

We encourage you to respond to this request by submitting comments and related materials. Comments must contain the OMB Control Number of the ICR and the docket number of this request, USCG–2026–0044, and must be received by August 3, 2026.

### 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 as being available in the docket, and all public comments, are in our online docket at <https://www.regulations.gov> and can be viewed by following that website's instructions. 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. Comments we post to <https://www.regulations.gov> will include any personal information you have provided. For more about privacy and submissions in response to this document, see DHS's eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

### Information Collection Request

*Title:* Vessel Documentation.

*OMB Control Number:* 1625–0027.

*Summary:* The information collected will be used to serve several critical functions: (a) establishing a vessel's nationality; (b) determining eligibility for specific maritime employment; and (c) enabling the vessel to serve as collateral for a preferred ship's mortgage. The information collected concerns citizenship of owner/applicant and build, tonnage and markings of a vessel.

*Need:* 46 U.S. Code Chapters 121, 123, 125 and 313 requires the documentation of vessels. A Certificate of Documentation is required for the operation of a vessel in certain trades, serves as evidence of vessel nationality and permits a vessel to be subject to preferred mortgages.

*Forms:*

- CG–1258, Application for Initial, Exchange, or Replacement of Certificate of Documentation; Redocumentation with optional attachments.
- CG–1261, Builder's Certification and First Transfer of Title.
- CG–1270, Certificate of Documentation.

- CG–1280, Vessel Renewal Notification Application for Renewal.
- CG–1330, Certificate of Ownership of Vessel.
- CG–1332, General Index or Abstract of Title.
- CG–1340, Bill of Sale.
- CG–1356, Bill of Sale by Government Entity Pursuant to Court Order of Administrative Degree of Forfeiture.
- CG–4593, Application, Consent, and Approval for Withdrawal of Application for Documentation or Exchange of Certificate of Documentation.
- CG–5542, Optional Application for Filing.
- CG–7042, Authorization for Credit Card Transactions.
- CG–7043, Abstract of Title/Certified COD Request.

*Respondents:* Owners/builders of yachts and commercial vessels of at least 5 net tons.

*Frequency:* Annually, and on occasion.

*Hour Burden Estimate:* The estimated burden has decreased from 90,326 hours to 67,089 hours, due to a decrease in the estimated number of responses.

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

Dated: May 13, 2026.

**Bradley E. White,**

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

[FR Doc. 2026–10972 Filed 6–1–26; 8:45 am]

**BILLING CODE 9110–04–P**

## DEPARTMENT OF HOMELAND SECURITY

### U.S. Customs and Border Protection

[OMB Control Number 1651–0001]

#### Agency Information Collection Activities; Extension; Cargo Manifest/Declaration, Stow Plan, Container Status Messages and Importer Security Filing

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

**ACTION:** 60-Day notice and request for comments

**SUMMARY:** The Department of Homeland Security, U.S. Customs and Border Protection (CBP) will be submitting the following information collection request to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act of 1995 (PRA). The information collection is published in

the **Federal Register** to obtain comments from the public and affected agencies.

**DATES:** Comments are encouraged and must be submitted (no later than August 3, 2026) to be assured of consideration.

**ADDRESSES:** Written comments and/or suggestions regarding the item(s) contained in this notice must include the OMB Control Number 1651–0001 in the subject line and the agency name. Please submit written comments and/or suggestions in English. Please use the following method to submit comments:  
*Email.* Submit comments to: [CBP\\_PRA@cbp.dhs.gov](mailto:CBP_PRA@cbp.dhs.gov).

**FOR FURTHER INFORMATION CONTACT:** Requests for additional PRA information should be directed to Seth Renkema, Chief, Economic Impact Analysis Branch, U.S. Customs and Border Protection, Office of Trade, Regulations and Rulings, 90 K Street NE, 10th Floor, Washington, DC 20229–1177, Telephone number 202–325–0056 or via email [CBP\\_PRA@cbp.dhs.gov](mailto:CBP_PRA@cbp.dhs.gov). Please note that the contact information provided here is solely for questions regarding this notice. Individuals seeking information about other CBP programs should contact the CBP National Customer Service Center at 877–227–5511, (TTY) 1–800–877–8339, or CBP website at <https://www.cbp.gov/>.

