

previously downloaded so as to be accessible without internet access.<sup>1</sup>

Without the traditional requirements of having a paper copy on board a vessel, the proposed 2-minute standard was intended to set a reasonable limit on how “ready reference” could be interpreted for an electronic version that comes from a computer drive or the internet. The proposed time standard was also meant to reduce the inherent and unavoidable variation which results from marine inspections being conducted by many different inspectors with a variety of backgrounds and experience. We have not set such a specific time duration standard for paper copies in 33 CFR 83.01 or 161.4, and, if we are to introduce such a standard for the electronic equivalent, that would best be done by amending those regulations. If a maximum time period is to be established to access “ready reference” publications, it should apply equally whether the rules are viewed on a printed page or an electronic screen.

In terms of the time it takes to display an electronic version of the publication, the “ready reference” standard applies to an electronic version as if it were a paper version of the publication on a vessel. In consideration of the decision to allow “carriage via internet access,” the Coast Guard recognizes that many of the navigation publications required to be carried are used primarily for voyage planning. These publications must be current and accessible, but not ready reference.

Depending on vessel heading, masts or other topside obstructions may block antennas from receiving a signal. Additionally, connectivity may be intermittent or unavailable for short durations of a voyage. This temporary unavailability may not interfere with voyage planning activities, but even brief periods of unavailability could result in an unacceptable delay in accessing the Inland Navigation Rules and VTS Rules that are required to be ready reference. Maintaining downloaded copies will also ensure continuous access while maneuvering through close quarters situations when these ready reference publications may be most needed.

It should be noted that NVIC 01–16 Change 2 provides a voluntary equivalency for the purposes of carriage requirements between paper and electronic charts, and between paper and electronic versions of the Inland

Navigation Rules and VTS Rules required for navigation. Vessel operators may continue to meet carriage requirements for all publications, including VTS Rules and the Inland Navigation Rules, in the traditional fashion by maintaining a paper (hard copy) reference.

**Publication subscription service:** Another commenter suggested that his company could sell a specific subscription service that provides up-to-date electronic versions of all the publications required for the purpose of carriage, but they were unable to obtain Coast Guard approval for this service at the time it was originally proposed. The Coast Guard does not require the use of any fee-based service to access these rules and publications. Nor does the Coast Guard prohibit the establishment of fee-based services to aid with the carriage of publications. However, all publications required for carriage under the CFR titles referenced by this NVIC are available free of charge from their respective governmental agencies’ public websites.

Citing an example of issues his company encountered relating to providing printed oil record books, the same commenter stated that there is a need for the Coast Guard to clearly state what it wants with respect to this NVIC Change 2. We believe that the NVIC 01–16 Change 2 policy is very clearly written, so that companies seeking to offer products to enable mariners to use electronic charts and publications, as well as Coast Guard inspectors, will understand exactly what is required to meet NVIC 01–16 Change 2 equivalency standards. Regarding the commenter’s example, we note that oil record books, which are required under the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex I, and 33 CFR part 151, are outside the scope of this NVIC. The Coast Guard did not revise the NVIC Change 2 in response to this comment.

**Support for proposed action:** Two other commenters were supportive of the proposed NVIC announced in September 2019 and of allowing certain navigation publications to be accessed electronically.

The Coast Guard appreciates all the comments received. We will continue to study this issue in light of the comments received and our experience with mariners’ implementation of this policy before issuing other notices or policy letters on this matter.

#### IV. Cost Savings Analysis

The Coast Guard prepared a Deregulatory Savings Analysis for the

September 2019 initial notice of availability of NVIC 01–16 Change 2 that identified and examined the potential costs and cost savings associated with implementing the new equivalency determination for carriage. The Coast Guard received no comments on this analysis, but we did receive comments on the NVIC that caused us to change our ready reference equivalency standard. Changing this standard impacts the estimated cost savings. Additionally, the Coast Guard identified typographical and other grammatical errors that have been corrected in the final version along with updating the cost savings estimates based on the changes to the final notice. This analysis is available in the docket, where indicated under the **ADDRESSES** portion of this document.

#### V. Public Availability of NVIC 01–16 Change 2

A version of NVIC 01–16 Change 2 with an issue date of May 21, 2020, will be placed in the docket for this notice. Also, NVIC 01–16 Change 2 will be located on the following Commandant website: <https://www.dco.uscg.mil/Our-Organization/NVIC/>. This version contains the NVIC’s enclosures—Enclosure (1), Equivalency determination for “Marine Charts,” “Charts,” or “Maps;” “Publications;” and navigation functions; and Enclosure (2), Guidelines for inspecting and using electronic charts and publications.

Dated: May 21, 2020.

**R.V. Timme,**

*Rear Admiral, U.S. Coast Guard, Assistant Commandant for Prevention Policy.*

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**BILLING CODE 9110–04–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[Docket No. USCG–2019–0877]

### National Merchant Mariner Medical Advisory Committee; Initial Solicitation for Members

**AGENCY:** U.S. Coast Guard, DHS.

**ACTION:** Request for applications.

**SUMMARY:** The Coast Guard is requesting applications from persons interested in serving as a member of the National Merchant Mariner Medical Advisory Committee (“Committee”). This recently established Committee advises the Secretary of the Department of Homeland Security on matters relating to: Medical certification determinations for the issuance of licenses, certification

<sup>1</sup> This was the only substantive change to NVIC 01–16 Change 2 we made from the version we posted in the docket when we invited comments in September 2019.

of registry, and merchant mariners' documents with respect to merchant mariners; medical standards and guidelines for the physical qualifications of operators of commercial vessels; medical examiner education; and medical research. Please read this notice for a description of 14 Committee positions we are seeking to fill.

