

All comments should refer to the relevant OMB control number (3064–0120). A copy of the comments may also be submitted to the OMB desk officer for the FDIC: Office of Information and Regulatory Affairs, Office of Management and Budget, New Executive Office Building, Washington, DC 20503.

**FOR FURTHER INFORMATION CONTACT:** Gary A. Kuiper, at the FDIC address above.

**SUPPLEMENTARY INFORMATION:**

**Proposal To Renew the Following Currently-Approved Collection of Information:**

*Title:* Flood Insurance.

*OMB Number:* 3064–0120.

*Frequency of Response:* On occasion.

*Affected Public:* Any depository institution that makes one or more loans to be secured by a building located on property in a special flood hazard area.

*Estimated Number of Respondents/Recordkeepers:* 5,272.

*Estimated Number of Transactions:* 180,000.

*Estimated Reporting Hours:* .05 hours × 180,000 = 9,000.

*Estimated Recordkeeping Hours:* 1 hour × 5,272 hours = 5,272.

*Estimated Total Annual Reporting and Recordkeeping Burden Hours:* 5,272 + 9,000 = 14,272 hours.

*General Description of Collection:*

Each supervised lending institution is currently required to provide a notice of special flood hazards to each borrower with a loan secured by a building or mobile home located or to be located in an area identified by the Director of the Federal Emergency Management Agency as being subject to special flood hazards. The Riegle Community Development Act requires that each institution must also provide a copy of the notice to the servicer of the loan (if different from the originating lender).

*Request for Comment*

Comments are invited on: (a) Whether the collection of information is necessary for the proper performance of the FDIC's functions, including whether the information has practical utility; (b) the accuracy of the estimates of the burden of the information collection, including the validity of the methodology and assumptions used; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden of the information collection on respondents, including through the use of automated collection techniques or other forms of information technology. All comments will become a matter of public record.

Dated at Washington, DC, this 27th day of April 2011.

Federal Deposit Insurance Corporation.

**Robert E. Feldman,**

*Executive Secretary.*

[FR Doc. 2011–10607 Filed 5–2–11; 8:45 am]

**BILLING CODE 6714–01–P**

**FEDERAL MARITIME COMMISSION**

**Agency Information Collection Activities; 60-Day Public Comment Request**

**AGENCY:** Federal Maritime Commission.

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

**SUMMARY:** As part of our continuing effort to reduce paperwork and respondent burden, and as required by the Paperwork Reduction Act of 1995, the Federal Maritime Commission (Commission) invites comments on the continuing information collections (extensions with no changes) listed below in this notice.

**DATES:** Written comments must be submitted on or before July 5, 2011.

**ADDRESSES:** Address all comments to: Ronald D. Murphy, Managing Director, Office of the Managing Director, Federal Maritime Commission, 800 North Capitol Street, NW., Washington, DC 20573, *Phone:* (202) 523–5800, *E-mail:* [omd@fmc.gov](mailto:omd@fmc.gov).

Please send separate comments for each specific information collection listed below. You must reference the information collection's title and OMB number in your comments.

**FOR FURTHER INFORMATION CONTACT:**

Copies of the information collections and instructions, or copies of any comments received, may be obtained by contacting Jane Gregory on (202) 523–5800 or e-mail at [jgregory@fmc.gov](mailto:jgregory@fmc.gov).

**SUPPLEMENTARY INFORMATION:**

**Request for Comments**

The Commission, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to comment on the continuing information collections listed in this notice, as required by the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

Comments submitted in response to this notice will be included or summarized in our request for Office of Management and Budget (OMB) approval of the relevant information collection. All comments are part of the public record and subject to disclosure. Please do not include any confidential

or inappropriate material in your comments. We invite comments on: (1) The necessity and utility of the proposed information collection for the proper performance of the agency's functions; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the information to be collected; and (4) the use of automated collection techniques or other forms of information technology to minimize the information collection burden.

**Information Collections Open for Comment**

*Title:* 46 CFR Part 540—Application for Certificate of Financial Responsibility/Form FMC–131.

