(Collection). The ICR contains information describing the Collection’s purpose, the Collection’s likely burden on the affected public, an explanation of the necessity of the Collection, and other important information describing the Collection. There is one ICR for each Collection.

The Coast Guard invites comments on whether this ICR should be granted based on the Collection being necessary for the proper performance of Departmental functions. In particular, the Coast Guard would appreciate comments addressing: (1) The practical utility of the Collection; (2) the accuracy of the estimated burden of the Collection; (3) ways to enhance the quality, utility, and clarity of information subject to the Collection; and (4) ways to minimize the burden of the Collection on respondents, including the use of automated collection techniques or other forms of information technology.

In response to your comments, we may revise this ICR or decide not to seek an extension of approval for the Collection. We will consider all comments and material received during the comment period.

We encourage you to respond to this request by submitting comments and related materials. Comments must contain the OMB Control Number of the ICR and the docket number of this request, [USCG—2021–0629], and must be received by October 29, 2021.

**Submitting Comments**

We encourage you to submit comments through the Federal eRulemaking Portal at https://www.regulations.gov. 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. Documents mentioned in this notice, and all public comments, are in our online docket at https://www.regulations.gov and can be viewed by following that website’s instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted.

We accept anonymous comments. All comments received will be posted without change to https://www.regulations.gov and 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).

**Information Collection Request**

**Title:** Recreational Boating Accident Report.  
**OMB Control Number:** 1625–0003.  
**Summary:** The Coast Guard Boating Accident Report form is the data collection instrument that ensures compliance with the implementing regulations and Title 46 U.S.C. 6102(b) that requires the Secretary to collect, analyze and publish reports, information, and statistics on marine casualties.

**Need:** Title 46 U.S.C. 6102(a) requires a uniform marine casualty reporting system, with regulations prescribing casualties to be reported and the manner of reporting. The statute requires a state to compile and submit to the Secretary (delegated to the Coast Guard) reports, information, and statistics on casualties reported to the State. Implementing regulations are contained in Title 33, Code of Federal Regulations, SUBCHAPTER S—BOATING SAFETY, PART 173—VESSEL NUMBERING AND CASUALTY AND ACCIDENT REPORTING, Subpart C—Casualty and Accident Reporting and Part 174—STATE NUMBERING AND CASUALTY REPORTING SYSTEMS, Subpart C—Casualty Reporting System Requirements, and Subpart D—State reports.

States are required to forward copies of the reports or electronically transmit accident report data to the Coast Guard within 30 days of their receipt of the report as prescribed by 33 CFR 174.121 (Forwarding of casualty or accident reports). The accident report data and statistical information obtained from the reports submitted by the State reporting authorities are used by the Coast Guard in the compilation of national recreational boating accident statistics.  
**Forms:** CG–3865, Recreational Boating Accident Report.  
**Respondents:** Federal regulations (33 CFR 173.55) require the operator of any uninspected vessel that is numbered or used for recreational purposes to submit an accident report to the State authority when:  
(1) A person dies; or  
(2) A person is injured and requires medical treatment beyond first aid; or  
(3) Damage to the vessel and other property totals $2,000 or more, or there is a complete loss of the vessel; or  
(4) A person disappears from the vessel under circumstances that indicate death or injury.

**Frequency:** On occasion.  
**Hour Burden Estimate:** The estimated burden remains unchanged at 2,500 hours a year.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended.

DATED: August 24, 2021.

Kathleen Claffie,  
Chief, Office of Privacy Management, U.S. Coast Guard.  
[FR Doc. 2021–18580 Filed 8–27–21; 8:45 am]

---

**DEPARTMENT OF HOMELAND SECURITY**

**U.S. Customs and Border Protection**

**Extension of the Section 321 Data Pilot**

**AGENCY:** U.S. Customs and Border Protection; Department of Homeland Security.

**ACTION:** General notice.

**SUMMARY:** This notice announces that U.S. Customs and Border Protection (CBP) is extending the Section 321 Data Pilot through August 2023.

**DATES:** The voluntary pilot initially began on August 22, 2019, and will run for an additional 24 months through August 2023. At this time, the pilot is limited to a maximum of nine participants.

**ADDRESSES:** Prospective pilot participants should submit an email to ecommerce@cbp.dhs.gov. In the subject line of your email please state “Application for Section 321 Data Pilot.” For information on what to include in the email, see section II.D (Application Process and Acceptance) of the notice published in the Federal Register on July 23, 2019 (84 FR 35405).

**FOR FURTHER INFORMATION CONTACT:** Laurie Dempsey, Director, IPR & E-Commerce Division at laurie.b.dempsey@cbp.dhs.gov or 202–615–0514 and Daniel Randall, Director, Manifest & Conveyance Security at daniel.j.randall@cbp.dhs.gov or 202–344–3282.

**SUPPLEMENTARY INFORMATION:**

**I. Background**

Section 321 of the Tariff Act of 1930, as amended, provides for an exemption from duty and taxes for shipments of merchandise imported by one person on one occasion having an aggregated fair retail value in the country of shipment not less than $800. 19 U.S.C. 1321(a)(2)(C). On July 23, 2019, CBP published a general notice in the Federal Register (84 FR 35405) (hereafter referred to as the “July 2019 notice”) introducing a voluntary Section 321 Data Pilot. Pilot participants agree to transmit electronically certain data in advance...
for shipments potentially eligible for
release under Section 321 of the Tariff
Act of 1930 ("section 321 shipments").
The data pilot tests the feasibility of
collecting data elements, beyond those
required by current regulations, and
from non-traditional entities, such as
online marketplaces. The purpose of
this data pilot is to improve CBP’s
ability to target efficiently and assess the
security risks posed by section 321
shipments.

