

Commandant of the U.S. Coast Guard, on matters relating to personnel in the United States merchant marine, including the training, qualifications, certification, documentation, and fitness of mariners.

The Committee is required to meet at least once a year in accordance with 46 U.S.C. 15109(a). We expect the Committee will hold meetings at least twice a year. The meetings are held at a location selected by the U.S. Coast Guard.

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

Under provisions in 46 U.S.C. 15109(f)(6), if you are appointed as a member of the Committee, your membership term will expire on December 31st of the third full year after the effective date of your appointment. Members serve at the pleasure of the Secretary of Homeland Security and maybe be removed prior to the end of their term for just cause. The Secretary of Homeland Security may require an individual to have passed an appropriate security background examination before appointment to the Committee, 46 U.S.C. 15109(f)(4). Committee members are required to attend and participate in meetings regularly. Members may be recommended for removal if they miss two consecutive meetings without a valid reason that is acceptable to the Chair of the Committee and the Designated Federal Officer.

In this solicitation for Committee members, we will consider applications for the position of engineering officer who represents merchant marine engineering officers. Applicants must be United States citizens holding active licenses or certificates issued under 46 U.S.C. chapter 71, as an engineering officer licensed as a chief engineer any horsepower (applicants must currently hold a Merchant Mariner Credential endorsed as Chief Engineer of unlimited horsepower).

Each member of the Committee serves as a representative and must have particular expertise, knowledge, and experience on matters related to personnel in the United States merchant marine, including the training,

qualifications, certification, documentation, and fitness of mariners.

In order for the Department of Homeland Security (DHS), to fully leverage broad-ranging experience and education, the Committee must be diverse with regard to professional and technical expertise. DHS is committed to pursuing opportunities, consistent with applicable law, to compose a committee that reflects the diversity of the nation's people.

If you are interested in applying to become a member of the Committee, email your application to megan.c.johns@uscg.mil provided in the **ADDRESSES** section of this notice.

Applications must include: (1) a cover letter expressing interest in an appointment to the National Merchant Marine Personnel Advisory Committee; (2) a resume detailing the applicant's relevant experience; and (3) a brief biography of the applicant.

The U.S. Coast Guard will not consider incomplete or late applications.

Dated: November 28, 2022.

Benjamin J. Hawkins,
Deputy Director, Commercial Regulations and Standards.

[FR Doc. 2022-26223 Filed 12-1-22; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2010-1066]

Recreational Boating Safety Projects, Programs, and Activities Funded Under Provisions of the Infrastructure Investment and Jobs Act; Fiscal Year 2022

SUMMARY: The Coast Guard is publishing this notice to satisfy a requirement of the Infrastructure Investment and Jobs Act that requires a detailed accounting of the projects, programs, and activities funded under the national recreational boating safety program provision of the Act be published annually in the **Federal Register**. This notice specifies the funding amounts the Coast Guard has committed, obligated, or expended during fiscal year 2022, as of September 30, 2022.

FOR FURTHER INFORMATION CONTACT: For questions on this notice please contact

Mr. Jeff Decker, U.S. Coast Guard, Regulations Development Manager, (202) 372-1507 or mail to: RBSInfo@uscg.mil.

SUPPLEMENTARY INFORMATION:

Background and Purpose

Since 1998, Congress has passed a series of laws providing funding for projects, programs, and activities funded under the national recreational boating safety program, which is administered by the U.S. Coast Guard. For a detailed description of the legislative history, please see the Recreational Boating Safety Projects, Programs, and Activities Funded Under Provisions of the Fixing America's Surface Transportation Act; Fiscal Year 2021 Notice published in the **Federal Register** on November 16, 2021 (86 FR 63407).

These funds are available to the Secretary from the Sport Fish Restoration and Boating Trust Fund (Trust Fund) established under 26 U.S.C. 9504(a) for payment of Coast Guard expenses for personnel and activities directly related to coordinating and carrying out the national recreational boating safety program. Amounts made available under this subsection remain available during the two succeeding fiscal years. Any amount that is unexpended or unobligated at the end of the three-year period during which it is available shall be withdrawn by the Secretary and allocated to the States in addition to any other amounts available for allocation in the fiscal year in which they are withdrawn or the following fiscal year.

Use of these funds requires compliance with standard Federal contracting rules with associated lead and processing times resulting in a lag time between available funds and spending. The total amount of funding transferred to the Coast Guard from the Trust Fund, and committed, obligated, and/or expended during fiscal year 2022 for each project is shown below.

Specific Accounting of Funds

The total amount of funding transferred to the Coast Guard from the Sport Fish Restoration and Boating Trust Fund and committed, obligated, and/or expended during fiscal year 2022 for each project is shown in the chart below.

