

business information, to the Department of Transportation, Maritime Administration, Office of Legislation and Regulations, MAR-225, W24-220, 1200 New Jersey Avenue SE, Washington, DC 20590. Include a cover letter setting forth with specificity the basis for any such claim and, if possible, a summary of your submission that can be made available to the public.

Privacy Act

In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, to www.regulations.gov, as described in the system of records notice, DOT/ALL-14 FDMS, accessible through www.dot.gov/privacy. To facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide comments containing proprietary or confidential information, please contact the agency for alternate submission instructions.

(Authority: 49 CFR 1.93(a), 46 U.S.C. 55103, 46 U.S.C. 12121)

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Dated: March 15, 2019.

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2019-05321 Filed 3-20-19; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2019-0037]

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel POET'S LOUNGE (47' Sailboat); Invitation for Public Comments

AGENCY: Maritime Administration, DOT.
ACTION: Notice.

SUMMARY: The Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirements of the coastwise trade laws to allow the carriage of no more than twelve passengers for hire on vessels, which are three years old or more. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before April 22, 2019.

ADDRESSES: You may submit comments identified by DOT Docket Number MARAD-2019-0037 by any one of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Search MARAD-2019-0037 and follow the instructions for submitting comments.
- *Mail or Hand Delivery:* Docket Management Facility is in the West Building, Ground Floor of the U.S. Department of Transportation. The Docket Management Facility location address is: U.S. Department of Transportation, MARAD-2019-0037, 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

Note: If you mail or hand-deliver your comments, we recommend that you include your name and a mailing address, an email address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

Instructions: All submissions received must include the agency name and specific docket number. All comments received will be posted without change to the docket at www.regulations.gov, including any personal information provided. For detailed instructions on submitting comments, see the section entitled Public Participation.

FOR FURTHER INFORMATION CONTACT:

Bianca Carr, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23-453, Washington, DC 20590. Telephone 202-366-9309, Email Bianca.carr@dot.gov.

SUPPLEMENTARY INFORMATION:

As described by the applicant the intended service of the vessel POET'S LOUNGE is:

- Intended Commercial Use of Vessel:* "Day sail charters and overnight term charters with Captain."
- Geographic Region Including Base of Operations:* "Connecticut, New York (excluding New York Harbor), Rhode Island, Massachusetts" (Base of Operations: Mystic, CT)
- Vessel Length and Type:* 47' sailboat

The complete application is available for review identified in the DOT docket as MARAD-2019-0037 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and

MARAD's regulations at 46 CFR part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the vessel name, state the commenter's interest in the waiver application, and address the waiver criteria given in section 388.4 of MARAD's regulations at 46 CFR part 388.

Public Participation

How do I submit comments?

Please submit your comments, including the attachments, following the instructions provided under the above heading entitled **ADDRESSES**. Be advised that it may take a few hours or even days for your comment to be reflected on the docket. In addition, your comments must be written in English. We encourage you to provide concise comments and you may attach additional documents as necessary. There is no limit on the length of the attachments.

Where do I go to read public comments, and find supporting information?

Go to the docket online at <http://www.regulations.gov>, keyword search MARAD-2019-0037 or visit the Docket Management Facility (see **ADDRESSES** for hours of operation). We recommend that you periodically check the Docket for new submissions and supporting material.

Will my comments be made available to the public?

Yes. Be aware that your entire comment, including your personal identifying information, will be made publicly available.

May I submit comments confidentially?

If you wish to submit comments under a claim of confidentiality, you should submit three copies of your complete submission, including the information you claim to be confidential business information, to the Department of Transportation, Maritime Administration, Office of Legislation and Regulations, MAR-225, W24-220, 1200 New Jersey Avenue SE, Washington, DC 20590. Include a cover letter setting forth with specificity the basis for any such claim and, if possible, a summary of your submission that can be made available to the public.

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(Authority: 49 CFR 1.93(a), 46 U.S.C. 55103, 46 U.S.C. 12121)

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Dated: March 15, 2019.

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2019-05311 Filed 3-20-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number MARAD-2019-0043]

Notice of Availability of Supplemental Environmental Assessment for Decommissioning of the Defueled Nuclear Power Plant Onboard the NS SAVANNAH

AGENCY: Maritime Administration, DOT.

ACTION: Notice of availability.