The July 2019 notice provided a
comprehensive description of the
program and its purpose, eligibility
requirements, and the application
process for participation. 84 FR 35405.
Specifically, the July 2019 notice stated
that the data pilot applied only to
section 321 shipments arriving by air,
truck, or rail and was set to conclude on
August 22, 2020. 84 FR 35405. On
December 9, 2019, CBP published
another notice in the Federal Register
(84 FR 67279) (hereafter referred to as
the “December 2019 notice”). This
notice expanded the pilot to include
section 321 shipments arriving by ocean
and international mail covered in 19
CFR part 145, extended the pilot
through August 2021, and provided
clarification with respect to the
misconduct portion of the data pilot. 84
FR 67279.

II. Extension of the Section 321 Data
Pilot Period

CBP will extend the test for another
two years to continue further evaluation
of the 321 Data Pilot program and the
risks associated with section 321
shipments. The pilot will now run
through August 2023.

III. Applicability of Initial Test Notice

All provisions found in the July 2019
notice remain applicable, subject to the
time period extension herein and the
amendments provided in the December
2019 notice. Furthermore, CBP reiterates
that it is not waiving any regulations for
purposes of the pilot. All existing
regulations continue to apply to pilot
participants.

IV. Signing Authority

Troy A. Miller, the Acting
Commissioner, having reviewed and
approved this document, is delegating
the authority to electronically sign this
document to Robert F. Altnau, who is
the Director of the Regulations and
Disclosure Law Division for CBP, for
purposes of publication in the Federal
Register.


Robert F. Altnau,
Director, Regulations & Disclosure Law
Division, Regulations & Rulings, Office
of Trade, U.S. Customs and Border Protection.

[FR Doc. 2021–18655 Filed 8–27–21; 8:45 am]
BILLING CODE 9111–14–P

DEPARTMENT OF HOMELAND
SECURITY
U.S. Customs and Border Protection

Declaration Zone Test

AGENCY: U.S. Customs and Border Protection, DHS.

ACTION: General notice.

SUMMARY: This document announces
that U.S. Customs and Border Protection (CBP)
will conduct a Declaration Zone
test at cruise terminal facilities at
participating sea ports of entry (POEs) to
fulfill a regulatory declaration
requirement and allow for streamlined
processing. Current CBP regulations
require each traveler to provide an oral
or written declaration of all articles
brought into the United States to a CBP
officer. The test will provide arriving
travelers with an alternative method to
meet this requirement by allowing a
demonstrative initial declaration.
During the test, CBP will establish two
queues for travelers entering the country
to choose from: Items to Declare or
No Items to Declare. Known as Declaration
Zones, these queues will allow travelers
centering the country to make their
initial declaration simply by choosing
which queue to enter. This notice
describes the test, while setting forth
requirements for participating in the
test, the duration of the test, and how
CBP will evaluate the test. This notice
also invites public comment on any
aspect of the test.

DATES: The test will begin no earlier
than September 27, 2021, and will run
for approximately two years. The start
date may vary at each location in
accordance with the resumption of
passenger operations suspended due to
COVID–19.

ADDRESSES: Written comments
concerning program, policy, and
technical issues may be submitted at
any time during the test period via
e-mail to simplifytravel@cbp.dhs.gov.
Please use “Comment on Declaration
Zone Test” in the subject line of the
e-mail.

FOR FURTHER INFORMATION CONTACT:
Sung Hyun Ha, Acting Director, Sea
Innovation, Mobility, and Biometric
Advancement, Office of Field
Operations, sung.hyun.ha@cbp.dhs.gov
or (202) 215–9429.

SUPPLEMENTARY INFORMATION:
Background and Purpose

Current CBP regulations require each
traveler to provide an oral or written
declaration of all articles brought into
the United States to a CBP officer. See
part 148, subpart B of title 19 of the
Code of Federal Regulations (19 CFR
part 148, subpart B). At a sea POE cruise
terminal facility, travelers collect their
luggage and subsequently proceed
through a queuing process (dependent
on the facility). A CBP officer then
verifies the traveler’s identity against
the traveler’s travel documents. The
CBP officer also takes an oral
declaration or collects a written
declaration via CBP Form 6059B if a
traveler completes one. See 19 CFR
148.12 and 148.13. The CBP officer then
determines whether the declaration
requires a payment of duty or further
examination. If either are required, the
CBP officer refers the traveler to
secondary inspection. When personnel
are available, CBP officers also perform
roving enforcement operations within
the baggage area and egress area. At
any point prior to exiting the facility, a
traveler may be questioned by a CBP
officer and referred for secondary
inspection. Travelers referred to
secondary inspection may be directed to
complete CBP Form 6059B.

In recent years, cruise ship capacities
have increased to over 8500 passengers
and crew per ship. Accordingly, new
and innovative methods of processing
are necessary. CBP has partnered with
cruise lines to deploy facial comparison
technology to verify biometrically the
identities of expected travelers and crew
upon arrival to the United States. The
voluntary facial biometric debarkation
(FBD) program replaces manual
comparisons between travelers and their
travel documents. To participate in the
FBD program, cruise lines must provide
enhanced data including select
reservation, manifest, and voyage
information directly to CBP that will be
used for targeting and enforcement
vetting. Enhanced targeting coupled
with biometric verification of identity
facilitates the ability for CBP officers to
shift focus from administrative tasks to
roving enforcement operations. This
shift allows for amplified enforcement
operations while enabling the growing
flow of travelers through size-
constrained facilities.

The greater capacity for enforcement
that results from participation in the
FBD program would allow for
further streamlining processing through
the implementation of declaration