INFORMATION CONTACT section of this document for alternate instructions. You must include the docket number USCG–2021–0627. Comments received will be posted without alteration at *http://www.regulations.gov,* including any personal information provided. You may wish to view the Privacy and Security Notice available on the homepage *of https://www.regulations.gov,* and DHS's eRulemaking System of Records notice (85 FR 14226, March 11, 2020). If you encounter technical difficulties with comment submission, contact the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this notice.

Docket Search: Documents mentioned in this notice as being available in the docket, and all public comments, will be 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.

FOR FURTHER INFORMATION CONTACT: Mr. Michael Lalor, Alternate Designated Federal Officer of the National Merchant Mariner Medical Advisory Committee, telephone 202–372–1361 or email *michael.w.lalor@*

SUPPLEMENTARY INFORMATION: Notice of this meeting is in compliance with the *Federal Advisory Committee Act,* 5 U.S.C. Appendix.

The National Merchant Mariner Medical Advisory Committee Meeting is authorized by § 601 of the *Frank LoBiondo Coast Guard Authorization Act of 2018.* The statutory authority is codified in 46 U.S.C. 15104. The Committee operates under the provisions of the *Federal Advisory Committee Act* (5 U.S.C. Appendix) in addition to the administrative provisions applicable to all National Maritime Transportation Advisory Committees in 46 U.S.C. 15109.

The Committee advises the Secretary of the Department of Homeland Security through the Commandant of the Coast Guard on matters related to: (a) Medical certification determinations for issuance of licenses, certificates of registry, and merchant mariners' documents; (b) medical standards and guidelines for the physical qualifications of operators of commercial vessels; (c) medical examiner education; and (d) medical research.

Agenda

The agenda for the September 8, 2021, teleconference is as follows:

(1) Introduction.

(2) Designated Federal Officer Remarks.

(3) Introduction, roll call of Committee members and determination of a quorum.

(4) Remarks from U.S. Coast Guard Leadership.

(5) Swearing in of Committee Member.

(6) Report on Status of Working Groups, Determination on Intercessional Meetings and Discussion of Working Group recommendations. The Committee will review the information presented on each issue, deliberate on any recommendations presented by the Working Groups, approve and formulate recommendations and close any completed tasks. Official action on these recommendations may be taken on:

(a) Task Statement 21–01, Recommendations on Mariner Mental Health;

(b) Task Statement 21–02, Communication Between External Stakeholders and the Mariner Credentialing Program;

(c) Task Statement 21–03, Medical Certifications for Military to Mariner;

(d) Task Statement 21–04, Recommendations on Appropriate Diets and Wellness for Mariners While Onboard Merchant Vessels; and

(e) Task Statement 21–05, Review of Proposed Revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW–F) Medical Standards.

(7) New Business:

(a) Task Statement 21–06, Review of Medical Regulations and Policy to identify potential barriers to women in the U.S. maritime workforce.

(8) Updates on Merchant Mariner Medical Regulations and Policy.

(9) Updates from the National Maritime Center.

(10) Public comment period.

(11) Closing remarks and plans for next meeting.

(12) Adjournment of meeting.

A copy of all meeting documentation will be available at *https://homeport.uscg.mil/missions/federal-advisory-committees/national-merchant-mariner-medical-advisory-committee-(nmedmac)* no later than September 1, 2021. Alternatively, you may contact Mr. Michael Lalor as noted in the **FOR FURTHER INFORMATION** section above.

During the September 8, 2021 teleconference, a public comment period will be held immediately after the introduction to the National Maritime Center, at approximately 2:00 p.m. EDT. Public comments will be limited to two minutes per speaker. Please note that the public comments period will end following the last call for comments. Please contact the individual listed in the **FOR FURTHER INFORMATION CONTACT** section, to register as a speaker.

Dated: August 18, 2021.

Jeffrey G. Lantz,

Director of Commercial Regulations and Standards.

