

■ 26. Revise § 703.113 to read as follows:

**§ 703.113 Marine insurance contracts.**

A longshoremen's policy, or the longshoremen's endorsement provided for by § 703.109 for attachment to a marine policy, may specify the particular vessel or vessels in respect of which the policy applies and the address of the employer at the home port thereof. The report of the issuance of a policy or endorsement required by § 703.116 must be made to DLHWC and must show the name and address of the owner as well as the name or names of such vessel or vessels.

■ 27. Revise § 703.114 to read as follows:

**§ 703.114 Notice of cancellation.**

Cancellation of a contract or policy of insurance issued under authority of the Act will not become effective otherwise than as provided by 33 U.S.C. 936(b); 30 days before such cancellation is intended to be effective, notice of a proposed cancellation must be given to the district director and the employer in accordance with the provisions of 33 U.S.C. 912(c). The notice requirements of 33 U.S.C. 912(c) will be considered met when:

(a) Notice to the district director is given by a method specified in § 702.101(a) of this chapter or in the same manner that reports of issuance of policies and endorsements are reported under § 703.116; and

(b) Notice to the employer is given by a method specified in § 702.101(b) of this chapter.

■ 28. Revise § 703.116 to read as follows:

**§ 703.116 Report by carrier of issuance of policy or endorsement.**

Each carrier must report to DLHWC each policy and endorsement issued by it to an employer whose employees are engaging in work subject to the Act and its extensions. Such reports must be made in a manner prescribed by OWCP. Reports made to an OWCP-authorized intermediary, such as an industry data collection organization, satisfy this reporting requirement.

■ 29. Revise § 703.117 to read as follows:

**§ 703.117 Report; by whom sent.**

The report of issuance of a policy and endorsement provided for in § 703.116 or notice of cancellation provided for in § 703.114 must be sent by the home office of the carrier, except that any carrier may authorize its agency or agencies in any compensation district to make such reports, provided the carrier

notifies DLHWC of the agencies so duly authorized.

■ 30. Revise § 703.118 to read as follows:

**§ 703.118 Agreement to be bound by report.**

Every applicant for the authority to write insurance under the provisions of this Act, will be deemed to have included in its application an agreement that the acceptance by DLHWC of a report of insurance, as provided for by § 703.116, binds the carrier to full liability for the obligations under this Act of the employer named in said report, and every certificate of authority to write insurance under this Act will be deemed to have been issued by the Office upon consideration of the carrier's agreement to become so bound. It will be no defense to this agreement that the carrier failed or delayed to issue the policy to the employer covered by this report.

**§ 703.119 [Removed and Reserved]**

■ 31. Remove and reserve § 703.119.

■ 32. Revise § 703.120 to read as follows:

**§ 703.120 Name of one employer only in each report.**

For policies that are reported to DLHWC on Form LS-570 (Carrier's Report of Issuance of Policy), a separate report of the issuance of a policy and endorsement, provided for by § 703.116, must be made for each employer covered by a policy. If a policy is issued insuring more than one employer, a separate form LS-570 for each employer so covered must be sent to DLHWC in the manner described in § 703.116, with the name of only one employer on each form.

**§ 703.502 [Removed and Reserved]**

■ 33. Remove and reserve § 703.502.

Signed at Washington, DC, this 25th day of February, 2015.

**Leonard J. Howie III,**

*Director, Office of Workers' Compensation Programs.*

[FR Doc. 2015-05103 Filed 3-11-15; 8:45 am]

**BILLING CODE 4510-CR-P**

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 117**

[Docket No. USCG-2015-0151]

**Drawbridge Operation Regulation; Columbia River, Vancouver, WA**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of deviation from drawbridge regulations.

**SUMMARY:** The Coast Guard has issued a temporary deviation from the operating schedule that governs the Burlington Northern Santa Fe (BNSF) Railway Bridge across the Columbia River, mile 105.6, at Vancouver, WA. This deviation is necessary to accommodate maintenance to replace movable rail joints. This deviation allows the bridge to remain in the closed position during maintenance activities.

