem. The recommendations in the RAG were developed to be easy to perform, yet, if followed properly, provide a high degree of control against a variety of ANS. The next step for the Coast Guard is to inform the public of these guidelines and promote a behavioral change that will benefit the aquatic environment by controlling the spread of ANS.

The Coast Guard Auxiliary plays a vital role in this outreach campaign. Through its boating safety courses, courtesy marine exams, boat show exhibits, and advisory circulars, the Auxiliary reaches millions of members of the general water recreation public. With its understanding of aquatic nuisance species and the roles ballast water and recreational activities play in the introduction and spread of ANS makes the Auxiliary a vital element in national efforts to control these organisms and preserve our aquatic environments.

As a member of the ANS Task Force's Communication, Education, and Outreach Committee, the Coast Guard is working with a variety of federal and state and non-governmental organizations to develop an outreach campaign to educate the water recreation public about the simple measures they can take to control the spread of ANS. For more information on ANS in your area, try contacting your county's extension office, your state's department of natural resources, or a local or regional SeaGrant office. For more information on the USCG ballast water management program, copies of this training guide, or the ANS PowerPoint presentation, visit the Office of Environmental Standards web site at <http://www.uscg.mil/hq/g-m/mso/mso4/ans.html> or call 202-267-2079.

### **Section 3-3 Review Questions**

1. Who developed the Recreational Activities Guidelines?
2. What are three recommendations made by the RAG for all aquatic recreational equipment?
3. What does the RAG recommend anglers do with live bait?
4. What does the RAG recommend personal watercraft owners should do for 5-10 seconds after removing the craft from the water?
5. Seaplane pilots should raise and lower the \_\_\_\_\_ to free fragments of aquatic plants.
6. What recreational activities are discussed in the RAG?
7. Site three other agencies that could provide information on ANS?

## **Appendix A**

### **List of Acronyms**

ANS	Aquatic Nuisance Species
ANSTF	Aquatic Nuisance Species Task Force
BWM	Ballast Water Management
EEZ	Exclusive Economic Zone
IMO	International Maritime Organization
MARAD	U.S. Maritime Administration
MEPC	Marine Environmental Protection Committee
NABS	National Ballast Survey
NANPCA	Non-indigenous Aquatic Nuisance Prevention and Control Act of 1990
NBIC	National Ballast Information Clearinghouse
NISA	National Invasive Species Act of 1996
NIS	Non-Indigenous Species
RAG	Recreational Activities Guidelines (Voluntary Guidelines for Recreational Activities to Control the Spread of Zebra Mussels and Other Aquatic Nuisance Species)
SERC	Smithsonian Environmental Research Center

# **Appendix B**

## **Answers to Review Questions**

### **Section 1-4**

1. Non-indigenous species (NIS) are non-native organisms that, through human activity, have spread beyond their natural, historical geographic range.
2. Examples of beneficial NIS are corn, wheat and other grains, fruit trees, Japanese oysters
3. Examples of ANS are zebra mussels, Hydrilla, ruffe, cholera
4. Source of weight to manipulate the center of balance on a ship, used to aid stability, structural integrity, propulsion, and maneuverability
5. Examples of forms of ballast are cargo, water, stones, gravel
6. The three types of ANS impacts are ecological, economic, and public health
7. a) Ecological impacts – zebra mussels out-competing native mussels for food and substrate, Hydrilla mats shading native plants and resulting in fish kills, ruffe out-competing native fish and not being susceptible to native predators  
b) Economic impacts – expense to clean pipes and outfalls clogged by zebra mussels and Hydrilla, reduction in biological resources, damage to structures  
c) Public health impacts – human pathogens carried in ballast water

### **Section 2-5**

1. Non-indigenous Aquatic Nuisance Prevention and Control Act of 1990 (NANPCA)
2. (1) To promote BWM for operators of all vessels in waters of the U.S.  
(2) To provide voluntary BWM guidelines for all vessels entering the U.S. waters from outside the EEZ.  
(3) To require the reporting of BWM data by all vessels entering U.S. waters from outside the EEZ.
3. Avoid ballast operations in or near marine sanctuaries, marine preserves, marine parks, or coral reefs.  
Avoid taking on ballast water:
  - with harmful organisms and pathogens, such as toxic algal blooms
  - near sewage outfalls.
  - near dredging operations.
  - where tidal flushing is poor or when a tidal stream is known to be more turbid.
  - in darkness when organisms may rise up in the water column.
  - in shallow water or where propellers may stir up the sediment.

