

Total estimated burden: 17 hours (per year). Burden is defined at 5 CFR 1320.3(b).

Total estimated cost: \$1,730 (per year), including no annualized capital/startup and/or operation & maintenance costs.

Changes in the Estimates: There is an increase in the respondent burden from the most recently approved ICR. This increase is not due to any program changes. EPA revised the burden calculations to assume that all respondents incur a rule familiarization burden annually. Previously, EPA assumed that only new sources would incur this burden. This change resulted in the burden increase in this ICR.

Courtney Kerwin,

Acting-Director, Collection Strategies Division.

[FR Doc. 2015-22902 Filed 9-10-15; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[EPA-R08-OAR-2015-0450; FRL-9933-91-Region 8]

Adequacy Determination for the Cache County PM_{2.5} Attainment Plan's Motor Vehicle Emissions Budgets for Transportation Conformity Purposes; State of Utah

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of adequacy.

SUMMARY: In this notice, the Environmental Protection Agency (EPA) is notifying the public that the EPA has found the following adequate for transportation conformity purposes: The Cache County, Logan, UT-ID PM_{2.5} Attainment Plan, Utah State Implementation Plan Section IX. Part A.23 and its motor vehicle emissions budgets (MVEB). As more fully explained in the Supplementary Information section of this notice, this finding will affect future transportation conformity determinations.

DATES: This finding is effective on September 28, 2015.

FOR FURTHER INFORMATION CONTACT: Tim Russ, Air Program, Mailcode 8P-AR, Environmental Protection Agency, Region 8, 1595 Wynkoop Street, Denver, Colorado 80202-1129, telephone number (303) 312-6479, fax number (303) 312-6064, or email russ.tim@epa.gov.

SUPPLEMENTARY INFORMATION:

Throughout this document, whenever "we," "us," or "our," are used, we mean

the EPA. Whenever "State" is used, we mean the State of Utah.

Transportation conformity is required by section 176(c) of the Clean Air Act (CAA). The conformity rule provisions at 40 CFR 93 require that transportation plans, programs, and projects conform to a State Implementation Plan (SIP) and establish the criteria and procedures for determining whether or not they do. Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standard.

The criteria by which we determine whether a SIP revision's MVEBs are adequate for conformity purposes are outlined in 40 CFR 93.118(e)(4), which was promulgated August 15, 1997 (62 FR 43780). We described our process for determining the adequacy of submitted SIP MVEBs in our July 1, 2004 Transportation Conformity Rule Amendments (69 FR 40004). We used these resources in making our adequacy determinations announced in this notice.

This notice is simply an announcement of findings that we have already made and are as described below:

The Governor submitted the Cache County, Logan, UT-ID PM_{2.5} Attainment Plan, Utah SIP Section IX. Part A.23¹ to EPA on December 16, 2014. The State prepared the SIP revision submittal to meet the requirements of Part D of Title I of the CAA for PM_{2.5} attainment plans, subparts 1 and 4 for "moderate" areas. As part of our adequacy review, we posted the Cache County, Logan, UT-ID PM_{2.5} Attainment Plan, Utah SIP Section IX. Part A.23, with its identified MVEBs, for adequacy review on EPA's transportation conformity Web site on March 23, 2015 (see: <http://www.epa.gov/otaq/stateresources/transconf/currstips.htm>). We requested public comments by April 22, 2015. We did not receive any comments. The EPA sent a letter to the Utah Division of Air Quality on June 17, 2015, stating that the submitted Cache County, Logan, UT-ID PM_{2.5} Attainment Plan, Utah SIP Section IX. Part A.23 and its MVEBs were adequate for transportation conformity purposes.

For the Cache County, Logan, UT-ID PM_{2.5} Attainment Plan, Utah SIP Section IX. Part A.23, the MVEBs we found adequate were 0.32 tons per day (tpd) for PM_{2.5}, 4.49 tpd for nitrogen oxides, and 3.23 tpd for volatile organic compounds. Following the effective

¹ PM_{2.5} refers to particulate matter less than or equal to 2.5 microns in diameter.

date listed in the **DATES** section of this notice, the Cache County Metropolitan Planning Organization, the Utah Department of Transportation, and the U.S. Department of Transportation are required to use these MVEBs for future transportation conformity determinations for projects in the Cache County, Logan, UT-ID PM_{2.5} nonattainment area.