**SUPPLEMENTARY INFORMATION:** CBP invites the general public and other Federal agencies to comment on the proposed and/or continuing information collections pursuant to the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*). This process is conducted in accordance with 5 CFR 1320.8. Written comments and suggestions from the public and affected agencies should address one or more of the following four points: (1) whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (2) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (3) suggestions to enhance the quality, utility, and clarity of the information to be collected; and (4) suggestions to minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.*, permitting electronic submission of responses. The comments that are submitted will be summarized and included in the request

for approval. All comments will become a matter of public record.

### Overview of This Information Collection

*Title:*

*OMB Number:* 1651–0001.

*Form Number:* 1302, 1302A, 7533, 7509.

*Current Actions:* Extension.

*Type of Review:* Extension.

*Affected Public:* Businesses.

*Abstract:*

*Import Vessel Manifest:*

*CBP Form 1302:* The master or commander of a vessel arriving in the United States from abroad with cargo on board must file CBP Form 1302, *Inward Cargo Declaration*, or submit the information on this form using a CBP-approved electronic equivalent. CBP Form 1302 is part of the manifest requirements for vessels entering the United States and was agreed upon by treaty at the United Nations Inter-government Maritime Consultative Organization (IMCO). This form and/or electronic equivalent, is provided for by 19 CFR 4.5, 4.7, 4.7a, 4.8, 4.33, 4.34, 4.38, 4.84, 4.85, 4.86, 4.91, 4.93 and 4.99 and is accessible at: <https://www.cbp.gov/newsroom/publications/forms?title=1302>.

Although the form has been mostly automated through the Automated Commercial Environment (ACE), there are still circumstances where a paper CBP form 1302 is required due to not being captured in ACE; Such as the data elements for equipment of the vessel which is intended for discharge or empty containers being transported coastwise. CBP is working to automate the remaining use cases of the CBP form 1302 through the Vessel Entrance and Clearance System (VECS). Some data elements may be collected via the Electronic Notice of Arrival/Departure (eNOAD), however, the eNOAD system does not have all of the data elements on CBP Form 1302. This form is not required to be submitted in hard copy for cargo brought to the United States with the intent to import and/or carry onboard in trade but is required for ship's equipment which is intended for discharge.

*CBP Form 7533:* The master or person in charge of a conveyance files CBP Form 7533, *INWARD CARGO MANIFEST FOR VESSEL UNDER FIVE TONS, FERRY, TRAIN, CAR, VEHICLE, ETC*, which is required for a vehicle or a vessel of less than 5 net tons arriving in the United States from Canada or Mexico, otherwise than by sea, with baggage or merchandise. Respondents may also submit the information on this form using a CBP-approved electronic

equivalent. CBP Form 7533, and/or electronic equivalent, is provided for by 19 CFR 123.4, 123.7, 123.61, 123.91, and 123.92, and is accessible at: [https://www.cbp.gov/newsroom/publications/forms?title\\_1=7533](https://www.cbp.gov/newsroom/publications/forms?title_1=7533).

*Vessel Stow Plan:* For all vessels transporting containerized goods to the US the incoming carrier is required to electronically submit a vessel stow plan no later than 48 hours after the vessel departs from the last foreign port that includes information about the vessel and cargo. For voyages less than 48 hours in duration, CBP must receive the vessel stow plan prior to arrival at the first port in the United States. The vessel stow plan is provided for by 19 CFR 4.7c.