Clean ballast tanks regularly

Discharge minimal amounts of ballast water in coastal and internal waters.

Rinse anchors and anchor chains during retrieval to remove organisms and sediments at their place of origin.

Remove fouling organisms from hull, piping, and tanks on a regular basis and dispose of any removed substances in accordance with local, State and Federal regulations.

Maintain a vessel specific BWM plan.

Train vessel personnel in ballast water and sediment management and treatment procedures.

4. National Ballast Information Clearinghouse (NBIC)
5. Aquatic Nuisance Species Task Force

### **Section 3-3**

1. Recreational Activities Committee of the ANS Task Force
2. Physically examine equipment for animals and plant materials that could be clinging to the surface or caught in the various intake and exhaust pipes, dry equipment for at least 5 days before placing the boat into another body of water or the equipment can be cleaned with hot water or high pressured water to remove any organisms.
3. Never release live bait into a body of water
4. Run engine to blow out excess water and vegetation
5. Rudders
6. SCUBA diving, water fowl hunting, recreational harvest of live bait, angling, recreational boating, personal watercraft, seaplanes
7. County extension offices, state departments of natural resources, NOAA Sea Grant offices and the USCG Office of Environmental Standards

## BALLAST WATER REPORTING FORM

IS THIS AN AMENDED BALLAST REPORTING FORM? YES  NO

### 1. VESSEL INFORMATION

### 2. VOYAGE INFORMATION

### 3. BALLAST WATER USAGE AND CAPACITY

Vessel Name:	Arrival Port:	<i>Specify Units Below (m<sup>3</sup>, MT, LT, ST)</i>		
IMO Number:	Arrival Date:	Total Ballast Water on Board:		
Owner:	Agent:	Volume	Units	No. of Tanks in Ballast
Type:	Last Port:	Country of Last Port:		
GT:		Total Ballast Water Capacity:		
Call Sign:	Next Port:	Volume	Units	Total No. of Tanks on Ship
Flag:				

### 4. BALLAST WATER MANAGEMENT

Total No. Ballast Water Tanks to be discharged:

Of tanks to be discharged, how many: Underwent Exchange:  Underwent Alternative Management:

Please specify alternative method(s) used, if any: \_\_\_\_\_

If no ballast treatment conducted, state reason why not: \_\_\_\_\_

Ballast management plan on board? YES  NO  Management plan implemented? YES  NO

IMO ballast water guidelines on board [res. A.868(20)]? YES  NO

### 5. BALLAST WATER HISTORY: Record all tanks to be deballasted in port state of arrival; IF NONE, GO TO #6 (Use additional sheets as needed)

Tanks/ Holds <small>List multiple sources/tanks separately</small>	BW SOURCES				BW MANAGEMENT PRACTICES						BW DISCHARGES			
	DATE DD/MM/YY	PORT or LAT. LONG.	VOLUME (units)	TEMP (units)	DATE DD/MM/YY	ENDPOINT LAT. LONG.	VOLUME (units)	% Exch	METHOD (ER/FT/ ALT)	SEA HT. (m)	DATE DD/MM/YY	PORT or LAT. LONG.	VOLUME (units)	SALINITY (units)

**Ballast Water Tank Codes: Forepeak = FP, Aftpeak = AP, Double Bottom = DB, Wing = WT, Topside = TS, Cargo Hold = CH, Other = O**

6. RESPONSIBLE OFFICER'S NAME AND TITLE, PRINTED AND SIGNATURE: \_\_\_\_\_

owners and operators of OSVs based overseas to submit certified examination reports and statements to the Coast Guard as alternatives to reinspection by the Coast Guard.

*Annual Estimated Burden Hours:* The estimated burden is 143 hours a year.

2. *Title:* Waterfront Facilities Handling Liquefied Natural Gas (LNG) and Liquefied Hazardous Gas (LHG).

*OMB Control Number:* 2115-0552.

*Type of Request:* Extension of a currently approved collection.

*Affected Public:* Owners and operators of waterfront facilities that transfer LNG or LHG.