*OMB Approval Number:* 3072–0012 (Expires August 31, 2011).

*Abstract:* Sections 2 and 3 of Public Law 89–777 (46 U.S.C. 44101–44106) require owners or charterers of passenger vessels with 50 or more passenger berths or stateroom accommodations and embarking passengers at United States ports and territories to establish their financial responsibility to meet liability incurred for death or injury to passengers and other persons, and to indemnify passengers in the event of nonperformance of transportation. The Commission's Rules at 46 CFR part 540 implement Public Law 89–777 and specify financial responsibility coverage requirements for such owners and charterers.

*Current Actions:* There are no changes to this information collection, and it is being submitted for extension purposes only.

*Type of Review:* Extension.

*Needs and Uses:* The information will be used by the Commission's staff to ensure that passenger vessel owners and charterers have evidenced financial responsibility to indemnify passengers and others in the event of nonperformance or casualty.

*Frequency:* This information is collected when applicants apply for a certificate or when existing certificants change any information in their application forms.

*Type of Respondents:* The types of respondents are owners, charterers and operators of passenger vessels with 50 or more passenger berths that embark passengers from U.S. ports or territories.

*Number of Annual Respondents:* The Commission estimates an annual respondent universe of 45.

*Estimated Time per Response:* The time per response ranges from 0.5 to 8 person-hours for reporting and recordkeeping requirements contained

in the rules, and 8 person-hours for completing Application Form FMC-131.

*Total Annual Burden:* The Commission estimates the total person-hour burden at 1,286 person-hours.

*Title:* 46 CFR Part 565—Controlled Carriers.

*OMB Approval Number:* 3072-0060 (Expires August 31, 2011).

*Abstract:* Section 9 of the Shipping Act of 1984, 46 U.S.C. 40701-40706, requires that the Commission monitor the practices of controlled carriers to ensure that they do not maintain rates or charges in their tariffs and service contracts that are below a level that is just and reasonable; nor establish, maintain or enforce unjust or unreasonable classifications, rules or regulations in those tariffs or service contracts which result or are likely to result in the carriage or handling of cargo at rates or charges that are below a just and reasonable level. 46 CFR part 565 establishes the method by which the Commission determines whether a particular ocean common carrier is a controlled carrier subject to section 9 of the Shipping Act of 1984. When a government acquires a controlling interest in an ocean common carrier, or when a controlled carrier newly enters a United States trade, the Commission's rules require that such a carrier notify the Commission of these events.

*Current Actions:* There are no changes to this information collection, and it is being submitted for extension purposes only.

*Type of Review:* Extension.

*Needs and Uses:* The Commission uses these notifications in order to effectively discharge its statutory duty to determine whether a particular ocean common carrier is a controlled carrier and therefore subject to the requirements of section 9 of the Shipping Act of 1984.

*Frequency:* The submission of notifications from controlled carriers is not assigned to a specific time frame by the Commission; they are submitted as circumstances warrant. The Commission only requires notification when a majority portion of an ocean common carrier becomes owned or controlled by a government, or when a controlled carrier newly begins operation in any United States trade.

*Type of Respondents:* Controlled carriers are ocean common carriers which are owned or controlled by a government.

*Number of Annual Respondents:* It is estimated that 9 of the currently classified controlled carriers may respond in any given year.

Classifications are reviewed periodically

to determine current status of respondents and to increase or decrease the number of controlled carriers based on new circumstances. The Commission cannot anticipate when a new carrier may enter the United States trade; therefore, the number of annual respondents may fluctuate from year to year and could increase to 10 or more at any time.

*Estimated Time per Response:* The estimated time for compliance is 7 person-hours per year.

*Total Annual Burden:* The Commission estimates the person-hour burden required to make such notifications at 63 person-hours per year.

*Title:* 46 CFR Part 525—Marine Terminal Operator Schedules and Related Form FMC-1.

*OMB Approval Number:* 3072-0061 (Expires August 31, 2011).