*Container Status Messages (CSMs):* For all containers destined to arrive within the limits of a U.S. port from a foreign port by vessel, the incoming carrier must submit messages regarding the status of events if the carrier creates or collects a container status message (CSM) in its equipment tracking system reporting that event. CSMs must be transmitted to CBP via a CBP-approved electronic data interchange system. These messages transmit information regarding events such as the status of a container (full or empty); booking a container destined to arrive in the United States; loading or unloading a container from a vessel; and a container arriving or departing the United States. CSMs are provided for by 19 CFR 4.7d.

*Importer Security Filing (ISF):* For most cargo arriving in the United States by vessel, the importer, or its authorized agent, must submit the data elements listed in 19 CFR 149.3 via a CBP-approved electronic interchange system within prescribed time frames outlined in 19 CFR 149.2. Transmission of these data elements provide CBP with advanced information about the shipment.

*Export Manifest and Electronic Export Manifest (pilots):*

*CBP Form 1302A:* The master or commander of a vessel departing from the United States must file CBP Form 1302A, *Cargo Declaration Outward With Commercial Forms*, or CBP-approved electronic equivalent, with copies of bills of lading or equivalent commercial documents relating to all cargo encompassed by the manifest. This form and/or electronic equivalent, is provided for by 19 CFR 4.62, 4.63, 4.75, 4.82, and 4.87–4.89, and is accessible at: [https://www.cbp.gov/newsroom/publications/forms?title\\_1=1302A](https://www.cbp.gov/newsroom/publications/forms?title_1=1302A).

*Electronic Ocean Export Manifest:* CBP began a pilot in 2015 to electronically collect the air export manifest information. The carrier or its

agent or anyone with direct knowledge of the export manifest data to provide specific pre-departure export manifest data to CBP must provide electronic export manifest (EEM) data to CBP prior to the conveyance departing the final U.S. port of export. Any trade member can provide the 7+1 data elements identified by CBP as the initial filling at least 24 hours prior to the conveyance departing the final U.S. port of export. The remaining EEM data elements must be provided at least two hours prior to a conveyance departing a U.S. port of export. This advance information is transmitted to CBP via the ACE's Export Information System. This information is transmitted to CBP in advance via the ACE's Export Information System.

*Electronic Air Export Manifest:* CBP began a pilot in 2015 to electronically collect the air export manifest information. The carrier or its agent or anyone with direct knowledge of the export manifest data to provide specific pre-departure export manifest data to CBP must provide electronic export manifest (EEM) data to CBP prior to the conveyance departing the final U.S. port of export. Any trade member can provide the 7+1 data elements identified by CBP as the initial filling at least 24 hours prior to the conveyance departing the final U.S. port of export. The remaining EEM data elements must be provided at least two hours prior to a conveyance departing a U.S. port of export. This advance information is transmitted to CBP via the ACE's Export Information System. This information is transmitted to CBP in advance via the ACE's Export Information System.

*Electronic Rail Export Manifest:* CBP began a pilot in 2015 to electronically collect the air export manifest information. The carrier or its agent or anyone with direct knowledge of the export manifest data to provide specific pre-departure export manifest data to CBP must provide electronic export manifest (EEM) data to CBP prior to the conveyance departing the final U.S. port of export. Any trade member can provide the 7+1 data elements identified by CBP as the initial filling at least 24 hours prior to the conveyance departing the final U.S. port of export. The remaining EEM data elements must be provided at least two hours prior to a conveyance departing a U.S. port of export. This advance information is transmitted to CBP via the ACE's Export Information System. This information is transmitted to CBP in advance via the ACE's Export Information System.

*Import and Export (Vessel) Manifest: Manifest Confidentiality:* An importer or consignee (inward) or a shipper (outward) may request confidential

treatment of its name and address contained in manifests by following the procedure set forth in 19 CFR 103.31. The Vessel NPRM is updating the allowed data elements. <https://www.ecfr.gov/current/title-19/chapter-I/part-103>.

