

Respondent type	Number of respondents	Frequency of response	Average burden per response (minutes)	Estimated total annual burden (hours)
Totals .....	10,000	.....	.....	416

Dated: March 4, 2015.

**Faye Lipsky,**

*Reports Clearance Officer, Social Security Administration.*

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**BILLING CODE 4191-02-P**

## DEPARTMENT OF STATE

[Public Notice 9061]

### Removal of Sanctions on Person on Whom Sanctions Have Been Imposed Under the Iran Sanctions Act of 1996, as Amended

**AGENCY:** Department of State.

**ACTION:** Notice.

**SUMMARY:** The Secretary of State has decided to terminate sanctions imposed under the Iran Sanctions Act of 1996 (Pub. L. 104-172) (50 U.S.C. 1701 note) ("ISA"), as amended, on Republican Unitary Enterprise Production Association Belarusneft (a.k.a. Belarusneft, a.k.a. Belorusneft) on the basis that the company is no longer engaging in sanctionable activity described in section 5(a)[(1)?] of and that this person has provided reliable assurances that it will not knowingly engage in such activities in the future. Therefore, certain sanctions that were imposed on Belarusneft on March 29, 2011 are no longer in effect.

**DATES:** *Effective Date:* The sanctions on Belarusneft are lifted effective February 25, 2015.

**FOR FURTHER INFORMATION CONTACT:** On general issues: Office of Sanctions Policy and Implementation, Department of State, Telephone: (202) 647-7489.

**SUPPLEMENTARY INFORMATION:** On March 29, 2011, the Secretary of State made a determination to impose certain sanctions on, *inter alia*, Republican Unitary Enterprise Production Association Belarusneft (a.k.a. Belarusneft, a.k.a. Belorusneft) under the Iran Sanctions Act of 1996, as amended (Pub. L. 104-172) (50 U.S.C. 1701 note). See 76 FR 18821 (April 5, 2011). Additional information regarding the basis for imposing sanctions and the specific sanctions imposed on Belarusneft is contained in the **Federal Register** notice cited above.

Pursuant to section 9(b)(1) of ISA and the authority delegated to the Secretary

of State in the Delegation Memorandum, the Secretary now has decided to terminate sanctions on Belarusneft on the basis that the company is no longer engaging in sanctionable activity described in section 5(a) of ISA, and that this person has provided reliable assurances that they will not knowingly engage in such activities in the future. The sanctions on Belarusneft, therefore, are no longer in effect.

Pursuant to the authority delegated to the Secretary of State in the Delegation Memorandum, relevant agencies and instrumentalities of the United States Government shall take all appropriate measures within their authority to carry out the provisions of this notice.

The following constitutes a current, as of this date, list of persons on whom sanctions are imposed under ISA. The particular sanctions imposed on an individual person are identified in the relevant **Federal Register** Notice.

- Bimeh Markazi-Central Insurance of Iran (See Public Notice 8268, 78 FR 21183, April 9, 2013)
- Cambis, Dimitris (See Public Notice 8268, 78 FR 21183, April 9, 2013)
- FAL Oil Company Limited (see Public Notice 7776, 77 FR 4389, January 27, 2012)
- Ferland Company Limited (See Public Notice 8352, 78 FR 35351, June 12, 2013)
- Impire Shipping (See Public Notice 8268, 78 FR 21183, April 9, 2013)
- Jam Petrochemical Company (See Public Notice 8352 78 FR 35351, June 12, 2013)
- Kish Protection and Indemnity (a.k.a. Kish P&I) (See Public Notice 8268, 78 FR 21183, April 9, 2013)
- Kuo Oil (S) Pte. Ltd. (see Public Notice 7776, 77 FR 4389, January 27, 2012)
- Naftiran Intertrade Company (see Public Notice 7197, 75 FR 62916, October 13, 2010)
- Niksima Food and Beverage JLT (See Public Notice 8352, 78 FR 35351, June 12, 2013)
- Petrochemical Commercial Company International (a.k.a. PCCI) (see Public Notice 7585, 76 FR 56866, September 14, 2011)
- Petróleos de Venezuela S.A. (a.k.a. PDVSA) (see Public Notice 7585, 76 FR 56866, September 14, 2011)
- Royal Oyster Group (see Public Notice 7585, 76 FR 56866, September 14, 2011)