Please note that our adequacy review of the MVEBs as described above is separate from our future rulemaking action on the Cache County, Logan, UT-ID PM_{2.5} Attainment Plan, Utah SIP Section IX. Part A.23 revision discussed above and should not be used to prejudge our ultimate approval or disapproval of that SIP revision. Even if we find the Cache County, Logan, UT-ID PM_{2.5} Attainment Plan and its MVEBs adequate for transportation conformity purposes now, we may later find it necessary to disapprove the SIP revision. Should this situation arise, we would then revisit our adequacy finding.

Authority: 42 U.S.C. 7401 *et seq.*

Dated: August 26, 2015.

Shaun L. McGrath,

Regional Administrator, Region 8.

[FR Doc. 2015-22942 Filed 9-10-15; 8:45 am]

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FEDERAL MARITIME COMMISSION

[Docket No. 15-08]

General Motors LLC v. Nippon Yusen Kabushiki Kaisha; Wallenius Wilhelmsen Logistics As; Eukor Car Carriers Inc.

Notice of Filing of Complaint and Assignment

Notice is given that a complaint has been filed with the Federal Maritime Commission (Commission) by General Motors LLC, hereinafter "Complainant," against Nippon Yusen Kabushiki Kaisha ("NYK Japan"), Wallenius Wilhelmsen Logistics AS ("WWL Norway"), and EUKOR Car Carriers Inc. ("EUKOR"), hereinafter "Respondents." Complainant states it is a Delaware limited liability company and "one of the world's largest automobile original equipment manufacturers." Complainant alleges that Respondent NYK Japan is a Japanese company that ships vehicles "into and out of the United States." Complainant alleges that Respondent WWL Norway is a Norwegian company that provides "Vehicle Carrier Services for shipments to and from the United States." Complainant alleges that Respondent

EUKOR is a South Korean company that provides “Vehicle Carrier Services for shipments to and from the United States.”

Complainant alleges that “Respondents have entered in to a secret, unfiled, and not yet effective and/or unlawful agreement and or agreements to allocate customers, raise and fix prices, and rig bids in violation of the Shipping Act. These statutory violations include, but are not limited to 46 U.S.C. 40302(a), 41102(b)(1), 41102(c), 41103(a)(1) and (2), 41104(10), 41105(1) and (6), and 46 CFR 535.401, *et. seq.*”

Complainant seeks reparations “in a sum to be proven under 46 U.S.C. 41305, with interest . . . and reasonable attorney’s fees . . .” and that it “be awarded double its proven actual injury under 46 U.S.C. 41102(b) and 41105(1).”

The full text of the complaint can be found in the Commission’s Electronic Reading Room at www.fmc.gov/15-08/.

This proceeding is assigned to the Office of Administrative Law Judges. The initial decision of the presiding officer in this proceeding shall be issued by September 6, 2016, and the final decision of the Commission shall be issued by March 6, 2017.

Rachel E. Dickon,

Assistant Secretary.

[FR Doc. 2015–22910 Filed 9–10–15; 8:45 am]

BILLING CODE 6730-01-P

FEDERAL MARITIME COMMISSION

Notice of Request for Additional Information

The Commission gives notice that it has formally requested that the parties to the below listed agreement provide additional information pursuant to 46 U.S.C. 40304(d). This action prevents the agreement from becoming effective as originally scheduled. Interested parties may file comments within fifteen (15) days after publication of this notice in the **Federal Register**.

Agreement No.: 202202–006.

Title: Oakland MTO Agreement.

Parties: Ports America Outer Harbor Terminal, LLC; Seaside Transportation Service LLC; SSA Terminals, LLC; SSA Terminals (Oakland), LLC; and Trapac, LLC.

By Order of the Federal Maritime Commission.

Dated: September 8, 2015.

Rachel E. Dickon,

Assistant Secretary.