[FR Doc. 2021–18036 Filed 8–20–21; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG–2021–0609]

Policy Letter: Issuance of Endorsements for Master of Self-Propelled Vessels of Less Than 100 GRT to Mariners Holding Endorsements as Mate of Self-Propelled Vessels of 200 GRT or More

AGENCY: Coast Guard, DHS.

ACTION: Notice of availability.

SUMMARY: The Coast Guard announces the availability of a policy letter regarding Issuance of Endorsements for Master of Self-Propelled Vessels of Less Than 100 GRT to Mariners Holding Endorsements as Mate of Self-Propelled Vessels of 200 GRT or More. This policy letter provides guidance to mariners for the issuance of national officer endorsements for master of self-propelled vessels of less than 100 GRT for mariners who hold national endorsements for mate of inspected self-propelled vessels of 200 GRT or more. The Coast Guard will use applicable regulations and this policy to evaluate whether mariners may be issued an endorsement for master of self-propelled vessels of less than 100 GRT.

DATES: The policies announced in the policy letter are effective as of August 18, 2021.

ADDRESSES: To view the policy letter mentioned in this notice, search the docket number USCG–2021–0609 using the Federal eRulemaking Portal at *https://www.regulations.gov.*

FOR FURTHER INFORMATION CONTACT: For information about this document, contact the James Cavo, Mariner Credentialing Program Policy Division (CG–MMC–2), Coast Guard; telephone 202–372–1205; email *MMCPolicy@uscg.mil.*

SUPPLEMENTARY INFORMATION: As specified in 46 CFR 15.901(a), an individual holding an MMC endorsed as mate or pilot of inspected self-propelled

vessels of over 200 gross registered tons (GRT) is authorized to serve as master on inspected vessels of less than 100 GRT within any restrictions on their merchant mariner credential (MMC). The Coast Guard will use the Policy Letter ''Issuance of Endorsements for Master of Self-Propelled Vessels of Less Than 100 GRT to Mariners Holding Endorsements as Mate of Self-Propelled Vessels of 200 GRT or More'' and 46 CFR 15.901 in issuing endorsements for mariners to serve as a master on vessels less than 100 GRT. The Coast Guard issued this policy letter to clarify the process for the issuance of national officer endorsements for master of self-propelled vessels of less than 100 GRT for mariners who hold national endorsements for mate of inspected self-propelled vessels of 200 GRT or more.

For mariners holding a MMC endorsement that authorizes service as mate on inspected self-propelled vessels of 200 GRT or more, the Coast Guard may include in the mariner's MMC a national endorsement as master of self-propelled vessels of less than 100 GRT. This will apply to the following national endorsements:

(1) Chief Mate of Self-Propelled Vessels of Unlimited Tonnage;

(2) Second Mate of Self-Propelled Vessels of Unlimited Tonnage;

(3) Third Mate of Self-Propelled Vessels of Unlimited Tonnage;

(4) Mate of Self-Propelled Vessels of Less Than 1,600 GRT;

(5) Mate of Self-Propelled Vessels of Less Than 500 GRT;

(6) Chief Mate (OSV);

(7) Mate (OSV); and

(8) Mate (Pilot) of Towing Vessels.

Mariners holding one of the endorsements above authorizing service on either near-coastal waters or oceans will be issued an endorsement as Master of Near Coastal Self-Propelled Vessels of Less Than 100 GRT. Mariners holding one of the endorsements above for inland waters or for Great Lakes and inland waters will be issued a master less than 100 GRT endorsement with the same route as their mate endorsement. Mariners holding endorsements as Chief Mate (OSV) and Mate (OSV) will be issued endorsements as master of less than 100 GRT that are not restricted to offshore supply vessels. Mariners holding endorsements as Mate (Pilot) of Towing Vessels will be issued endorsements as master of less than 100 GRT that are not restricted to towing vessels. All other restrictions on the mariner's mate endorsement will apply to the endorsement for master for less than 100 GRT.