—Speedy Ship (a.k.a. SPD) (see Public Notice 7585, 76 FR 56866, September 14, 2011)

—Sytrol (see Public Notice 8040, 77 FR 59034, September 25, 2012)

—Zhuhai Zhenrong Company (see Public Notice 7776, 77 FR 4389, January 27, 2012)

Dated: March 4, 2015.

**Kurt W. Tong,**

*Acting Assistant Secretary for Economic and Business Affairs.*

[FR Doc. 2015-05467 Filed 3-6-15; 8:45 am]

**BILLING CODE 4710-07-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Notice of Extension of Public Comment Period for the Cross Harbor Freight Program, Tier 1 Draft Environmental Impact Statement

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice; Extension of public comment period.

**SUMMARY:** The FHWA and the Port Authority of New York and New Jersey (PANYNJ) are extending the public comment period for the Cross Harbor Freight Program Tier 1 Draft Environmental Impact Statement (DEIS) until Friday, March 20, 2015.

**DATES:** Comments on the Tier 1 DEIS should be received no later than Friday, March 20, 2015.

**FOR FURTHER INFORMATION CONTACT:** Mark Hoffer, Port Authority of New York and New Jersey, (212) 435-7276, or Jonathan McDade, Federal Highway Administration—NY Division (518) 431-4127.

You may also visit the Project Web site: [www.crossharborstudy.com](http://www.crossharborstudy.com).

**ADDRESSES:** Comments on the Tier 1 DEIS can be mailed to the following address: Cross Harbor Freight Program; c/o InGroup, Inc.; P.O. Box 206, Midland Park, NJ 07432; submitted via email to: [crossharborstudy@ingroupinc.com](mailto:crossharborstudy@ingroupinc.com); or provided as oral or written testimony at the public hearings.

#### SUPPLEMENTARY INFORMATION:

#### Electronic Access

An electronic copy of this document may be downloaded from the **Federal**

**Register** home page at: <http://www.archives.gov> and the Government Publishing Office's database at: <http://www.access.gpo.gov/nara>.

## Background

On November 21, 2014, the FHWA published in the **Federal Register** notice of the availability of the Tier 1 DEIS at 79 FR 68242. That **Federal Register** notice listed February 27, 2015, as the end date for the comment period. Due to severe weather conditions throughout the project area, four public hearings were rescheduled. Accordingly, the FHWA and the PANYNJ are extending the public comment period for the Cross Harbor Freight Program Tier 1 DEIS until Friday, March 20, 2015.

The comprehensive public hearing schedule, the DEIS, and list of DEIS repositories are available on the project Web site: [www.crossharborstudy.com](http://www.crossharborstudy.com).

**Extended Deadline for Public Comment Period:** Comments on the Tier 1 DEIS should be received no later than Friday, March 20, 2015.

**Joseph Ehrlich,**

*Principal Transportation Planner, Port Authority New York and New Jersey.*

**Michael Canavan,**

*Chief Operating Officer, NY Division of FHWA/USDOT.*

[FR Doc. 2015-05243 Filed 3-6-15; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[FMCSA Docket No. FMCSA-2014-0311]

### Qualification of Drivers; Exemption Applications; Diabetes Mellitus

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of final disposition.

**SUMMARY:** FMCSA confirms its decision to exempt 69 individuals from its rule prohibiting persons with insulin-treated diabetes mellitus (ITDM) from operating commercial motor vehicles (CMVs) in interstate commerce. The exemptions enable these individuals to operate CMVs in interstate commerce.

