

**FEDERAL FINANCIAL INSTITUTIONS  
EXAMINATION COUNCIL****[Docket No. AS24–28]****Appraisal Subcommittee; Notice of  
Meeting****AGENCY:** Appraisal Subcommittee of the Federal Financial Institutions Examination Council.**ACTION:** Notice of special closed meeting.

*Description:* In accordance with section 1104(b) of title XI of the Financial Institutions Reform, Recovery, and Enforcement Act of 1989, codified at 12 U.S.C. 3333(b), notice is hereby given that the Appraisal Subcommittee (ASC) met for a Special Closed Meeting on this date.

*Location:* Virtual meeting via Teams.*Date:* November 13, 2024.*Time:* 11:54 a.m. ET.**Discussion Item***Personnel Matter*

The ASC convened a Special Closed Meeting to discuss a personnel matter pursuant to section 1104(b) of title XI (12 U.S.C. 3333(b)). No action was taken by the ASC.

**Loretta Schuster,***Management & Program Analyst.*

[FR Doc. 2024–28909 Filed 12–9–24; 8:45 am]

**BILLING CODE 6700–01–P****FEDERAL FINANCIAL INSTITUTIONS  
EXAMINATION COUNCIL****[Docket No. AS24–25]****Appraisal Subcommittee; Notice of  
Meeting****AGENCY:** Appraisal Subcommittee of the Federal Financial Institutions Examination Council.**ACTION:** Notice of special meeting.

*Description:* In accordance with section 1104(b) of title XI of the Financial Institutions Reform, Recovery, and Enforcement Act of 1989, codified at 12 U.S.C. 3333(b), notice is hereby given that the Appraisal Subcommittee (ASC) met for a Special Meeting on this date.

*Location:* Virtual meeting via Teams.*Date:* October 28, 2024.*Time:* 2:20 p.m. ET.**Action and Discussion Item***Personnel Matter*

The ASC convened a Special Meeting to discuss and take a vote on a personnel matter.

**Loretta Schuster,***Management & Program Analyst.*

[FR Doc. 2024–28912 Filed 12–9–24; 8:45 am]

**BILLING CODE 6700–01–P****FEDERAL FINANCIAL INSTITUTIONS  
EXAMINATION COUNCIL****[Docket No. AS24–27]****Appraisal Subcommittee; Notice of  
Meeting****AGENCY:** Appraisal Subcommittee of the Federal Financial Institutions Examination Council.**ACTION:** Notice of special meeting.

*Description:* In accordance with section 1104(b) of title XI of the Financial Institutions Reform, Recovery, and Enforcement Act of 1989, codified at 12 U.S.C. 3333(b), notice is hereby given that the Appraisal Subcommittee (ASC) met for a Special Meeting on this date.

*Location:* Virtual meeting via Teams.*Date:* November 13, 2024.*Time:* 11:50 a.m. ET.**Action and Discussion Item***Personnel Matter*

The ASC convened a Special Meeting to discuss and take a vote on a personnel matter.

**Loretta Schuster,***Management & Program Analyst.*

[FR Doc. 2024–28908 Filed 12–9–24; 8:45 am]

**BILLING CODE 6700–01–P****FEDERAL FINANCIAL INSTITUTIONS  
EXAMINATION COUNCIL****[Docket No. AS24–26]****Appraisal Subcommittee; Notice of  
Meeting****AGENCY:** Appraisal Subcommittee of the Federal Financial Institutions Examination Council.**ACTION:** Notice of special closed meeting.

*Description:* In accordance with section 1104(b) of title XI of the Financial Institutions Reform, Recovery, and Enforcement Act of 1989, codified at 12 U.S.C. 3333(b), notice is hereby given that the Appraisal Subcommittee (ASC) met for a Special Closed Meeting on this date.

*Location:* Virtual meeting via Teams.*Date:* November 13, 2024.*Time:* 11:30 a.m. ET.**Discussion Item***Personnel Matter*

The ASC convened a Special Closed Meeting to discuss a personnel matter pursuant to section 1104(b) of title XI (12 U.S.C. 3333(b)). No action was taken by the ASC.

**Loretta Schuster,***Management & Program Analyst.*

[FR Doc. 2024–28913 Filed 12–9–24; 8:45 am]

**BILLING CODE 6700–01–P****FEDERAL MARITIME COMMISSION****[FMC 2024–0008]****Closure of Investigation Into  
Conditions Affecting United States  
Carriers in Connection With Canadian  
Ballast Water Regulation in the United  
States/Canada Great Lakes Trade****AGENCY:** Federal Maritime Commission.**ACTION:** Notice of closure of investigation.

