

and autonomous commercial vessels and vessel technologies? Please specify areas where additional regulations, policies, standards, or common terminology contained within voluntary consensus standards might be necessary or appropriate to better ensure safety, security, or environmental stewardship, or for other reasons.

(6) What are the benefits (direct and indirect) and cost-savings of automated and autonomous commercial vessels and vessel technologies, if any? Please provide information and data that evidences such benefits and cost-savings.

(7) For what purposes and in what ways are commercial vessels already making use of automated and autonomous technologies? For instance, how are commercial vessels making use of automated and autonomous technologies for such purposes as navigation, machinery operation, maintenance, docking, security, or firefighting, or other purposes?

(8) What types of automated and autonomous commercial vessels and vessel technology (depending on vessel types, classes, and automation levels) may be adaptable for use on commercial vessels subject to U.S. jurisdiction?

(9) What vessel functions, procedures, equipment components, or systems can be replaced, augmented, or aided with automated and autonomous commercial vessels and vessel technologies?

(10) What changes should be made to ensure port facilities can accommodate automated and autonomous commercial vessels and vessel technologies?

(11) What potential economic factors (such as risks, costs, or practical limitations) will a commercial vessel owner or operator have to consider before implementing automated and autonomous commercial vessels and vessel technologies?

(12) What impacts to the maritime workforce do you anticipate would occur with the introduction of automated and autonomous commercial vessels and vessel technologies? Please provide information and data regarding any relevant costs or benefits to the maritime workforce associated with their introduction.

(13) What specific training may need to be developed in consideration of these new technologies? Please provide information and data (whether quantitative or qualitative) regarding costs that training providers might incur from having to update current courses and training requirements.

(14) What type of infrastructure (whether physical or cyber), procedures, and operational data, if available, would help facilitate the safe, secure, and

efficient deployment of automated and autonomous commercial vessels and vessel technologies on subject to U.S. jurisdiction?

(15) What threats do automated and autonomous commercial vessels and vessel technologies present to cybersecurity or privacy? How can vessel, facility, and port owners and operators mitigate or minimize the threat?

(16) What are the negative or positive safety and security implications of automated and autonomous commercial vessels and vessel technologies? Please explain and provide details, if possible.

Dated: August 2, 2020.

**Karl L. Schultz,**

*Admiral, U.S. Coast Guard, Commandant.*

[FR Doc. 2020–17496 Filed 8–10–20; 8:45 am]

**BILLING CODE 9110–04–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[Docket No. USCG–2020–0189]

#### Collection of Information Under Review by Office of Management and Budget; OMB Control Number 1625–0073

**AGENCY:** Coast Guard, DHS.

**ACTION:** Thirty-day notice requesting comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 the U.S. Coast Guard is forwarding an Information Collection Request (ICR), abstracted below, to the Office of Management and Budget (OMB), Office of Information and Regulatory Affairs (OIRA), requesting an extension of its approval for the following collection of information: 1625–0073, Alteration of Unreasonable Obstructive Bridges; without change.

Our ICR describes the information we seek to collect from the public. Review and comments by OIRA ensure we only impose paperwork burdens commensurate with our performance of duties.

**DATES:** You may submit comments to the Coast Guard and OIRA on or before September 10, 2020.

**ADDRESSES:** Comments to the Coast Guard should be submitted using the Federal eRulemaking Portal at <https://www.regulations.gov>. Search for docket number [USCG–2020–0189]. Written comments and recommendations to OIRA for the proposed information collection should be sent within 30 days

of publication of this notice to <https://www.reginfo.gov/public/do/PRAMain>.

Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

A copy of the ICR is available through the docket on the internet at <https://www.regulations.gov>. Additionally, copies are available from: COMMANDANT (CG–6P), ATTN: Paperwork Reduction Act Manager, U.S. Coast Guard, 2703 Martin Luther King Jr. Ave. SE, Stop 7710, Washington, DC 20593–7710.

**FOR FURTHER INFORMATION CONTACT:** A.L. Craig, Office of Privacy Management, telephone 202–475–3528, or fax 202–372–8405, for questions on these documents.

#### SUPPLEMENTARY INFORMATION:

##### Public Participation and Request for Comments

This notice relies on the authority of the Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended. An ICR is an application to OIRA seeking the approval, extension, or renewal of a Coast Guard collection of information (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. Consistent with the requirements of Executive Order 13771, Reducing Regulation and Controlling Regulatory Costs, and Executive Order 13777, Enforcing the Regulatory Reform Agenda, the Coast Guard is also requesting comments on the extent to which this request for information could be modified to reduce the burden on respondents. These comments will help OIRA determine whether to approve the ICR referred to in this Notice.

We encourage you to respond to this request by submitting comments and related materials. Comments to Coast Guard or OIRA must contain the OMB Control Number of the ICR. They must also contain the docket number of this request, [USCG–2020–0189], and must be received by September 10, 2020.