**DATES:** The exemptions were effective on January 31, 2015. The exemptions expire on January 31, 2017.

**FOR FURTHER INFORMATION CONTACT:** Charles A. Horan, III, Director, Carrier, Driver and Vehicle Safety Standards, (202) 366-4001, [fmcamedical@dot.gov](mailto:fmcamedical@dot.gov), FMCSA, Room W64-224, Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590-

0001. Office hours are from 8:30 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

## SUPPLEMENTARY INFORMATION:

### I. Electronic Access

You may see all the comments online through the Federal Document Management System (FDMS) at: <http://www.regulations.gov>.

**Docket:** For access to the docket to read background documents or comments, go to <http://www.regulations.gov> and/or Room W12-140 on the ground level of the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**Privacy Act:** In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

### II. Background

On December 31, 2014, FMCSA published a notice of receipt of Federal diabetes exemption applications from 69 individuals and requested comments from the public (79 FR 78938). The public comment period closed on January 30, 2015, and no comments were received.

FMCSA has evaluated the eligibility of the 69 applicants and determined that granting the exemptions to these individuals would achieve a level of safety equivalent to or greater than the level that would be achieved by complying with the current regulation 49 CFR 391.41(b)(3).

### *Diabetes Mellitus and Driving Experience of the Applicants*

The Agency established the current requirement for diabetes in 1970 because several risk studies indicated that drivers with diabetes had a higher rate of crash involvement than the general population. The diabetes rule provides that "A person is physically qualified to drive a commercial motor vehicle if that person has no established medical history or clinical diagnosis of diabetes mellitus currently requiring insulin for control" (49 CFR 391.41(b)(3)). FMCSA established its diabetes exemption program, based on the Agency's July 2000 study entitled "A Report to Congress on the Feasibility of a Program to Qualify Individuals with Insulin-Treated Diabetes Mellitus to Operate in Interstate Commerce as

Directed by the Transportation Act for the 21st Century." The report concluded that a safe and practicable protocol to allow some drivers with ITDM to operate CMVs is feasible. The September 3, 2003 (68 FR 52441), **Federal Register** notice in conjunction with the November 8, 2005 (70 FR 67777), **Federal Register** notice provides the current protocol for allowing such drivers to operate CMVs in interstate commerce.

These 69 applicants have had ITDM over a range of one to 44 years. These applicants report no severe hypoglycemic reactions resulting in loss of consciousness or seizure, requiring the assistance of another person, or resulting in impaired cognitive function that occurred without warning symptoms, in the past 12 months and no recurrent (2 or more) severe hypoglycemic episodes in the past 5 years. In each case, an endocrinologist verified that the driver has demonstrated a willingness to properly monitor and manage his/her diabetes mellitus, received education related to diabetes management, and is on a stable insulin regimen. These drivers report no other disqualifying conditions, including diabetes-related complications. Each meets the vision requirement at 49 CFR 391.41(b)(10).

The qualifications and medical condition of each applicant were stated and discussed in detail in the December 31, 2014, **Federal Register** notice and they will not be repeated in this notice.

### III. Discussion of Comments

FMCSA received no comments in this proceeding.

### IV. Basis for Exemption Determination

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption from the diabetes requirement in 49 CFR 391.41(b)(3) if the exemption is likely to achieve an equivalent or greater level of safety than would be achieved without the exemption. The exemption allows the applicants to operate CMVs in interstate commerce.

To evaluate the effect of these exemptions on safety, FMCSA considered medical reports about the applicants' ITDM and vision, and reviewed the treating endocrinologists' medical opinion related to the ability of the driver to safely operate a CMV while using insulin.

Consequently, FMCSA finds that in each case exempting these applicants from the diabetes requirement in 49 CFR 391.41(b)(3) is likely to achieve a level of safety equal to that existing without the exemption.