*Forms:* This collection of information does not require the public to fill out Coast Guard forms, but an operator of a waterfront facility must submit all requests in writing to the Coast Guard when handling and transferring LNG or LHG in bulk.

*Abstract:* LNGs and LHGs present a risk to the public when handled at waterfront facilities. These rules should either prevent accidental releases at waterfront facilities or mitigate their results. They are necessary to promote and verify compliance with safety standards.

*Annual Estimated Burden Hours:* The estimated burden is 3,272 hours a year.

3. *Title:* Working Freeboard of Hopper Dredges-Load Lines and Stability.

*OMB Control Number:* 2115-0565.

*Type of Request:* Extension of a currently approved collection.

*Affected Public:* Owners and operators of self-propelled hopper dredges who request working freeboards.

*Forms:* This collection of information does not require the public to fill out Coast Guard forms. Owners or operators must submit to the Coast Guard calculations showing that their dredges meet certain structural and stability standards for working freeboards.

*Abstract:* This collection of information provides a mechanism for owners and operators of self-propelled hopper dredges to request working freeboards.

*Annual Estimated Burden Hours:* The estimated burden is 46 hours a year.

4. *Title:* Approval of Plans and Records for Subdivision and Stability.

*OMB Control Number:* 2115-0589.

*Type of Request:* Extension of a currently approved collection.

*Affected Public:* Owners, operators, or masters of vessels.

*Forms:* This collection of information does not require the public to fill out Coast Guard forms. Owners or operators must submit to the Coast Guard plans, technical information, or operating instructions before building or altering vessels.

*Abstract:* This collection of information requires owners, operators, or masters of certain inspected vessels to obtain or post various documents as part of the program of the Coast Guard for the safety of commercial vessels.

*Annual Estimated Burden Hours:* The estimated burden is 10,003 hours a year.

5. *Title:* Discharge of Refuse from Ships.

*OMB Control Number:* 2115-0613.

*Type of Request:* Extension of a currently approved collection.

*Affected Public:* Owners, operators, masters, and persons-in-charge of vessels.

*Forms:* This collection of information does not require the public to fill out Coast Guard forms. Operators of U.S. oceangoing ships must maintain refuse-record books.

*Abstract:* The Marine Plastic Pollution Research and Control Act of 1987 requires the keeping of records on the discharge of refuse by oceangoing commercial vessels that are 40 feet in length or more. The rules appear in 33 CFR 151.55.

*Annual Estimated Burden Hours:* The estimated burden is 523,302 hours a year.

Dated: December 20, 2000.

V.S. Crea,

Director of Information and Technology.

[FR Doc. 00-33191 Filed 12-27-00; 8:45 am]

BILLING CODE 4910-15-P

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[USCG-2000-7206]

#### Voluntary Guidelines on Recreational Activities To Control the Spread of Zebra Mussels and Other Aquatic Nuisance Species

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of issuance.

**SUMMARY:** The Coast Guard makes available this final version of the voluntary guidelines for persons engaged in water-related recreational activities (e.g., boating and fishing) to help control the spread of aquatic nuisance species (ANS). The Coast Guard must issue these guidelines per the recommendations prepared by the Aquatic Nuisance Species Task Force. **DATES:** These voluntary guidelines are effective January 29, 2001.

**ADDRESSES:** The Docket Management Facility maintains the public docket for this notice. Comments and material received from the public are a part of this docket and are available for

inspection or copying at room PL-401, on the Plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** For questions on this notice or associated guidelines, call Lieutenant junior grade JoAnne Hanson, Project Manager, Office of Operating and Environmental Standards (G-MSO), Coast Guard, telephone, 202-267-2079. For questions on viewing materials in the docket, call Dorothy Beard, Chief, Dockets, Department of Transportation, telephone 202-366-9329.

#### SUPPLEMENTARY INFORMATION:

#### What Is the Regulatory History of the Voluntary Guidelines?

On April 13, 2000, we published a notice and request for comments entitled "Voluntary Guidelines on Recreational Activities to Control the Spread of Zebra Mussels and Other Aquatic Nuisance Species" in the *Federal Register* (65 FR 19953). We received four comment letters. On May 4, 2000, we published a correction notice in the *Federal Register* (65 FR 25980) citing minor editorial corrections to the notice and request for comments. No public hearing was requested and none was held.