*Air Manifest:*

*CBP Form 7509:* The aircraft commander or agent must file Form 7509, *Air Cargo Manifest*, with CBP at the departure airport, or respondents may submit the information on this form using a CBP-approved electronic equivalent. CBP Form 7509 contains information about the cargo onboard the aircraft. This form, and/or electronic equivalent, is provided for by 19 CFR 122.35, 122.48, 122.48a, 122.52, 122.54, 122.73, 122.113, and 122.118 and is accessible at: [https://www.cbp.gov/newsroom/publications/forms?title\\_1=7509](https://www.cbp.gov/newsroom/publications/forms?title_1=7509).

*Air Cargo Advance Screening (ACAS):* Respondents submit a subset of the required 19 CFR 122.48a data elements (ACAS Data) at the earliest point practicable prior to loading of the cargo onto the aircraft destined to or transiting through the United States. ACAS Data is transmitted via a CBP-approved electronic interchange system within prescribed time frames. Currently, the ACAS data consists of:

- (1) Air waybill number
- (2) Total quantity based on the smallest external packing unit
- (3) Total weight of cargo
- (4) Cargo description
- (5) Shipper name and address
- (6) Consignee name and address
- (7) Master air waybill (MAWB) number (conditional)
- (8) Second notify party (optional)
- (9) Optional data elements listed in 19 CFR 122.48a may be provided on the ACAS timeframe:
  - a. Trip/flight number
  - b. Carrier/ICAO (International Civil Aviation Organization) code
  - c. Airport of arrival
  - d. Airport of origin
  - e. Scheduled date of arrival
  - f. Consolidation identifier
  - g. Split shipment indicator
  - h. Permit to proceed information
  - i. Identifier of other party which is to submit additional air waybill information
  - j. In-bond information
  - k. Local transfer facility
  - l. Flight departure message
  - m. In-bond information
  - n. The total quantity of the cargo covered by the house air waybill based on the smallest external packing unit
  - o. The total weight of the cargo covered by the house air waybill

- p. Description
- q. Permit-to-proceed information
- r. Boarded quantity
- s. Boarded weight
- (10) Any additional information regarding ACAS data elements (optional)

*Previously Approved Changes to ACAS:*

Through the Enhanced ACAS interim final rule (IFR), CBP has amended its regulations to include additional data elements. The ACAS program enhances the security of flights carrying cargo into the United States by requiring the transmission of certain air cargo data and performing targeted risk assessments based on the transmitted data prior to an aircraft's departure for the United States. These risk assessments identify and prevent high-risk air cargo from being loaded onto an aircraft that could pose a risk to an aircraft during flight. In addition to the original ACAS data elements, Enhanced ACAS adds several mandatory and conditional data elements.

These additional data elements consist of:

- (1) Consignee email address (mandatory)
- (2) Consignee phone number (mandatory)
- (3) Shipment packing location and/or scheduled shipment pickup location (mandatory)
- (4) Ship to party (mandatory)
- (5) Verified Known Consignor (conditional, mandatory in specific circumstances)
- (6) Shipper email address (conditional, mandatory in specific circumstances)
- (7) Shipper phone number (conditional, mandatory in specific circumstances)
- (8) Customer account name (conditional, mandatory in specific circumstances)
- (9) Customer account issuer (conditional, mandatory in specific circumstances)
- (10) Customer account number (conditional, mandatory in specific circumstances)
- (11) Customer account shipping frequency/volume (conditional, mandatory in specific circumstances)
- (12) Customer account establishment date (conditional, mandatory in specific circumstances)
- (13) Customer account billing type (conditional, mandatory in specific circumstances)
- (14) Unmasked internet protocol (IP) address or media access control (MAC) address of the device used

during account creation (conditional, mandatory in specific circumstances)

- (15) Unmasked internet protocol (IP) address or media access control (MAC) address of the device used to initiate the shipping transaction and the unmasked IP address or MAC address of the device used to file the ACAS filing each time an ACAS filing is submitted (conditional, mandatory in specific circumstances)
- (16) Shipping cost (conditional, mandatory in specific circumstances)
- (17) Biographic data (conditional, mandatory in specific circumstances)
- (18) Link to product listing and unmasked internet protocol (IP) address or media access control (MAC) address of the device used by the consignee to purchase the product (conditional, but mandatory in specific circumstances)

In tandem with the Enhanced ACAS interim final rule, CBP is also adding to the existing list of optional data elements that the public may provide at their discretion. CBP does not require trade members to provide this data.