[FR Doc. 2015–22909 Filed 9–10–15; 8:45 am]

BILLING CODE 6730-01-P

FEDERAL MARITIME COMMISSION

Notice of Agreement Filed

The Commission hereby gives notice of the filing of the following agreement under the Shipping Act of 1984. Interested parties may submit comments on the agreement to the Secretary, Federal Maritime Commission, Washington, DC 20573, within twelve days of the date this notice appears in the **Federal Register**. A copy of the agreement is available through the Commission’s Web site (www.fmc.gov) or by contacting the Office of Agreements at (202) 523–5793 or tradeanalysis@fmc.gov.

Agreement No.: 011795–005.

Title: Puerto Rican Cross Space Charter and Sailing Agreement.

Parties: Compania Sud Americana de Vapores S.A.; Norasia Container Lines Limited; and Compania Chilena de Navegacion Interocceanica S.A.

Filing Party: Wayne Rohde, Esq.; Cozen O’Connor; 1200 19th Street NW.; Washington, DC 20036.

Synopsis: The amendment would delete CCNI, CSAV and Norasia as parties to the agreement and replace them with Hamburg Sud (in the case of CCNI) and Hapag-Lloyd (in the case of CSAV and Norasia). The amendment would also delete obsolete language from the agreement.

By Order of the Federal Maritime Commission.

Dated: September 8, 2015.

Rachel E. Dickon,

Assistant Secretary.

[FR Doc. 2015–22912 Filed 9–10–15; 8:45 am]

BILLING CODE 6730-01-P

FEDERAL MARITIME COMMISSION

Sunshine Act Meeting

AGENCY HOLDING THE MEETING: Federal Maritime Commission.

TIME AND DATE: September 16, 2015; 10:00 a.m.

PLACE: 800 N. Capitol Street NW., First Floor Hearing Room, Washington, DC.

STATUS: The first portion of the meeting will be held in Open Session; the second in Closed Session.

MATTERS TO BE CONSIDERED:

Open Session

1. Time and Service in Commission Adjudicatory Proceedings—Direct Final Rule

Closed Session

1. Ocean Common Carrier and Marine Terminal Operator Agreements

Subject to the 1984 Shipping Act—Regulatory Review
2. Staff Briefing on the West Coast Marine Terminal Operator Agreement, FMC Agreement No. 201143

CONTACT PERSON FOR MORE INFORMATION: Karen V. Gregory, Secretary, (202) 523–5725.

Rachel E. Dickon,

Assistant Secretary.

[FR Doc. 2015–23058 Filed 9–9–15; 4:15 pm]

BILLING CODE 6730-01-P

FEDERAL MARITIME COMMISSION

[Docket No. 15–07]

Goodwin International Ltd v. Air Sea International Forwarding Inc. and Ray Tobia; Notice of Filing of Complaint and Assignment

Notice is given that a complaint has been filed with the Federal Maritime Commission (Commission) by Goodwin International Ltd., hereinafter “Complainant,” against Air Sea International Forwarding Inc. and Ray Tobia, hereinafter “Respondents.” Complainants states it is a United Kingdom corporation that “designs, manufactures, and supplies check valves and exports the check valves internationally.” Complainant alleges that Respondent is a Commission licensed non-vessel operating common carrier and a New Jersey corporation.

Complainant alleges that in connection with delivery of Complainant’s imports Respondent collected from Complainant “for the correct duty rate at 5%, and by paying the U.S. Customs through the Customs broker a lower rate at 2%, 3% or zero” and by “filing of false and fraudulent documentation” violated 46 U.S.C. 41102(c), 46 CFR 515.11(a)(1), and 46 CFR 515.31(e).

Complainants seek reparations in the amount of \$209,712.24, plus “interest and any penalties, as may be proven during the course of this proceeding, with interest as may lawfully [sic] permitted by law, costs, and attorney’s fees.

The full text of the complaint can be found in the Commission’s Electronic Reading Room at www.fmc.gov/15-07/.

This proceeding has been assigned to the Office of Administrative Law Judges. Complainant also filed a Motion for Confidential Treatment of certain attachments to the complaint, which will be directed to the Office of Administrative Law Judges. The initial decision of the presiding officer in this proceeding shall be issued by