#### What Comments Did the Coast Guard Receive in Response to Its Notice and Request for Comments and What Changes, if Any, Were Made to the Voluntary Guidelines as a Result of These Comments?

We received four comment letters in response to the notice and request for comments. Each of the four comment letters expresses support for the proposed guidelines, including the distribution of educational and outreach materials.

One comment proposes that the Coast Guard work with associations, educational institutions, or agencies that conduct education and outreach on recreational activities as part of their overall mission.

As a member of the Aquatic Nuisance Species Task Force (ANSTF), the Coast Guard is represented on the Task Force's Communication, Education and Outreach Committee. This committee was established to provide the Task Force with a way to support the congressional mandates through outreach campaigns. The committee is currently working on creating a National Aquatic Nuisance Species Campaign and these voluntary guidelines will play

an important role in that effort. The Coast Guard will also rely on the Coast Guard Auxiliary to promote these guidelines to the boating public through their boating safety courses.

One comment suggests clarifying the term "natural resource managers and others" used in the guidelines under the heading "What activities do the voluntary guidelines address and what are the recommended procedures?"

The Coast Guard intends for the various county, regional, and State agencies to use the voluntary guidelines as basic guidelines to incorporate into their own aquatic nuisance species materials, which they can distribute in their areas, including specific points of contact.

One comment suggests that the Coast Guard purchase public service television spots to televise the educational videos. The comment also suggests that we make the guidelines available on the Coast Guard's web page.

As noted previously, as a member of the ANSTF's Communication, Education, and Outreach Committee, the Coast Guard is involved in the development of a national campaign to highlight these voluntary guidelines. A variety of outreach materials are being developed to publicize the guidelines. We expect televised publicity to be considered as well. The guidelines are currently available on the Coast Guard's web page.

One comment suggests using a species other than the spiny water flea to illustrate the efficacy of drying because the spiny water flea's resting stage eggs, which it produces seasonally, can tolerate drying indefinitely, although the adult female cannot.

In response to this comment, the ANSTF Recreational Activities Committee (RAC) has recommended that we change the wording at the end of paragraph (e), entitled "Boating," under the "Pathway-Specific Guidelines" heading to read as follows: " \* \* \* reduce the risk \* \* \* " instead of " \* \* \* prevent the transport \* \* \* " We have made this wording change.

One comment suggests that, in the first bullet under "Never do the following," under "Generic Guidelines," we remove the word "from" and add the words "to or from." The sentence would then read as follows: "Never transport plants, animals, mud, or water to or from lakes, rivers, wetlands, and coastal waters." We have revised the wording under the "Generic Guidelines" based on this suggestion.

### Why Is the Coast Guard Issuing Voluntary Guidelines?

To comply with the National Invasive Species Act of 1996 (NISA), we are issuing voluntary guidelines for recreational activities to control the spread of zebra mussels and other Aquatic Nuisance Species (ANS). Those guidelines will be explained in pamphlets, videos, and other types of outreach materials.

The voluntary guidelines in this notice are based on the ones drafted and recommended by the RAC. The guidelines developed by the Committee are available in the docket and may be accessed on the Internet at <http://dms.dot.gov>.

### What Are Aquatic Nuisance Species (ANS)?

ANS are organisms introduced into non-native habitats and are often freed from the natural predators, parasites, pathogens, and competitors that have kept them in check. Once established, these organisms can displace native species; they can impede municipal, industrial, and private water-intake systems; and they can degrade aquatic ecosystems.

The introduction of most ANS is the work of humans. In some cases, this is accidental. In addition to overland transport of boats, which has long been identified as a key dispersal pathway, there are many others. The other human activities that can disperse ANS include angling, scuba diving, and waterfowl hunting.

Establishing these final voluntary guidelines will help to promote good habits that will control the spread of ANS. Surveys have shown that participants in recreational activities will take necessary precautions if they know what to do. Conversely, they will not take precautions unless they know what to do.

### What Is the Purpose of the Voluntary Guidelines?

The voluntary guidelines will give the public clear, concise information on how to avoid the transport of ANS. These voluntary guidelines provide specific procedures that individuals engaged in the corresponding recreational activity can follow so they will not accidentally transport ANS.