**DATES:** This deviation is effective from 5 p.m. on April 27, 2015, until 9 a.m. on April 28, 2015.

**ADDRESSES:** The docket for this deviation, [USCG-2015-0151] is available at <http://www.regulations.gov>. Type the docket number in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this temporary deviation, call or email Mr. Steven Fischer, Bridge Administrator, Thirteenth Coast Guard District; telephone 206-220-7282, email [d13-pf-d13bridges@uscg.mil](mailto:d13-pf-d13bridges@uscg.mil). If you have questions on viewing the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone 202-366-9826.

**SUPPLEMENTARY INFORMATION:** BNSF has requested that the BNSF Swing Bridge across the Columbia River, mile 105.6, remain closed to vessel traffic to install final components of a Washington State DOT funded program for passenger service. During this installation period, the swing span of the BNSF Railway Bridge across the Columbia River at Vancouver, WA, will be in the closed-to-navigation position, however, the span may be opened for emergency vessels responding to any calls. The

BNSF Swing Bridge, mile 105.6, provides 39 feet of vertical clearance above Columbia River Datum 0.0 while in the closed position. Vessels able to pass through the bridge in the closed positions may do so at anytime. The current operating schedule for the bridge is set out in 33 CFR 117.5. The normal operating schedule for the BNSF Swing Bridge states that the bridge must open promptly and fully on request. This deviation allows the swing span of the BNSF Railway Bridge across the Columbia River, mile 105.6, to remain in the closed-to-navigation position, and need not open for maritime traffic from 5 p.m. on April 27, 2015 until 9 a.m. on April 28, 2015. The bridge shall operate in accordance to 33 CFR 117.5 at all other times. Waterway usage on this part of the Columbia River includes vessels ranging from commercial tug

and tow vessels to recreational pleasure craft including cabin cruisers and sailing vessels. The bridge can be opened for emergency vessels in response to a call, however, if an opening for emergencies is needed, an extension of this deviation will be required to complete the work. No immediate alternate route for vessels to pass is available on this part of the river. The Coast Guard will also inform the users of the waterways through our Local and Broadcast Notices to Mariners of the change in operating schedule for the bridge so that vessels can arrange their transits to minimize any impact caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the designated time period. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: March 5, 2015.

**Steven M. Fischer,**

*Bridge Administrator, Thirteenth Coast Guard District.*

[FR Doc. 2015-05628 Filed 3-11-15; 8:45 am]

**BILLING CODE 9110-04-P**

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 98

#### Mandatory Greenhouse Gas Reporting

##### CFR Correction

In Title 40 of the Code of Federal Regulations, Parts 96 to 99, revised as of July 1, 2014, on pages 696 through 698, in subpart I of part 98, tables I-5 through I-7 are corrected to read as follows:

**TABLE I-5 TO SUBPART I OF PART 98—DEFAULT EMISSION FACTORS (1-U<sub>ij</sub>) FOR GAS UTILIZATION RATES (U<sub>ij</sub>) AND BY-PRODUCT FORMATION RATES (B<sub>ijk</sub>) FOR MEMS MANUFACTURING**

Process type factors	Process gas i											
	CF <sub>4</sub>	C <sub>2</sub> F <sub>6</sub>	CHF <sub>3</sub>	CH <sub>2</sub> F <sub>2</sub>	C <sub>3</sub> F <sub>8</sub>	C <sub>4</sub> F <sub>8</sub>	NF <sub>3</sub> Re-mote	NF <sub>3</sub>	SF <sub>6</sub>	C <sub>4</sub> F <sub>6a</sub>	C <sub>3</sub> F <sub>8a</sub>	C <sub>4</sub> F <sub>8Oa</sub>
Etch 1-U <sub>i</sub> .....	0.7	10.4	10.4	10.06	NA	10.2	NA	0.2	0.2	0.1	0.2	NA
Etch BCF <sub>4</sub> .....	NA	10.4	10.07	10.08	NA	0.2	NA	NA	NA	10.3	0.2	NA
Etch BC <sub>2</sub> F <sub>6</sub> .....	NA	NA	NA	NA	NA	0.2	NA	NA	NA	10.2	0.2	NA
CVD Chamber Cleaning 1-U <sub>i</sub> .....	0.9	0.6	NA	NA	0.4	0.1	0.02	0.2	NA	NA	0.1	0.1
CVD Chamber Cleaning BCF <sub>4</sub> .....	NA	0.1	NA	NA	0.1	0.1	20.02	20.1	NA	NA	0.1	0.1
CVD Chamber Cleaning BC <sub>3</sub> F <sub>8</sub> .....	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0.4