SUMMARY: The U.S. Department of Transportation (DOT), has made available for review to interested parties the Supplemental Environmental Assessment (EA) for the decommissioning of the deactivated and inoperable nuclear power plant onboard the NS SAVANNAH (NSS), currently moored in Baltimore, Maryland. The Supplemental EA analyzes three Proposed Action Alternative locations: Baltimore, MD, the Preferred Alternative; Hampton Roads, VA; Philadelphia, PA; and the No-Action Alternative. The analysis focuses on the following environmental resources: Water resources, biological resources, air quality, waste management, and health and safety. The Supplemental EA demonstrates that implementing the Proposed Action would result in no significant impacts to the human or natural environment and the preparation of an Environmental Impact Statement is not warranted.

ADDRESSES: A copy of the Supplemental EA is available for public review online

at the *Regulations.gov* website: <http://www.regulations.gov>. Once at *regulations.gov*, perform a search using MARAD docket number "MARAD-2019-0043" to locate the Supplemental EA. For in-person access to the docket, go to Room W12-401 of the Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays, and ask for the MARAD docket number identified above. If you have questions on viewing the Docket, call Docket Operations, telephone: 202-366-9317 or 202-366-9826.

FOR FURTHER INFORMATION CONTACT: Ms. Kris Gilson, REM, CHMM, MARAD Office of Environment, at telephone number: 202-366-1939 or by email at kristine.gilson@dot.gov. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8339 to contact the above individual during business hours. The FIRS is available twenty-four hours a day, seven days a week, to leave a message or question with the above individual. You will receive a reply during normal business hours.

SUPPLEMENTARY INFORMATION: Under the standards promulgated in Title 10 of the Code of Federal Regulations, Part 50, the NSS is licensed and regulated by the U.S. Regulatory Commission (NRC). The NSS operated from 1962 to 1970, after which it was removed from service. In 1971, the vessel's nuclear reactor was de-fueled and made permanently inoperable in 1975-76. The NSS is still licensed by the NRC and will remain so until the nuclear facilities are dismantled, removed from the ship, and properly disposed—a regulated process collectively known as decommissioning.

On September 11, 2006, MARAD published a notice in the **Federal Register** (71 FR 53490) entitled, "Availability of a Draft Environmental Assessment." This notice announced that a draft EA for decommissioning of the nuclear power plant onboard the NSS had been prepared and made available to the public for comment in accordance with NEPA, 42 U.S.C. 4371 *et seq.*, the CEQ regulations for implementing NEPA, 40 CFR parts 1500-1508, DOT Order 5610.1C, and MARAD MAO 600-1. The notice informed the public on how to obtain, and submit comments on, the draft EA. The draft EA analyzed the impacts associated with the full nuclear decommissioning of the vessel. The draft EA was made available for a 30-day public comment period, beginning on the date of the publication of the

notice. The comment period ended on October 11, 2006. MARAD received comments. A Final EA was issued in March 2008. Based on the Final EA, MARAD determined that the environmental effects of the decommissioning of the NSS would not significantly affect the quality of the human or natural environment and therefore would not warrant the preparation of an Environmental Impact Statement. A Finding of No Significant Impact was issued on May 6, 2008. The environmental effects of the specific location and method of decommissioning were to be analyzed in a separate environmental review document. The Supplemental EA is that separate environmental review document and it analyzes those effects and supports a finding that the Proposed Action would result in no significant impacts to the human or natural environment.

Under the provision of the Consolidated Appropriations Acts for 2017 and 2018, funding was appropriated to MARAD to begin nuclear decommissioning of the NSS. The purpose of the Proposed Action is to reduce residual radioactivity to levels that allow termination of the NRC license. The Proposed Action is needed to reduce costs associated with maintaining the NSS and to meet the MARAD mission objective to decommission its nuclear reactor and terminate its NRC license.

The Proposed Action would be to award a decommissioning contract to a domestic company that is technically capable of segregating Low Level Radioactive Waste (LLRW) and decommissioning to support license termination in accordance with applicable Federal, State, and local environmental and safety and health laws and regulations. Construction of new facilities and dredging would not be required because all three locations have existing infrastructure and deep water to accommodate NSS and support decommissioning. The towing would meet requirements for safety, navigation, environmental, and other safeguards.

If MARAD is unable to award a contract, the No-Action alternative would result by default. The No-Action Alternative includes continuous berthing of NSS at Baltimore and MARAD's continued environmental liabilities and costs associated with continuing to maintain the vessel in a protective storage condition. The No-Action Alternative does not meet MARAD's mission objectives and may result in future significant unplanned and unbudgeted expense.