### What Activities Do the Voluntary Guidelines Address and What Are the Recommended Procedures?

These voluntary guidelines address the following water-related recreational activities: Scuba diving; waterfowl hunting; harvesting of bait by

recreational anglers; angling; boating; operating seaplanes; and operating personal watercraft. These voluntary guidelines are intended to assist natural resource managers and others involved in educating individuals who participate in these recreational activities about the problems associated with the spread of ANS in the United States.

### Voluntary Guidelines for Recreational Activities To Control the Spread of Zebra Mussels and Other Aquatic Nuisance Species

#### Generic Guidelines

Some guidelines are appropriate for any recreational activity associated with water. The generic preventive-guidelines that follow apply to most recreational activities occurring in marine and inland waters. In addition to these guidelines, States and provinces may include specific laws and guidelines for their areas.

Always do the following:

- Always inspect equipment (in the broadest sense, e.g., boats, planes, trailers, decoy anchors, SCUBA gear, and lures) for visible plants and animals before transporting.

- Always remove visible plants and animals from equipment (expel plants, animals, and water from internal parts).

- Always drain water from equipment before transporting.

- Always clean equipment that has been in infested waters before placing it in other waters (see the "Pathway-specific guidelines" section for specific methods).

- Always report questionable species to your resource agency for identification. Information is available from many sources about identification of ANS; however, specimens are needed to confirm sightings. Many jurisdictions have different rules regarding possession and transport. Always ask your local natural resources management agency for instructions.

Avoid the following:

- Transporting plants, animals, mud, or water to or from lakes, rivers, wetlands, and coastal waters.

- Releasing animals or plants (e.g., aquarium species, bait, or water garden plants) into the wild unless you release them into the same waterbody or location where the species came from.

#### Pathway-Specific Guidelines

These guidelines cover recreational activities that are potential pathways for transferring ANS. Individuals engaged in these activities should follow these guidelines to help prevent the spread of ANS. You should note that States and

provinces may add to these voluntary guidelines their own related laws and guidelines, if any, regarding transport or possession of ANS.

#### (a) Scuba Diving

You can unintentionally transport ANS, such as the zebra mussel, spiny water flea, and Eurasian water milfoil, from one body of water to another on your scuba-diving gear. You should take precautions to reduce the risk of spreading these unwanted species, especially when diving in different waters on the same or consecutive days.

Many scuba divers believe that zebra mussels have benefited the sport by improving visibility in the waters they inhabit. They soon learn, however, that geological formations and shipwrecks that once attracted divers are encrusted with layers of zebra mussels, which obscure these objects. The harm to the environment, the fisheries, and industrial, municipal, and private water intakes far outweighs any benefit.

Any objects removed from the water have the potential of introducing ANS to new waters. By adhering to the guidelines that follow, you can help prevent the spread of ANS when you scuba dive, and you can help protect the environment from the harmful impacts of these species. Guidelines:

- Inspect your equipment.
- Remove any plants, mud, or animals that are visible before leaving all waters.
- Drain water from buoyancy compensator (bc), regulator, tank boot, and any other equipment that may hold water before leaving all waters.
- ANS can survive for a period of time on wet scuba gear or in water. Therefore, do at least one of the following:

(1) Dry your suit and all equipment completely before diving in different waters, and rinse the inside of your bc with hot or salted water as described in items (2) and (3), which immediately follow.

(2) Submerge and wash your suit and equipment, and rinse the inside of your bc with hot water (at least 40 °C or 104 °F).

(3) Submerge and wash your suit and equipment in a tub or tote containing salted water (½ cup of salt dissolved in one gallon of water); rinse the inside of your bc with the salted solution; and rinse your equipment with clean water.

#### (b) Waterfowl Hunting

Nonindigenous ANS such as the zebra mussel, purple loosestrife, and Eurasian water milfoil can damage habitat for fish, waterfowl, and other wildlife. Waterfowl hunters should be aware that

it is possible to inadvertently spread ANS from one lake or wetland to another via boats, motors, trailers, and decoys. Waterfowlers should assume that any fragments of aquatic plants could be potentially harmful and should not be transported from one wetland, lake, river, or coastal area to another. In addition, zebra mussels and their microscopic larvae can attach to aquatic plants. If fragments of these plants are transported, they can inadvertently transport zebra mussels to other waters.