**SUMMARY:** The Federal Maritime Commission (Commission) has closed its investigation, initiated pursuant to chapter 423, into conditions created by the Government of Canada (Canada) in connection with regulation of ballast water management systems that may adversely affect the operation of United States carriers in the United States/Canada Great Lakes trade. Although sufficient short-term improvements have been made to the conditions under review, the Commission's parallel long-term investigation of those conditions pursuant to chapter 421 will remain open.

**FOR FURTHER INFORMATION CONTACT:** For questions regarding this Notice, contact David Eng, Secretary; Phone: (202) 523–5725; Email: [Secretary@fmc.gov](mailto:Secretary@fmc.gov).

**SUPPLEMENTARY INFORMATION:****I. Introduction**

On May 22, 2024, the Federal Maritime Commission (Commission) initiated an investigation, pursuant to 46 U.S.C. 42302, of whether conditions created by the Government of Canada (Canada) in connection with regulation of ballast water management systems adversely affected the operation of United States carriers in the United States/Canada Great Lakes trade, in particular the carriers operating vessels that were to become subject to regulation in September 2024, within the meaning of 46 U.S.C. chapter 423

(Foreign Shipping Practices) (46 U.S.C. 42301–42307). With respect to those vessels, Canada has now granted exemptions from the regulation, or issued determinations that exemptions were not needed. As a result, the Commission has determined to close this investigation but to keep open its parallel investigation pursuant to 46 U.S.C. chapter 421 (Regulations Affecting Shipping in Foreign Trade) (46 U.S.C. 42101–42109) in order to address potential longer-term issues involving Canadian ballast water management regulation.

## II. Summary of Status of Investigation

In 2020, the Commission opened an investigation under 46 U.S.C. chapter 421 following a petition by the Lake Carriers Association (LCA). *See* FMC Docket No. 20–10. That petition alleged that Canadian regulation set to take effect in September 2024 would create conditions unfavorable to shipping by requiring U.S. vessels to install new ballast water management systems. It became apparent that only a small group of U.S. Lakers built after 2008 would be affected by the Canadian regulation in 2024, with about 50 older Lakers not subject to it until 2030. *See* Investigation into Conditions Affecting United States Carriers in Connection with Canadian Ballast Water Regulation in the United States/Canada Great Lakes Trade, FMC–2024–0008, 89 FR 44979 (May 22, 2024) (May 2024 Notice of Investigation).

It also became apparent that the U.S. Environmental Protection Agency (EPA), in its rulemaking to implement the Vessel Incidental Discharge Act (VIDA), would likely issue rules as to ballast water management equipment that would be less restrictive than those of Canada. *See* May 2024 Notice of Investigation, 89 FR 44979. In October 2024, the EPA did issue such rules. Vessel Incidental Discharge National Standards of Performance, 89 FR 82074, 82094–82095 (Oct. 9, 2024).

Meanwhile, in May 2024 the Commission on its own motion initiated a chapter 423 investigation into whether Canadian ballast water management regulation in the Great Lakes adversely affected the operation of United States carriers in violation of 46 U.S.C. 42302(a). *See* May 2024 Notice of Investigation, 89 FR 44979. Under the 120-day time limit set by 46 U.S.C. 42302(c), the initial deadline for the Commission to complete the chapter 423 investigation was in September 2024.

In response to the May 2024 Notice of Investigation, the Commission received 14 comments. The Canadian

government and those representing the interests of Canadian carriers, as well as those representing environmental interests, opposed the potential imposition of sanctions. On the other hand, those representing the interests of U.S. carriers and workers were supportive of such measures.

In late July 2024 Transport Canada, the responsible Canadian agency, made available to U.S. carriers a procedure for seeking exemptions to the relevant ballast water management requirements, although the Commission understands that a comparable process had been available to Canadian carriers much earlier. *See* Procedure to request an exemption to install Ballast Water Management Systems under Ballast Water Regulations for foreign-flagged vessels in Canadian waters, Transport Canada (July 25, 2024) (Exemption Procedure), available at <https://tc.canada.ca/en/marine-transportation/marine-safety-management-system-tp-13585-e-tier-ii-procedures/tier-ii-procedure-request-exemption-install-ballast-water-management-systems-under-ballast-water-regulations-foreign-flagged-vessels-canadian-waters>. At the time this detailed exemption procedure for U.S. carriers was established, there was relatively little time to complete the application process before the relevant compliance date of the Canadian rule, which was September 8, 2024.

