

postcard, or print the acknowledgement page that appears after submitting comments online.

**FOR FURTHER INFORMATION CONTACT:** Mr. Richard Clemente, FMCSA Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; Telephone: 202-366-4325. Email: *MCPSD@dot.gov*.

**SUPPLEMENTARY INFORMATION:**

**Background**

FMCSA has authority under 49 U.S.C. 31136(e) and 31315 to grant exemptions from the Federal Motor Carrier Safety Regulations. FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including any safety analyses that have been conducted. The Agency must also provide an opportunity for public comment on the request.

The Agency reviews the safety analyses and the public comments, and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved by the current regulation (49 CFR 381.305). The decision of the Agency must be published in the **Federal Register** (49 CFR 381.315(b)) with the reason for granting or denying the exemption, and, if granted, the specific person or class of persons receiving the exemption, and the regulatory provision or provisions from which exemption is granted. The notice must specify the effective period of the exemption (up to 2 years), and explain the terms and conditions of the exemption. The exemption may be renewed (49 CFR 381.300(b)).

Since 2012, FMCSA has granted four Daimler drivers similar exemptions [May 25, 2012 (77 FR 31422); July 22, 2014 (79 FR 42626); August 29, 2014 (79 FR 51641)]. Each of these drivers held a valid German CDL but lacked the U.S. residency required to obtain a CDL. FMCSA has concluded that the process for obtaining a German CDL is comparable to or as effective as the U.S. CDL requirements and ensures that these drivers will likely achieve a level of safety equivalent to or greater than the level that would be obtained in the absence of the exemption.

**Request for Exemption**

Daimler has applied for an exemption for one of its engineers from 49 CFR 383.23, which prescribes licensing requirements for drivers operating CMVs in interstate or intrastate commerce. This driver, Martin

Zeilinger, holds a valid German CDL but is unable to obtain a CDL in any of the U.S. States due to residency requirements. A copy of the application is in Docket No. FMCSA-2012-0032.

The exemption would allow Mr. Zeilinger to operate CMVs in interstate or intrastate commerce to support Daimler field tests designed to meet future vehicle safety and environmental requirements and to develop improved safety and emission technologies. According to Daimler, Mr. Zeilinger will typically drive for no more than 6 hours per day for 2 consecutive days, and 10 percent of the test driving will be on two-lane State highways, while 90 percent will be on interstate highways. The driving will consist of no more than 200 miles per day, for a total of 400 miles during a two-day period on a quarterly basis. He will in all cases be accompanied by a holder of a U.S. CDL who is familiar with the routes to be traveled. Daimler requests that the exemption cover a two-year period.

FMCSA has determined that the process for obtaining a German CDL is comparable to the Federal requirements of 49 CFR part 383 and adequately assesses a driver's ability to operate CMVs in the United States.

**Request for Comments**

In accordance with 49 U.S.C. 31315(b)(4) and 31136(e), FMCSA requests public comment on Daimler's application for an exemption from the CDL requirements of 49 CFR 383.23. The Agency will consider all comments received by close of business on January 16, 2015. Comments will be available for examination in the docket at the location listed under the **ADDRESSES** section of this notice. The Agency will consider to the extent practicable comments received in the public docket after the closing date of the comment period.

Issued on: December 4, 2014.

**Larry W. Minor,**

*Associate Administrator for Policy.*

[FR Doc. 2014-29067 Filed 12-16-14; 8:45 am]

**BILLING CODE 4910-EX-P**

**DEPARTMENT OF TRANSPORTATION**

**Maritime Administration**

[Docket No. DOT-MARAD-2014-0156]

**Request for Comments on a New Information Collection**

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comments. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on September 23, 2014 (79 FR 56849).

**DATES:** Comments must be submitted on or before January 16, 2015.

**FOR FURTHER INFORMATION CONTACT:** Nuns Jain, Program Excellence & Quality Assurance Group (MAR-600.6), Maritime Administration, U.S. Department of Transportation, 7737 Hampton Boulevard, Building 19, Suite 300, Norfolk, VA 23505, (757) 322-5801 or Email: *nuns.jain@dot.gov*.

**SUPPLEMENTARY INFORMATION:**

*Title:* Quarterly Readiness Reporting of Strategic Seaport Facilities.

*OMB Control Number:* 2133-NEW.

*Type of Request:* New Information Collection.

*Abstract:* Pursuant to the Defense Production Act of 1950, as amended (Pub. L. 111-67), EO 13603, E.O. 12656 and 46 CFR part 340, MARAD works with the DoD to ensure national defense preparedness. Accordingly, MARAD issues a pre-emergency Port Planning Order (PPO) to each Department of Defense (DoD) designated strategic commercial seaport in order to provide the DoD port facilities in support of military deployments during national emergencies. The proposed collection of quarterly information is necessary to validate each port's ability to provide the PPO delineated facilities to the DoD within the PPO delineated time frame. In a February 2, 2014 report entitled *STRATEGIC SEAPORTS: Opportunities Exist to Improve Interagency Coordination, Readiness Reporting, and Port Preparedness*, the Government Accounting Office (GAO) recommended that MARAD collect DoD required readiness data from the strategic commercial ports. This information will be used by MARAD to assist DoD in establishing overall contingency plans necessary to meet national emergency preparedness requirements.