By following the guidelines on recreational activities, you can help prevent the spread of ANS via waterfowl hunting. Guidelines:

Before the hunting season—

- Switch to elliptical, bulb-shaped, or strap anchors on decoys, which avoid collecting submerged and floating aquatic plants; or
- If boats are moored in waters infested with zebra mussels, use the following tips to remove or kill zebra mussels or other aquatic animals and plants that might be in or on your boat:

(1) Remove any visible zebra mussels from the boat and wash and rinse the boat with hot water; or

(2) Spray the boat with high-pressure water; or

(3) Dry all parts of the boat for at least 5 days before placing it into another waterbody.

After hunting—

- Inspect waders or hip boots; remove aquatic plants; and, where possible, rinse mud from them before leaving the waters;
- Remove aquatic plants, animals, and mud that are attached to decoy lines or anchors; and
- Drain the water from boats before transporting to other waters.

Between hunting trips—

- Inspect equipment for any aquatic plants, animals, and mud not removed after hunting; remove and dispose of them on land away from the waters; and
- Follow the guidelines for boaters in paragraph (e).

#### (c) Recreational Anglers' Harvest of Live Bait (Non-Commercial Harvest)

The guidelines that follow apply to the non-commercial harvesting of live bait by recreational anglers.

Nonindigenous species can lodge in nets and other equipment used to harvest baitfish and can be unintentionally transported into non-infested waters. Some species can survive up to 2 weeks out of water and remain viable when dislodged into another waterbody. Non-target ANS species like ruffe and round goby, as well as fragments of aquatic nuisance plants, such as hydrilla or Eurasian

water milfoil, can be harvested along with target baitfish species. If such species are transferred to non-infested waters, they can have harmful effects on native fish populations. To help prevent the transfer of these species, you should conduct the procedures that follow during or after the harvest of live bait for personal use.

Guidelines:

- Inspect harvested live bait for non-target species, and remove them where harvested.
- Always dispose of unwanted live bait on land (away from contact with waters) before leaving the waters. Never release live bait into another body of water or move aquatic plants or animals from one waterbody into a different waterbody.
- Remove all aquatic plants from boats, trailers, nets, or other equipment while on shore before leaving the waterbody access.
- Before reusing nets, roll out, hand clean, and dry them.
- Drain water from boats (cooling stem of motors) and equipment (bilge pump, tubs, live wells, etc.) before leaving any waterbody access.
- Never use water from infested waters to transport live bait to other waters. In many States and provinces, live bait harvested from designated infested waters is illegal. Check with your local State natural resource agency before you collect live bait.
- In areas where harvest of bait from infested waters is legal, avoid using the same equipment in infested and non-infested waters. Some aquatic nuisance species once removed from infested waters can survive up to two weeks in a moist environment. By drying surfaces where they can be lodged or attached, you can substantially reduce the risk of transporting them in boats and equipment.
- Rinse all equipment, including boats and trailers, with tap water and dry them for as long as possible, but for at least 5 days before re-use, especially in other waters. Before re-use, you should roll out nets, hand clean them, and dry them for a minimum of 10 days, or freeze them for 2 days.
- The following applies to disinfection, specific to zebra mussels, of equipment that is difficult to treat with drying and washing methods (use these methods away from the waterbody):
  - (1) As an added equipment treatment, a dip of 100 percent vinegar for 20 minutes can kill small zebra mussels and may be effective against other ANS.
  - (2) Treatment with other chemicals such as a 1-percent solution of table salt

for 24 hours can be as effective as a dip of vinegar.

The recipes provided in the following table are for a 1-percent solution of table salt (sodium chloride) treatment in water.<sup>1</sup>

Gallons of water	Cups of salt*
5 .....	$\frac{2}{3}$
10 .....	1 $\frac{1}{4}$
25 .....	3
50 .....	6 $\frac{1}{4}$
100 .....	12 $\frac{3}{4}$

\* Based on 312 g per cup.

#### (d) Angling

The introduction of ANS can cause significant changes in freshwater and marine ecosystems. Populations of prey and game fish can be significantly harmed by the presence of species such as the sea lamprey, Asian swamp eel, Chinese carp, and zebra mussel. Some aquatic nuisance plants (e.g., hydrilla, Eurasian water milfoil, and water hyacinth) may limit the viable fishing area of inland waters. You can help prevent the transfer of ANS by following

the guidelines in this section whenever you engage in angling.