*Abstract:* Section 8(f) of the Shipping Act of 1984, 46 U.S.C. 40501(f), provides that a marine terminal operator (MTO) may make available to the public a schedule of its rates, regulations, and practices, including limitations of liability for cargo loss or damage, pertaining to receiving, delivering, handling, or storing property at its marine terminal. The Commission's rules governing MTO schedules are set forth at 46 CFR part 525.

*Current Actions:* There are no changes to this information collection, and it is being submitted for extension purposes only.

*Type of Review:* Extension.

*Needs and Uses:* The Commission uses information obtained from Form FMC-1 to determine the organization name, organization number, home office address, name and telephone number of the firm's representatives and the location of MTO schedules of rates, regulations and practices, and publisher, should the MTOs determine to make their schedules available to the public, as set forth in section 8(f) of the Shipping Act.

*Frequency:* This information is collected prior to an MTO's commencement of its marine terminal operations.

*Type of Respondents:* Persons operating as MTOs.

*Number of Annual Respondents:* The Commission estimates the respondent universe at 20, of which 12 opt to make their schedules available to the public.

*Estimated Time per Response:* The time per response for completing Form FMC-1 averages 0.5 person hours, and approximately 5 person-hours for related MTO schedules.

*Total Annual Burden:* The Commission estimates the total person-hour burden at 70 person-hours.

*Title:* 46 CFR Part 520—Carrier Automated Tariffs and Related Form FMC-1.

*OMB Approval Number:* 3072-0064 (Expires August 31, 2011).

*Abstract:* Except with respect to certain specified commodities, section 8(a) of the Shipping Act of 1984, 46 U.S.C. 40501(a)-(c), requires that each common carrier and conference shall keep open to public inspection, in an automated tariff system, tariffs showing its rates, charges, classifications, rules, and practices between all ports and points on its own route and on any through transportation route that has been established. In addition, individual carriers or agreements among carriers are required to make available in tariff format certain enumerated essential terms of their service contracts. 46 U.S.C. 40502. The Commission is responsible for reviewing the accessibility and accuracy of automated tariff systems, in accordance with its regulations set forth at 46 CFR Part 520.

*Current Actions:* There are no changes to this information collection, and it is being submitted for extension purposes only.

*Type of Review:* Extension.

*Needs and Uses:* The Commission uses information obtained from Form FMC-1 to ascertain the location of common carrier and conference tariff publications, and to access their provisions regarding rules, rates, charges and practices.

*Frequency:* This information is collected when common carriers or conferences publish tariffs.

*Type of Respondents:* Persons desiring to operate as common carriers or conferences.

*Number of Annual Respondents:* The Commission estimates there are 4,200 Carrier Automated Tariffs. It is estimated that the number of annual respondents will be 1,300.

*Estimated Time per Response:* The time per response ranges from 0.1 to 2 person-hours for reporting and recordkeeping requirements contained in the rules, and 0.5 person-hours for completing Form FMC-1.

*Total Annual Burden:* The Commission estimates the total person-hour burden at 4,275 person-hours.

*Title:* 46 CFR Part 530—Service Contracts and Related Form FMC-83.

*OMB Approval Number:* 3072-0065 (Expires August 31, 2011).

*Abstract:* Section 8(c) of the Shipping Act of 1984, 46 U.S.C. 40502, requires service contracts, except those dealing

with bulk cargo, forest products, recycled metal scrap, new assembled motor vehicles, waste paper or paper waste, and their related amendments and notices to be filed confidentially with the Commission.

*Current Actions:* There are no changes to this information collection, and it is being submitted for extension purposes only.

*Type of Review:* Extension.

*Needs and Uses:* The Commission monitors service contract filings for acts prohibited by the Shipping Act of 1984.

*Frequency:* The Commission has no control over how frequently service contracts are entered into; this is solely a matter between the negotiating parties. When parties enter into a service contract, it must be filed with the Commission.

*Type of Respondents:* Parties that enter into service contracts are ocean common carriers and agreements among ocean common carriers on the one hand, and shippers or shipper's associations on the other.