Project	Description	Cost
46 U.S.C. 43 Compliance: Inspection Program/Boat Testing Program.	Provided for continuance of the national recreational boat compliance inspection program, which began in January 2001.	\$633,900
46 U.S.C. 43 Compliance: Staff Salaries	Provided for personnel to oversee manufacturer compliance with 46 U.S.C. 43 requirements.	550,660

Project	Description	Cost
46 U.S.C. 43 Compliance: Staff Travel	Provided for travel by employees of the Boating Safety Division to oversee manufacturer compliance with 46 U.S.C. 43 requirements.	36,582
Administrative Overhead	Provide for supplies and Materials to support the RBS Program	229,761
Boating Accident Report Database (BARD) Web System.	Provided for maintaining the BARD Web System, which enables reporting authorities in the 50 States, five U.S. Territories, and the District of Columbia to submit their accident reports electronically over a secure Internet connection.	683,401
National Boating Safety Advisory Council	Provided for travel performed by NBSAC members, meeting room costs and administrative costs to support the NBSAC.	14,875
Contract Personnel Support	Provided contract personnel to conduct boating safety-related research and analysis.	752,460
Grant Management Training	Provided to facilitate staff training on new grant management requirements	91,379
Recreational Boating Safety Program Travel.	Provided for travel by employees of the Boating Safety Division to gather background and planning information for new recreational boating safety initiatives.	157,350
Reimbursable Salaries	Provided for 18 personnel directly related to coordinating and carrying out the national recreational boating safety program.	3,733,340

Of the \$12.786 million made available to the Coast Guard in fiscal year 2022, \$0 has been committed, obligated, or expended and an additional \$6.884 of prior fiscal year funds have been committed, obligated, or expended, as of September 30, 2022. The remainder of the FY21 and FY22 funds made available to the Coast Guard (approximately \$16.048 million) may be retained for the allowable period for the National Recreational Boating Survey, the expected reengineering of the Boating Accident and Reporting Database, and other projects, or it may be transferred into the pool of money available for allocation through the state grant program.

Authority

This notice is issued pursuant to 5 U.S.C. 552 and 46 U.S.C. 13107(c)(4).

Dated: November 28, 2022.

Amy M. Beach,

Captain, U.S. Coast Guard, Director of Inspections and Compliance.

[FR Doc. 2022–26212 Filed 12–1–22; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

U.S. Customs and Border Protection

Announcement of the National Customs Automation Program Test Concerning the Submission Through the Automated Commercial Environment of Certain Unique Entity Identifiers for the Global Business Identifier Evaluative Proof of Concept

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

ACTION: General notice.

SUMMARY: This document announces that U.S. Customs and Border Protection (CBP) will conduct a National Customs

Automation Program test regarding the electronic transmission of certain unique entity identifiers through the Automated Commercial Environment (ACE). This test, which is referred to as the “Global Business Identifier Evaluative Proof of Concept” (GBI EPoC), is for participation by entry filers (*i.e.*, importers of record and licensed customs brokers) for merchandise imported into the United States. Test participants will voluntarily provide specific global business identifiers (GBIs) for the manufacturers, sellers, and shippers of merchandise covered by specified types of entries, which are limited for purposes of this test to certain commodities and countries of origin. Test participants may also, optionally, provide specific GBIs for exporters, distributors, and packagers associated with the covered entries. The test will permit CBP and certain Partner Government Agencies (PGAs) to access the underlying data associated with the GBIs (referred to as the “GBI data”), to determine whether the submission of GBIs at the time of entry filing will enable the enhanced tracing of the supply chains of certain commodities. This notice invites importers of record and licensed customs brokers to participate in the test, provides a description of the test, sets forth the criteria for participation, and invites public comments on all aspects of the test.

DATES: The GBI EPoC will commence on December 19, 2022, and will continue until July 21, 2023, subject to any extension, modification, or early termination as announced in the **Federal Register**. CBP will begin to accept requests from importers of record and licensed customs brokers to participate in the test on December 2, 2022, and CBP will continue to accept such requests until the GBI EPoC concludes. Public comments on the test are invited and may be submitted to the

address set forth below at any time during the test period.

ADDRESSES: Comments and questions concerning this notice, or any aspect of the test, may be submitted at any time before or during the test period via email to Trade Policy and Programs, Office of Trade, U.S. Customs and Border Protection, at GBI@cbp.dhs.gov, with the subject line reading “Comments/Questions on GBI EPoC.”

FOR FURTHER INFORMATION CONTACT: For policy-related questions, contact Julie L. Stoeber, Branch Chief, 1USG, Interagency Collaboration Division, Trade Policy and Programs Division, Office of Trade, U.S. Customs and Border Protection, at (202) 945–7064 or via email at GBI@cbp.dhs.gov, with a subject line reading “Global Business Identifier Test—GBI.” For technical questions related to ACE or Automated Broker Interface (ABI) transmissions, importers of record and licensed customs brokers should contact their assigned ACE or ABI client representatives, respectively. Interested parties without an assigned client representative should direct their questions to Tonya Perez, Director, Client Services Division, Office of Trade, U.S. Customs and Border Protection, at (571) 421–7477 or via email at clientreputreach@cbp.dhs.gov.

SUPPLEMENTARY INFORMATION:

I. Background

A. The National Customs Automation Program

The National Customs Automation Program (NCAP) was established by subtitle B of title VI—Customs Modernization in the North American Free Trade Agreement Implementation Act (Customs Modernization Act) (Pub. L. 103–182, 107 Stat. 2057, 2170, December 8, 1993) (19 U.S.C. 1411). Through NCAP, the thrust of customs modernization was focused on informed trade compliance and the development