**Notes:** NA = Not applicable; i.e., there are no applicable default emission factor measurements for this gas. This does not necessarily imply that a particular gas is not used in or emitted from a particular process sub-type or process type.

<sup>1</sup> Estimate includes multi-gas etch processes.

<sup>2</sup> Estimate reflects presence of low-k, carbide and multi-gas etch processes that may contain a C-containing fluorinated GHG additive.

**TABLE I-6 TO SUBPART I OF PART 98—DEFAULT EMISSION FACTORS (1-U<sub>ij</sub>) FOR GAS UTILIZATION RATES (U<sub>ij</sub>) AND BY-PRODUCT FORMATION RATES (B<sub>ijk</sub>) FOR LCD MANUFACTURING**

Process type factors	Process gas i									
	CF <sub>4</sub>	C <sub>2</sub> F <sub>6</sub>	CHF <sub>3</sub>	CH <sub>2</sub> F <sub>2</sub>	C <sub>3</sub> F <sub>8</sub>	C <sub>4</sub> F <sub>8</sub>	NF <sub>3</sub> Re-mote	NF <sub>3</sub>	SF <sub>6</sub>	
Etch 1-U <sub>i</sub> .....	0.6	NA	0.2	NA	NA	0.1	NA	NA	0.3	
Etch BCF <sub>4</sub> .....	NA	NA	0.07	NA	NA	0.009	NA	NA	NA	
Etch BCHF <sub>3</sub> .....	NA	NA	NA	NA	NA	0.02	NA	NA	NA	
Etch BC <sub>2</sub> F <sub>4</sub> .....	NA	NA	0.05	NA	NA	NA	NA	NA	NA	
CVD Chamber Cleaning 1-U <sub>i</sub> .....	NA	NA	NA	NA	NA	NA	0.03	0.3	0.9	

**Notes:** NA = Not applicable; i.e., there are no applicable default emission factor measurements for this gas. This does not necessarily imply that a particular gas is not used in or emitted from a particular process sub-type or process type.

**TABLE I-7 TO SUBPART I OF PART 98—DEFAULT EMISSION FACTORS (1-U<sub>ij</sub>) FOR GAS UTILIZATION RATES (U<sub>ij</sub>) AND BY-PRODUCT FORMATION RATES (B<sub>ijk</sub>) FOR PV MANUFACTURING**

Process type factors	Process gas i									
	CF <sub>4</sub>	C <sub>2</sub> F <sub>6</sub>	CHF <sub>3</sub>	CH <sub>2</sub> F <sub>2</sub>	C <sub>3</sub> F <sub>8</sub>	C <sub>4</sub> F <sub>8</sub>	NF <sub>3</sub> Re-mote	NF <sub>3</sub>	SF <sub>6</sub>	
Etch 1-U <sub>i</sub> .....	0.7	0.4	0.4	NA	NA	0.2	NA	NA	0.4	
Etch BCF <sub>4</sub> .....	NA	0.2	NA	NA	NA	0.1	NA	NA	NA	
Etch BC <sub>2</sub> F <sub>6</sub> .....	NA	NA	NA	NA	NA	0.1	NA	NA	NA	
CVD Chamber Cleaning 1-U <sub>i</sub> .....	NA	0.6	NA	NA	0.1	0.1	NA	0.3	0.4	