#### Guidelines

- Dispose of unwanted live bait on land before leaving the waterbody. Never release live bait into a different body of water or move aquatic plants or animals from one waterbody to another.
- Wash and dry your boat, tackle, downriggers, float tube, waders, and other equipment to remove or kill harmful species that were not visible at the boat launch.
- Inspect all fish caught using seines, dipnets, or other types of netting; remove and properly discard all non-target species.

#### (e) Boating

ANS, such as the zebra mussel, spiny water flea, and Eurasian water milfoil, can be unintentionally transported through water-related recreation activities because some ANS can survive many days out of water. If you are a water recreationalist (watercraft users), there are some important actions you can take to reduce the risk of transport of ANS from one waterbody to another.

#### Guidelines

- Before leaving all waters, inspect your boat (sailboats check centerboard and bilgeboard wells, and keel boats check the rudder-post area), trailer (check axles, runners, lights, and rollers), and other boating equipment (check anchors, water-skis, or other tow lines), and remove any plants, animals, or mud that are visible (see diagram 1).
- Drain water from the motor, livewell, bilge, and transom wells while on land and before leaving all waters.
- Wash and dry your boat, tackle, fishing lines, downriggers, trailer, and other boating equipment to kill harmful species that were not visible at the boat launch. You can do this on your way home or once you arrive home.
- Before you transport to other waters, do one of the following:
  - (1) Rinse your boat and boating equipment with hot (greater than 40 °C or 104 °F) tap water.
  - (2) Spray your boat and trailer with high-pressure water.
  - (3) Dry your boat and equipment for at least 5 days.

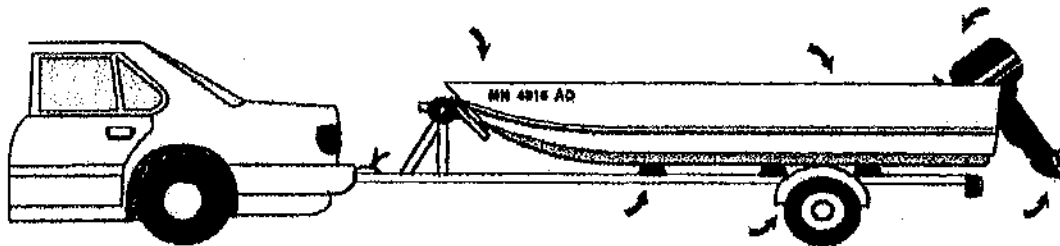


Diagram (1)

For your information, the U.S. Fish and Wildlife Service, in conjunction with Canadian officials and other partners, are implementing the 100th Meridian Initiative, which focuses on preventing the westward spread of zebra mussels and other ANS by boat inspections and by dissemination of posters, brochures, and other information about ANS. There are many other State and Federal initiatives focusing on controlling the spread of ANS. Consult your local Fish and Wildlife Service facility or other appropriate State or Federal natural resource management agency for additional information.

#### (f) Seaplanes

Many ANS, such as the zebra mussel and Eurasian water milfoil, can be unintentionally transported from one waterbody to another on the floats of seaplanes. Therefore, it is important to clean the aircraft to remove ANS before traveling, rather than after landing at new locations. In addition, it is important for you to incorporate the procedures listed here into the operation of your seaplane. However, plane safety is the first priority when considering and following these guidelines.

#### Guidelines:

Before entering the aircraft—

- Inspect and remove aquatic plants from the floats, wires or cables, and water rudders;
- Pump floats, which may contain infested water; and
- If moored in waters infested by zebra mussels for extended periods, check the transom, chine, bottom, wheel wells, and step area of floats (see diagram 2). If zebra mussels are present on the floats, you can use (any) one of the following methods to remove or kill them:
  - (1) Wash the floats with hot water.
  - (2) Spray the floats with high-pressure water.
  - (3) Dry all parts of the floats for at least 5 days. Before takeoff—

<sup>1</sup> Adapted from "Fisheries Scientist's Pocket Reference" booklet by Iowa Chapter of the

American Fisheries Society, 1991, by Doug Jensen, University of Minnesota Sea Grant Program.

- Avoid taxiing through heavy surface growths of aquatic plants before takeoff;

- Raise and lower water rudders several times to clear off plants. This will also minimize cable stretch and improve the effectiveness of the rudders for steering.