### 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 to the Coast Guard 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 to the Coast Guard in response to this document, see DHS's eRulemaking System of Records notice (85 FR 14226, March 11, 2020). For more about privacy and submissions to OIRA in response to this document, see the <https://www.reginfo.gov>, comment-submission web page. OIRA posts its decisions on ICRs online at <https://www.reginfo.gov/public/do/PRAMain> after the comment period for each ICR. An OMB Notice of Action on each ICR will become available via a hyperlink in the OMB Control Number: 1625–0073.

### Previous Request for Comments

This request provides a 30-day comment period required by OIRA. The Coast Guard published the 60-day notice (85 FR 32409, May 29, 2020) required by 44 U.S.C. 3506(c)(2). We received one unrelated comment in response to our 60 day notice. The commenter requested back pay and compensation related to injustices resulting from the Higher Education Act of 1965 and the Atomic Energy Act of 1954, which are unrelated to this collection of information for alteration of bridges. No changes have been made to the information collection request. Accordingly, no changes have been made to the Collection.

### Information Collection Request

*Title:* Alteration of Unreasonable Obstructive Bridges.

*OMB Control Number:* 1625–0073.

*Summary:* The collection of information is a request to determine if the bridge is unreasonable obstructive. *Need:* 33 U.S.C. 494, 502, 511, 513, 514, 515, 516, 517, 521, 522, 523 and 524 authorize the Coast Guard to require the removal or alteration of bridges and causeways over the navigable waters of the United States and that the Coast Guard deems to be unreasonably obstructive.

*Forms:* None.

*Respondents:* Public and Private Owners of bridges over navigable waters of the United States.

*Frequency:* Occasional.

*Hour Burden Estimate:* The estimated burden is 160 hours a year.

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

Dated: August 6, 2020.

**Kathleen Claffie,**

Chief, Office of Privacy Management, U.S. Coast Guard.

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**BILLING CODE 9110–04–P**

## DEPARTMENT OF HOMELAND SECURITY

### U.S. Customs and Border Protection

[CBP Dec. 20–15]

### Country of Origin Marking of Products of Hong Kong

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

**ACTION:** General notice.

**SUMMARY:** This document notifies the public that, in light of the President's Executive Order on Hong Kong Normalization, issued on July 14, 2020, suspending the application of section 201(a) of the United States-Hong Kong Policy Act of 1992 to the marking statute, section 304 of the Tariff Act of 1930, with respect to imported goods produced in Hong Kong, such goods may no longer be marked to indicate "Hong Kong" as their origin, but must be marked to indicate "China."

**DATES:** The position set forth in this document is applicable as of July 29, 2020. A transition period will be granted for importers to implement marking consistent with this position for imported goods produced in Hong Kong. Such goods, when entered or withdrawn from warehouse for consumption into the United States after

September 25, 2020, must be marked to indicate that their origin is "China" for purposes of 19 U.S.C. 1304.

**FOR FURTHER INFORMATION CONTACT:** For legal matters, contact Yuliya Gulis, Chief, Food, Textiles and Marking Branch, Regulations and Rulings, Office of Trade, (202) 325–0042 or [yuliya.a.gulis@cbp.dhs.gov](mailto:yuliya.a.gulis@cbp.dhs.gov). For policy matters, contact Margaret Gray, Chief, Trade Agreements Branch, Office of Trade, (202) 253–0927 or [FTA@cbp.dhs.gov](mailto:FTA@cbp.dhs.gov).

### SUPPLEMENTARY INFORMATION:

#### Background

Section 304 of the Tariff Act of 1930 as amended (19 U.S.C. 1304), provides that, unless excepted, every article of foreign origin (or its container) imported into the United States shall be marked in a conspicuous place as legibly, indelibly, and permanently as the nature of the article (or its container) will permit, in such a manner as to indicate to the ultimate purchaser in the United States the English name of the country of origin of the article. Failure to mark an article in accordance with the requirements of 19 U.S.C. 1304 shall result in the levy of a duty of ten percent *ad valorem*. Part 134 of title 19 of the Code of Federal Regulations (19 CFR part 134), implements the country of origin marking requirements and exceptions of 19 U.S.C. 1304.

On June 5, 1997, the U.S. Customs Service (U.S. Customs and Border Protection's predecessor agency) issued a **Federal Register** notice that goods produced in Hong Kong should continue to be marked to indicate their origin as "Hong Kong" under 19 U.S.C. 1304 after Hong Kong's reversion to the sovereignty of the People's Republic of China (China) on July 1, 1997. *See* 62 FR 30927 (June 5, 1997).

On July 14, 2020, the President issued Executive Order 13936 on Hong Kong Normalization. *See* 85 FR 43413 (July 17, 2020). Pursuant to section 202 of the United States-Hong Kong Policy Act of 1992 (22 U.S.C. 5722), the President suspended the application of section 201(a) of the United States-Hong Kong Policy Act of 1992, as amended (22 U.S.C. 5721(a)), to certain statutes, including 19 U.S.C. 1304, due to the determination that Hong Kong is no longer sufficiently autonomous to justify differential treatment in relation to China. The President ordered that, within 15 days of the Executive Order, appropriate actions must be commenced by relevant agencies, consistent with applicable law.

Given the commercial realities, affected parties may need a transition