

the entity in question, the entity's exact contours would need to be determined. Ideally, this entity would manage the *Savannah* in such a way as to be financially self-sufficient.

The second type of public-private partnership would involve a contractual partnership with an outside group. MARAD might attempt to enter into agreements with outside groups, where the recipient group would operate and maintain the vessel and MARAD would provide assistance.

Finally, besides maintaining the *Savannah* intact, MARAD might transfer the vessel for use in a man-made reefing project or dismantle it. First, MARAD has the authority to transfer the *Savannah* to a requesting state or a foreign country for that state or foreign country to sink and use it as an artificial reef. Should MARAD grant the state or foreign country's application, the *Savannah* would be sunk and its remnants would be used for the conservation of marine life. The other permanent disposal method that MARAD could consider is to dismantle the ship. MARAD would enter into a contract with an approved ship recycler to dismantle the ship. If the contract resulted in a sale of the vessel, any proceeds would revert to statutory programs supporting the National Defense Reserve Fleet, maritime education, and maritime historic preservation and educational programs. The options of artificial-reef use or dismantlement are the least favored because the National Historic Preservation Act strongly favors the preservation of National Historic Landmarks like the *Savannah* whenever possible. This notice seeks comments to inform MARAD's choice over which of these uses or dispositions to pursue as well as provide an opportunity for the suggestion of any other options that have not been mentioned. As part of our review, MARAD is issuing this notice to engage the public and the broad spectrum of stakeholders that may be affected by a given disposition of the *Savannah*. Information received will be used to evaluate the future of the *Savannah* and help to determine which option to pursue.

Scope of Comments

MARAD is interested in learning the public's opinion regarding the future of the *Savannah* and which option presented, if any, is preferred. MARAD is also interested in hearing any unmentioned option. Commenters who seek to suggest new alternatives should note that at the highest level, MARAD's fundamental choice is to either dismantle the *Savannah* or leave it

intact; however, leaving the ship intact would, by statute, require the vessel to be put to some other use. Accordingly, commenters may want to focus on the following: (1) Additional uses for the *Savannah* that MARAD has not mentioned if the ship were to be maintained; (2) potential owners or operators of the *Savannah* to carry out these additional uses; and (3) any additional uses for the remnants of the ship if the ship were to be dismantled.

Content of Comments

We are interested in information on the public's view of the presented disposal options for the *Savannah* and any other feasible alternatives. If the commenter believes that there is a viable option that MARAD has not considered, the commenter should describe that option in detail.

Under this notice, MARAD is not soliciting petitions for rulemaking.

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.

Please note that even after the comment period has closed, MARAD will continue to file relevant information in the Docket as it becomes available.

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-2020-0133 or visit us in person at 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.

Privacy Act

DOT posts 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 Sections 1.92 and 1.93)

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Dated: January 8, 2021.

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.

Secretary, Maritime Administration.

[FR Doc. 2021-00527 Filed 1-12-21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2020-0119]

Notice Regarding the Applicability of NHTSA FMVSS Test Procedures to Certifying Manufacturers

Correction

In notice document 2020-28107 appearing on pages 83143-83152 in the issue of Monday, December 21, 2020, make the following correction:

(1) On page 83143, in the second column, in the **DATES** section, change "January 20, 2021" to read "January 21, 2021."

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