After takeoff—

- Raise and lower water rudders several times to free fragments of aquatic plants while over the waters you are leaving or while over land; and

- If aquatic plants remain visible on floats or water rudders, return to the lake and remove the plants.

Storage or mooring—

- Remove aircraft from the water, as is often done at seaplane bases, and allow all parts of the floats to dry. A few days of hot, summer temperatures will kill adult zebra mussels (longer drying times of up to 10 days are required to kill adult mussels during cool, humid weather); and \*

- Aircraft moored for extended periods in zebra-mussel-infested waters may have zebra mussels attached to the

floats and should be cleaned regularly. In remote locations, where zebra mussels are present, but where there are no provisions for drying, spraying, or treating the floats with hot water, the best option available for preventing the spread of the mussels is to hand-clean the submerged portions of floats with a scrub brush and to physically remove adult mussels. (Aircraft moored for extended periods in zebra-mussel-infested waters may have zebra mussels attached to the floats and should be cleaned regularly.)

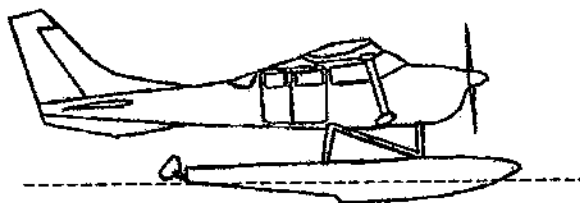


Diagram (2)

#### (g) Personal Watercraft

Personal watercraft that have jet-drive systems require some extra precautions to avoid ANS. A pump pulls water in through an opening under the craft, and the impeller (an internal propeller) forces water out, moving the craft forward. ANS can easily get lodged in the jet-drive system and get transported if the watercraft is taken from one waterbody to another. A small piece of Eurasian water milfoil, or other ANS, caught in the impellers can infest a new lake or river. Zebra mussels can survive in excess water in the jet drive and spread to other waters. By applying the following guidelines, you can help prevent the transfer of ANS via your personal watercraft.

##### Guidelines:

In the water—

- Avoid running the engine through aquatic plants near the boat access; and
- Push or winch the watercraft up on the trailer without running the engine.

On the trailer—

- After you pull the watercraft from the water, start the engine for 5 to 10 seconds to blow out any excess water and vegetation. (The dark, damp, enclosed area of the impeller provides an ideal environment for aquatic nuisance plants to survive.); and
- After the engine stops, pull plants out of the steering nozzle. Inspect your trailer and any other sporting equipment

for fragments of aquatic plants, and remove them before you leave the access area.

After trailering and before re-use—

- Wash and dry your watercraft and equipment to kill or remove harmful species that you did not see at the boat launch. You can do this on your way home or once you arrive home. Choose one of the following methods of disinfection before transporting to another waterbody:

- (1) Rinse your watercraft and other equipment with hot (greater than 40 °C or 104 °F) tap water.

- (2) Spray your watercraft and trailer with high-pressure water.

- (3) Dry your watercraft and equipment for at least 5 days.

Dated: December 19, 2000.

R.C. North,

*U.S. Coast Guard, Assistant Commandant for Marine, Safety and Environmental Protection.*  
[FR Doc. 00-33076 Filed 12-27-00; 8:45 am]

BILLING CODE 4910-15-P

#### DEPARTMENT OF TRANSPORTATION

##### Coast Guard

[USCG-2000-8568]

#### Revised Recertification Procedure for Alternative Voluntary Advisory Groups in Lieu of Councils, Prince William Sound and Cook Inlet, AK

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposal to change procedure; request for comments.

**SUMMARY:** Under the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990, the Coast Guard may certify, on an annual basis, an alternative voluntary advisory group in lieu of a Regional Citizen's Advisory Council for Cook Inlet and Prince William Sound regions of Alaska. The purpose of this notice is to inform the public that the Coast Guard intends to revise the procedure by which the alternative voluntary advisory groups undergo annual recertification with the objective of streamlining the administrative burden to the advisory groups, the Coast Guard and other involved parties.

**DATES:** Comments must reach the Document Management Facility on or before February 12, 2001.

**ADDRESSES:** To make sure your written comments and related material are not entered more than once in the docket,