Mariners seeking to add the master less than 100 GRT endorsement to their MMCs, must specifically apply for it in order for the Coast Guard to add the endorsement to their credential. However, mariners holding one of the endorsements listed in above are not required to have the endorsement as master in their MMC in order to serve as master on an inspected vessel of less than 100 GRT. As specified in 46 CFR 15.901(a), any mariner holding an endorsement authorizing service as mate on an inspected vessel of 200 GRT or more may serve as master on a vessel of less than 100 GRT on the same route as their equivalent mate endorsement.

This notice is issued under authority of 5 U.S.C. 552(a).

Dated: August 18, 2021.

J.G. Lantz,

U.S. Coast Guard, Director of Commercial Regulations and Standards.

[FR Doc. 2021–18090 Filed 8–20–21; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

U.S. Customs and Border Protection

Uruguay Beef Imports Approved for the Electronic Certification System (eCERT)

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

ACTION: General notice.

SUMMARY: This document announces that the export certification requirement for certain imports of beef from the Oriental Republic of Uruguay (Uruguay) subject to a tariff-rate quota will be accomplished through the Electronic Certification System (eCERT). All imports of beef from Uruguay that are subject to the tariff-rate quota must have a valid export certificate with a corresponding eCERT transmission at the time of entry, or withdrawal from warehouse, for consumption. The United States Government (USG) has approved the request from Uruguay to transition, from the way the USG currently receives export certificates from Uruguay, to eCERT as the method of transmission. The transition to eCERT will not change the tariff-rate quota filing process or requirements. Importers will continue to provide the export certificate numbers from Uruguay in the same manner as when currently filing entry summaries with U.S. Customs and Border Protection. The format of the export certificate numbers will remain the same for the corresponding eCERT transmissions.

DATES: The use of the eCERT process for certain Uruguayan beef importations subject to a tariff-rate quota will be effective for beef entered, or withdrawn from a warehouse, for consumption on or after August 30, 2021.

FOR FURTHER INFORMATION CONTACT: Julia Peterson, Chief, Quota and Agriculture Branch, Trade Policy and Programs, Office of Trade, (202) 384–8905, or *HQQUOTA@cbp.dhs.gov.*

SUPPLEMENTARY INFORMATION:

Background

There is an existing tariff-rate quota on certain beef from the Oriental Republic of Uruguay (Uruguay) pursuant to Additional U.S. Note 3 of Chapter 2 of the Harmonized Tariff Schedule of the United States (HTSUS). The tariff-rate quota for beef from Uruguay was established by section 6 of the Presidential Proclamation No. 6763 (December 23, 1994), as a result of the Uruguay Round Agreements, approved by Congress in section 101 of the Uruguay Round Agreements Act (19 U.S.C. 3511(a), Pub. L. 103–465, 108 Stat. 4814). Tariff-rate quotas permit a specified quantity of merchandise to be entered or withdrawn for consumption at a reduced duty rate during a specified period. Furthermore, section 2012.3 of title 15 of the Code of Federal Regulations (CFR) states that beef may only be entered as a product of an eligible country for a tariff-rate quota if the importer makes a declaration to U.S. Customs and Border Protection (CBP) that a valid export certificate is in effect with respect to the beef. In addition, the CBP regulations, at 19 CFR 132.15, set forth provisions relating to the requirement that an importer must possess a valid export certificate at the time of entry, or withdrawal from warehouse, for consumption, to claim the in-quota tariff rate of duty on entries of beef subject to the tariff-rate quota.

The Electronic Certification System (eCERT) is a system developed by CBP that uses electronic data transmissions of information normally associated with a required export document, such as a license or certificate, to facilitate the administration of quotas and ensure that the proper restraint levels are charged without being exceeded. Uruguay currently submits export certificates to CBP via email, and in the administration of the quota, CBP validates these certificates with the certificate numbers provided by importers on their entry summaries. Uruguay requested to participate in the eCERT process to comply with the United States' tariff-rate quota for beef exported from Uruguay for importation