The list of optional data elements consists of:

- (1) Origin of Shipment
- (2) Declared Value
- (3) Harmonized Commodity Code (HTS-6 or HTS-10)
- (4) Transaction Type (e.g., B2B—business to business; B2C—business to consumer, etc.)
- (5) Special Handling Type
- (6) Customer Account Email Address
- (7) Customer Account Phone Number
- (8) Shipper Manufacturer Identification (MID) or Authorized Economic Operator (AEO) Number
- (9) Consignee Importer of Record number (or similar number)
- (10) Regulated Agent Name, Address and Code
- (11) ACAS Filing Type (e.g., Standard, Express, eCommerce, Postal)

*Type of Information Collection:* Air Cargo Manifest (CBP Form 7509).

*Estimated Number of Respondents:* 215.

*Estimated Number of Annual Responses per Respondent:* 6,821.

*Estimated Number of Total Annual Responses:* 1,466,400.

*Estimated Time per Response:* 15 minutes.

*Estimated Total Annual Burden Hours:* 366,600.

*Type of Information Collection:* Air Cargo Advanced Screening (ACAS) Data.

*Estimated Number of Respondents:* 281.  
*Estimated Number of Annual Responses per Respondent:* 4,383,097.  
*Estimated Number of Total Annual Responses:* 1,231,650,254.  
*Estimated Time per Response:* 0 minutes.  
*Estimated Total Annual Burden Hours:* 0.  
*Type of Information Collection:* Enhanced Cargo Advanced Screening (ACAS) Data—Verified Known Consignors.  
*Estimated Number of Respondents:* 281.  
*Estimated Number of Annual Responses per Respondent:* 4,383,097.  
*Estimated Number of Total Annual Responses:* 1,231,650,254.  
*Estimated Time per Response:* 0 minutes.  
*Estimated Total Annual Burden Hours:* 0.  
*Type of Information Collection:* Enhanced ACAS Data—Non-Verified Known Consignors.  
*Estimated Number of Respondents:* 281.  
*Estimated Number of Annual Responses per Respondent:* 666,823.  
*Estimated Number of Total Annual Responses:* 187,377,263.  
*Estimated Time per Response:* 1 minute.  
*Estimated Total Annual Burden Hours:* 3,122,954.  
*Type of Information Collection:* Inward Cargo Manifest for Truck, Rail, Vehicles, Vessels, etc. (CBP Form 7533).  
*Estimated Number of Respondents:* 33,000.  
*Estimated Number of Annual Responses per Respondent:* 292.  
*Estimated Number of Total Annual Responses:* 9,629,400.  
*Estimated Time per Response:* 6 minutes.  
*Estimated Total Annual Burden Hours:* 962,940.  
*Type of Information Collection:* Inward Cargo Declaration (CBP Form 1302).  
*Estimated Number of Respondents:* 10,000.  
*Estimated Number of Annual Responses per Respondent:* 300.  
*Estimated Number of Total Annual Responses:* 3,000,000.  
*Estimated Time per Response:* 30 minutes.  
*Estimated Total Annual Burden Hours:* 1,500,000.  
*Type of Information Collection:* Export Cargo Declaration (CBP Form 1302A).  
*Estimated Number of Respondents:* 500.  
*Estimated Number of Annual Responses per Respondent:* 400.