Accordingly, also in September 2024, the Commission extended the time for decision in its chapter 423 investigation by 90 days, to December 18, 2024. Extension of Time for Decision in Investigation Into Conditions Affecting United States Carriers in Connection With Canadian Ballast Water Regulation in the United States/Canada Great Lakes Trade, 89 FR 74273 (Sept. 12, 2024) (September 2024 Notice). At the same time, the Commission established a new comment period to gather more information on the apparent disparity between the exemption processes available to U.S. and Canadian carriers, and on whether those processes may have themselves led to adverse conditions in violation of 46 U.S.C. 42302(a). *Id.*

In response to the September 2024 Notice, the Commission received comments from six entities. *See* Comments, Investigation Into Conditions Affecting United States Carriers in Connection With Canadian Ballast Water Regulation in the United States/Canada Great Lakes Trade, Docket No. FMC–2024–0008, available at <https://www.regulations.gov/document/FMC-2024-0008-0018/comment>. Comments from those representing the interests of U.S. entities

argued that the Canadian exemption processes did create disparate effects, particularly in that the U.S. process was not available until late July 2024, shortly before the early September compliance date. There were also statements that the process for U.S. Lakers was more complex and time-consuming. But Canada and those representing Canadian carriers argued that there was no unlawful disparity. Canada asserted generally that there had been no differential treatment with regard to exemptions, although it did not specifically dispute the difference in the application availability dates.

Information received to date indicates that the Canadian regulation at issue in this chapter 423 investigation may create conditions that adversely affect the operation of the U.S. Lakers, in a way that Canadian carriers do not face under current U.S. law, within the meaning of 46 U.S.C. 42302(a). First, such adverse conditions may exist as a result of the substantive Canadian regulation involved here. There appears to be no dispute that the EPA does not currently require, at least as part of its VIDA implementation, that U.S. Lakers meet the same ballast water management equipment standards as Canada does, although Canada and some other commenters have argued that the U.S. has imposed comparably burdensome ballast water regulation on Canadian carriers through other rules. Second, it may be that the procedures for exemptions from Canada's rule have themselves created such disparate conditions, most notably in the failure until late July 2024 to establish a detailed process for U.S. Lakers that is arguably comparable to the one available to Canadian carriers. That delay appears to have prevented the completion of the process by the early September 2024 compliance date for post-2008 Lakers.

However, due in part to the statutorily imposed deadline of December 18, 2024, the Commission will not, at this time, make an affirmative determination as to disparate treatment under 46 U.S.C. 42302(a). The immediate concerns that prompted this investigation have been temporarily resolved. Information received indicates that Canada has granted exemptions for certain U.S. vessels affected in September 2024, and has determined that the other affected vessels would not be subject to the rule in 2024. In its most recent comments, Canada stated that three of the six exemption requests by U.S. carriers were granted on October 14, 2024, and that the other three vessels “will be informed that they do not require an exemption based on the regulations.”

Comments of Canada (Oct. 15, 2024) at 2. The LCA, in a public submission, provided an email attaching a chain of recent communications with Transport Canada. That email chain confirms that three of the six U.S. vessels had been granted exemptions and that two of the remaining vessels had been determined not to need an exemption. See LCA Submission (Oct. 28, 2024) at 2–6. The LCA's late October submission indicated that the sixth vessel had not yet received a final determination, but the Commission understands that that vessel received an exemption in early November 2024. However, the exemptions are only temporary in nature, so the vessels will be in a similar precarious operating position when the exemptions expire.

The Commission notes that the exemption process, due both to the lateness of its availability and the seeming onerousness of its process, may have imposed negative effects on certain U.S. carriers. Accordingly, there are ongoing concerns with respect to specific elements of the above exemption determinations. Those issues will be pursued in the agency's longer-term chapter 421 investigation, which remains open. The Commission will continue to investigate these concerns and strongly encourages affected entities or anyone with relevant information to participate in the ongoing chapter 421 proceeding.

### III. Closure of Investigation

For the above reasons, the Commission has closed its Investigation into Conditions Affecting United States Carriers in Connection with Canadian Ballast Water Regulation in the United States/Canada Great Lakes Trade, FMC–2024–0008, 89 FR 44979 (opened May 22, 2024).

By the Commission.

Dated: December 5, 2024.

David Eng,  
Secretary.