*Affected Public:* Strategic Commercial Seaports with MARAD Port Planning Orders.

*Estimated Number of Respondents:* 16.

*Estimated Number of Responses:* 64.  
*Annual Estimated Total Annual Burden Hours:* 64.

*Frequency of Collection:* Quarterly.

**ADDRESSES:** Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW., Washington, DC 20503.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.93.

Dated: December 11, 2014.

**Julie P. Agarwal,**

*Secretary, Maritime Administration.*

[FR Doc. 2014-29468 Filed 12-16-14; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35882]

#### **Watco Holdings, Inc.—Continuance in Control Exemption—Bogalusa Bayou Railroad, L.L.C.**

Watco Holdings, Inc. (Watco), a noncarrier, has filed a verified notice of exemption pursuant to 49 CFR 1180.2(d)(2) to continue in control of Bogalusa Bayou Railroad, L.L.C. (BBRR), upon BBRR's becoming a Class III rail carrier. Watco owns, indirectly, 100 percent of the issued and outstanding stock of BBRR, a limited liability company.

This transaction is related to a concurrently filed verified notice of exemption in *Bogalusa Bayou Railroad—Acquisition of Trackage Rights Exemption Containing Interchange Commitment—Illinois Central Railroad*, Docket No. FD 35880, wherein BBRR seeks Board approval to acquire overhead trackage rights over a one-mile rail line owned by Illinois Central Railroad Company extending between milepost 68.85, at Leescreek, La., and milepost 69.85, at Bogalusa, La.

The transaction may be consummated on or after December 31, 2014, the effective date of the exemption (30 days

after the verified notice of exemption was filed).

Watco currently controls, indirectly, one Class II rail carrier that operates in two states and 29 Class III rail carriers that collectively operate in 20 states. For a complete list of these rail carriers, and the states in which they operate, see Watco's verified notice of exemption filed on December 1, 2014. The verified notice is available on the Board's Web site at [WWW.STB.DOT.GOV](http://WWW.STB.DOT.GOV).

Watco represents that: (1) The rail lines to be operated by BBRR do not connect with any of the rail lines operated by the carriers in the Watco corporate family; (2) the transaction is not a part of a series of anticipated transactions that would result in such a connection; and (3) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Watco states that the purpose of the transaction is to reduce overhead expenses, coordinate billing, maintenance, mechanical, and personnel policies and practices of its rail carrier subsidiaries, and thereby improve the overall efficiency of rail service provided by the railroads in the Watco corporate family.

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Because the transaction involves the control of one Class II and one or more Class III rail carriers, the transaction is subject to the labor protection requirements of 49 U.S.C. 11326(b) and *Wisconsin Central Ltd.—Acquisition Exemption—Lines of Union Pacific Railroad*, 2 S.T.B. 218 (1997).

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed by December 24, 2014 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35882, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Karl Morell, Ball Janik LLP, 655 Fifteenth Street NW., Suite 225, Washington, DC 20005.

Board decisions and notices are available on our Web site at [WWW.STB.DOT.GOV](http://WWW.STB.DOT.GOV).

Decided: December 12, 2014.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

**Brendetta S. Jones,**

*Clearance Clerk.*

[FR Doc. 2014-29550 Filed 12-16-14; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35880]

#### **Bogalusa Bayou Railroad, L.L.C.—Acquisition of Trackage Rights Exemption Containing Interchange Commitment—Illinois Central Railroad Company**

Bogalusa Bayou Railroad, L.L.C. (BBRR),<sup>1</sup> a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire overhead trackage rights over a one-mile rail line owned by Illinois Central Railroad Company (IC) extending between milepost 68.85, at Leescreek, La., and milepost 69.85, at Bogalusa, La., pursuant to an agreement between BBRR and IC.

This transaction is related to a concurrently filed verified notice of exemption in *Watco Holdings, Inc.—Continuance in Control Exemption—Bogalusa Bayou Railroad*, Docket No. FD 35882, wherein Watco Holdings, Inc., seeks Board approval under 49 CFR 1180.2(d)(2) to continue in control of BBRR, upon BBRR's becoming a Class III rail carrier.

BBRR states that the agreement precludes BBRR from interchanging traffic with a third party. As required under 49 CFR 1150.33(h)(1), BBRR has provided additional information concerning the interchange commitment.

BBRR has certified that its projected annual revenues as a result of this transaction will not result in BBRR's becoming a Class II or Class I rail carrier and will not exceed \$5 million.

This transaction may be consummated on or after December 31, 2014, the effective date of the exemption (30 days after the verified notice of exemption was filed).

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than December 24, 2014

<sup>1</sup> BBRR is a wholly owned subsidiary of Watco Holdings, Inc.