*Estimated Number of Total Annual Responses:* 200,000.  
*Estimated Time per Response:* 3 minutes.  
*Estimated Total Annual Burden Hours:* 10,000.  
*Type of Information Collection:* Importer Security Filing.  
*Estimated Number of Respondents:* 240,000.  
*Estimated Number of Annual Responses per Respondent:* 34.  
*Estimated Number of Total Annual Responses:* 8,100,000.  
*Estimated Time per Response:* 1 hour.  
*Estimated Total Annual Burden Hours:* 8,100,000.  
*Type of Information Collection:* Vessel Stow Plan.  
*Estimated Number of Respondents:* 163.  
*Estimated Number of Annual Responses per Respondent:* 109.  
*Estimated Number of Total Annual Responses:* 17,767.  
*Estimated Time per Response:* 2 hours.  
*Estimated Total Annual Burden Hours:* 31,803.  
*Type of Information Collection:* Container Status Messages.  
*Estimated Number of Respondents:* 60.  
*Estimated Number of Annual Responses per Respondent:* 4,285,000.  
*Estimated Number of Total Annual Responses:* 257,100,000.  
*Estimated Time per Response:* 0.0056 minutes.  
*Estimated Total Annual Burden Hours:* 23,996.  
*Type of Information Collection:* Request for Manifest Confidentiality.  
*Estimated Number of Respondents:* 5,040.  
*Estimated Number of Annual Responses per Respondent:* 1.  
*Estimated Number of Total Annual Responses:* 5,040.  
*Estimated Time per Response:* 15 minutes.  
*Estimated Total Annual Burden Hours:* 1,260.  
*Type of Information Collection:* Electronic Air Export Manifest.  
*Estimated Number of Respondents:* 260.  
*Estimated Number of Annual Responses per Respondent:* 5,640.  
*Estimated Number of Total Annual Responses:* 1,466,400.  
*Estimated Time per Response:* 5 minutes.  
*Estimated Total Annual Burden Hours:* 121,711.  
*Type of Information Collection:* Electronic Ocean Export Manifest.  
*Estimated Number of Respondents:* 500.

*Estimated Number of Annual Responses per Respondent:* 400.  
*Estimated Number of Total Annual Responses:* 200,000.  
*Estimated Time per Response:* 30 minutes.  
*Estimated Total Annual Burden Hours:* 100,000.  
*Type of Information Collection:* Electronic Rail Export Manifest.  
*Estimated Number of Respondents:* 7.  
*Estimated Number of Annual Responses per Respondent:* 598,830.  
*Estimated Number of Total Annual Responses:* 4,191,810.  
*Estimated Time per Response:* 0.52 minutes.  
*Estimated Total Annual Burden Hours:* 36,329.

**Seth D Renkema,**

*Branch Chief, Economic Impact Analysis Branch, U.S. Customs and Border Protection.*

[FR Doc. 2026-11019 Filed 6-1-26; 8:45 am]

**BILLING CODE 9111-14-P**

**DEPARTMENT OF HOMELAND SECURITY****U.S. Customs and Border Protection****Announcement of the National Customs Automation Program (NCAP) Test Regarding Pipeline Global Interoperability Standards for Crude Oil**

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

**ACTION:** General notice.

**SUMMARY:** This notice announces that U.S. Customs and Border Protection (CBP) will conduct a National Customs Automation Program (NCAP) test of a new method of data collection, including the collection of new data, for crude oil transported via pipeline into the United States. The Pipeline Global Interoperability Standards Test will utilize data transmitted to the Automated Commercial Environment (ACE) using unique entity identifiers and tamper-proof credentials documenting the movement (including ownership changes) of Canadian and Mexican crude oil for CBP review in near real time. This notice provides a description of the test, gives instructions regarding public involvement, and invites comments on all aspects of the test.

**DATES:** The Pipeline Global Interoperability Standards Test will commence on July 2, 2026, and will run for one year, subject to any extension, modification, or early termination as announced in the **Federal Register**.