[FR Doc. 2024–28996 Filed 12–9–24; 8:45 am]

BILLING CODE 6730–02–P

## FEDERAL RESERVE SYSTEM

### Change in Bank Control Notices; Acquisitions of Shares of a Bank or Bank Holding Company

The notificants listed below have applied under the Change in Bank Control Act (Act) (12 U.S.C. 1817(j)) and § 225.41 of the Board's Regulation Y (12 CFR 225.41) to acquire shares of a bank or bank holding company. The factors that are considered in acting on the

applications are set forth in paragraph 7 of the Act (12 U.S.C. 1817(j)(7)).

The public portions of the applications listed below, as well as other related filings required by the Board, if any, are available for immediate inspection at the Federal Reserve Bank(s) indicated below and at the offices of the Board of Governors. This information may also be obtained on an expedited basis, upon request, by contacting the appropriate Federal Reserve Bank and from the Board's Freedom of Information Office at <https://www.federalreserve.gov/foia/request.htm>. Interested persons may express their views in writing on the standards enumerated in paragraph 7 of the Act.

Comments received are subject to public disclosure. In general, comments received will be made available without change and will not be modified to remove personal or business information including confidential, contact, or other identifying information. Comments should not include any information such as confidential information that would not be appropriate for public disclosure.

Comments regarding each of these applications must be received at the Reserve Bank indicated or the offices of the Board of Governors, Ann E. Misback, Secretary of the Board, 20th Street and Constitution Avenue, NW, Washington DC 20551–0001, not later than December 26, 2024.

*A. Federal Reserve Bank of Atlanta* (Erien O. Terry, Assistant Vice President) 1000 Peachtree Street NE, Atlanta, Georgia 30309. Comments can also be sent electronically to [Applications.Comments@atl.frb.org](mailto:Applications.Comments@atl.frb.org):

1. *Oliver Beaman Triplett, IV, George Beaman Triplett, Olivia Triplett Harrell, and the Bank of Forest Employee Stock Ownership Trust, all of Forest, Mississippi*; as a group acting in concert, to retain voting shares of First Forest Corporation, and thereby indirectly retain voting shares of Bank of Forest, both of Forest, Mississippi.

Board of Governors of the Federal Reserve System.

Benjamin McDonough,

Deputy Secretary of the Board.

[FR Doc. 2024–28992 Filed 12–9–24; 8:45 am]

BILLING CODE P

## FEDERAL RESERVE SYSTEM

### Privacy Act of 1974; System of Records

AGENCY: Board of Governors of the Federal Reserve System.

**ACTION:** Notice of a modified system of records.

**SUMMARY:** Pursuant to the provisions of the Privacy Act of 1974, notice is given that the Board of Governors of the Federal Reserve System (Board) proposes to modify an existing system of records entitled BGFRS–25, “FRB—Multi-Rater Feedback Records.” The modified system of records, which will now be called “FRB—360 Assessment Records,” includes 360 Assessment questionnaires completed by the employee being evaluated and his or her evaluators, analyses of the questionnaires, and associated feedback reports.

**DATES:** Comments must be received on or before January 9, 2025. This modified system of records will become effective January 9, 2025, without further notice, unless comments dictate otherwise.

The Office of Management and Budget (OMB), which has oversight responsibility under the Privacy Act, requires a 30-day period prior to publication in the **Federal Register** in which to review the system and to provide any comments to the agency. The public is then given a 30-day period in which to comment, in accordance with 5 U.S.C. 552a(e)(4) and (11).

**ADDRESSES:** You may submit comments, identified by *BGFRS–25 “FRB–360 Assessment Records,”* by any of the following methods:

- *Agency Website:* <https://www.federalreserve.gov>. Follow the instructions for submitting comments at <https://www.federalreserve.gov/apps/foia/proposedregs.aspx>.

- *Email:* [regs.comments@federalreserve.gov](mailto:regs.comments@federalreserve.gov). Include SORN name and number in the subject line of the message.

- *Fax:* (202) 452–3819 or (202) 452–3102.

- *Mail:* Ann E. Misback, Secretary, Board of Governors of the Federal Reserve System, 20th Street and Constitution Avenue NW, Washington, DC 20551.

In general, all public comments will be made available on the Board's website at <https://www.federalreserve.gov/generalinfo/foia/ProposedRegs.cfm> as submitted, and will not be modified to remove confidential, contact or any identifiable information. Public comments may also be viewed electronically or in paper in Room M–4365A, 2001 C St. NW, Washington, DC 20551, between 9:00 a.m. and 5:00 p.m. during federal business weekdays.

**FOR FURTHER INFORMATION CONTACT:** Alye Foster, Associate General Counsel, (202)