**DATES:** Completed application should reach the Coast Guard on or before July 27, 2020.

**ADDRESSES:** Applicants should send a cover letter expressing interest in an appointment to the National Merchant Mariner Medical Advisory Committee and a resume detailing their experience. We will not accept a biography. Applications should be submitted via one of the following methods:

- *By Email (preferred):*

Michael.W.Lalor@uscg.mil. Subject Line: N-MEDMAC

- *By Fax:* 202-372-4908; ATTN: Michael Lalor, Alternate Designated Federal Officer; or

- *By Mail:* Michael Lalor, Alternate Designated Federal Officer, Commandant (CG-MMC-2), U.S. Coast Guard Stop 7509, 2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7509

**FOR FURTHER INFORMATION CONTACT:**

Michael Lalor, Alternate Designated Federal Officer of the Merchant Mariner Medical Advisory Committee; Telephone 202-372-2357; or Email at [MMCPolicy@uscg.mil](mailto:MMCPolicy@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The National Merchant Mariner Medical Advisory Committee is a Federal advisory committee. It will operate under the provisions of the *Federal Advisory Committee Act*, 5 U.S.C. Appendix 2, and the administrative provisions in § 601 of the *Frank LoBiondo Coast Guard Authorization Act of 2018* (specifically, 46 U.S.C. 15109).

The Committee was established on December 4, 2019, by the *Frank LoBiondo Coast Guard Authorization Act of 2018*, which added § 15104, National Merchant Mariner Medical Advisory Committee, to Title 46 of the U.S. Code (46 U.S.C. 15104). The Committee will advise the Secretary of Homeland Security on matters relating to (1) medical certification determinations for the issuance of licenses, certificates of registry, and merchant mariners' documents with respect to merchant mariners; (2) medical standards and guidelines for the physical qualifications of operators of commercial vessels; (3) medical

examiner education; and (4) medical research.

The Committee is required to hold meetings at least once a year in accordance with 46 U.S.C. 15109(a). We expect the Committee to meet at least twice a year, but it may meet more frequently. The meetings are generally held in cities that have high concentrations of maritime personnel and related marine industry businesses.

All members serve at their own expense and receive no salary or other compensation from the Federal Government. Members may be reimbursed, however, for travel and per diem in accordance with Federal Travel Regulations.

Under 46 U.S.C. 15109(f) (6), membership terms expire on December 31st of the third full year after the effective date of appointment. The Secretary may require an individual to have passed an appropriate security background examination before appointment to the Committee, 46 U.S.C. 15109(f) (4).

In this initial solicitation for Committee members, we will consider applications for all positions, which include:

- Nine health-care professionals who have particular expertise, knowledge, and experience regarding the medical examinations of merchant mariners or occupational medicine; and
- Five professional mariners who have particular expertise, knowledge, and experience in occupational requirements for mariners.

Registered lobbyists are not eligible to serve on Federal Advisory Committees in an individual capacity. See *"Revised Guidance on Appointment of Lobbyists to Federal Advisory Committees, Boards and Commissions"* (79 FR 47482, August 13, 2014). Registered lobbyists are "lobbyists," as defined in Title 2 U.S.C. 1602, who are required by Title 2 U.S.C. 1603 to register with the Secretary of the Senate and the Clerk of the House of Representatives.

The Department of Homeland Security does not discriminate in the selection of Committee members based on race, color, religion, sex, national origin, political affiliation, sexual orientation, gender identity, marital status, disabilities and genetic information, age, membership in an employee organization, or any other non-merit factor. The Department of Homeland Security strives to achieve a widely diverse candidate pool for all of its recruitment selections.

If you are interested in applying to become a member of the Committee, send your cover letter and resume to Mr. Michael Lalor, Alternate Designated

Federal Officer of the National Merchant Mariner Medical Advisory Committee via one of the transmittal methods in the **ADDRESSES** section by the deadline in the **DATES** section of this notice. If you send your application to us via email, we will send you an email confirming receipt of your application.

Dated: May 20, 2020.

**Jeffrey G. Lantz,**

*Director of Commercial Regulations and Standards.*

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**BILLING CODE 9110-04-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[Docket No. USCG-2019-0131]

### Port Access Route Study: The Areas Offshore of Massachusetts and Rhode Island

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of availability.

**SUMMARY:** The United States Coast Guard (USCG) announces the completion of The Areas Offshore of Massachusetts and Rhode Island Port Access Route Study. The study focused on the seven adjacent leased areas of the outer continental shelf south of Martha's Vineyard, Massachusetts, and east of Rhode Island that together constitute the Massachusetts/Rhode Island Wind Energy Area (MA/RI WEA). The study was conducted 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 waterway uses as any or all of the lease areas within the MA/RI WEA are partially or fully developed as wind farms; and (3) to evaluate the need for establishing vessel routing measures. This notice summarizes the study's recommendations.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this notice, contact Mr. Craig Lapiejko, Waterways Management at First Coast Guard District, telephone (617) 223-8351, email [craig.d.lapiejko@uscg.mil](mailto:craig.d.lapiejko@uscg.mil).

### I. Table of Abbreviations

AIS Automatic Identification System  
BOEM Bureau of Ocean Energy Management  
CFR Code of Federal Regulations  
DHS Department of Homeland Security  
FR Federal Register  
MARIPARS Massachusetts and Rhode Island Port Access Route Study