*Number of Annual Respondents:* The Commission estimates an annual respondent universe of 141.

*Estimated Time per Response:* The time per response ranges from 0.1 to 1 person-hours for reporting and recordkeeping requirements contained in the rules, and 0.1 person-hours for completing Form FMC-83.

*Total Annual Burden:* The Commission estimates the total person-hour burden at 79,370 person-hours.

*Title:* 46 CFR Part 531—NVOCC Service Arrangements and Related Form FMC-78.

*OMB Approval Number:* 3072-0070 (Expires August 31, 2011).

*Abstract:* Section 16 of the Shipping Act of 1984, 46 U.S.C. 40103, authorizes the Commission to exempt by rule "any class of agreements between persons subject to this part or any specified activity of those persons from any requirement of this part if the Commission finds that the exemption will not result in substantial reduction in competition or be detrimental to commerce. The Commission may attach conditions to an exemption and may, by order, revoke an exemption." 46 CFR part 531 allows non-vessel-operating common carriers (NVOCCs) and shippers' associations with NVOCC members to act as shipper parties in NVOCC Service Arrangements (NSAs), and to be exempt from certain tariff publication requirements of the Shipping Act provided the carriage in question is done pursuant to an NSA filed with the Commission and the essential terms are published in the NVOCC's tariff.

*Current Actions:* There are no changes to this information collection, and it is being submitted for extension purposes only.

*Type of Review:* Extension.

*Needs and Uses:* The Commission uses filed NSAs and associated data for monitoring and investigatory purposes and, in its proceedings, to adjudicate related issues raised by private parties.

*Frequency:* The filing of NSAs is not assigned a specific time by the Commission; NSAs are filed as they may be entered into by private parties. When parties enter into an NSA, it must be filed with the Commission.

*Type of Respondents:* Parties that enter into NSAs are NVOCCs and shippers' associations with NVOCC members.

*Number of Annual Respondents:* The Commission estimates an annual respondent universe of 145.

*Estimated Time per Response:* The time per response ranges from 0.1 to 1 person-hours for reporting and recordkeeping requirements contained in the rules, and 1 person-hour for completing Form FMC-78.

*Total Annual Burden:* The Commission estimates the total person-hour burden at 1,186 person-hours.

**Rachel E. Dickon,**

*Assistant Secretary.*

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**BILLING CODE 6730-01-P**

## FEDERAL MARITIME COMMISSION

[Docket No. 11-07]

### **DNB Exports LLC, and AFI Elektromekanikanik Ve Elektronik San. Tic. Ltd. Sti. v. Barsan Global Lojistiks Ve Gumruk Musavirligi A.S., Barsan International, Inc., and Impexia Inc.; Notice of Filing of Complaint and Assignment**

Notice is given that a complaint has been filed with the Federal Maritime Commission ("Commission") by DNB Exports LLC ("DNB"), and AFI Elektromekanikanik Ve Elektronik San. Tic. Ltd. Sti. ("AFI"), hereinafter "Complainants," against Barsan Global Lojistiks Ve Gumruk Musavirligi A.S. ("BGL"), Barsan International, Inc. ("Barsan Int'l"), and Impexia Inc. ("Impexia"), hereinafter "Respondents". Complainant AFI asserts that it is a corporation organized and existing pursuant to the laws of Turkey. Complainant DNB asserts that it is a corporation organized and existing pursuant to the laws of the State of Delaware. Complainant alleges that: Respondent BGL is a corporation

organized and existing pursuant to the laws of Turkey; Respondent Barsan Int'l is BGL's subsidiary and is a corporation organized and existing pursuant to the laws of the State of New York; and Respondent Impexia is a corporation existing pursuant to the laws of the State of New Jersey.

Complainants allege that Respondents have violated Section 10(b)(13) of the Shipping Act, 46 U.S.C. 41103(a), by "knowingly disclosing, offering, soliciting and receiving information concerning the nature, kind, quantity, destination, shipper, consignee, and routing of property tendered or delivered to Barsan Int'l by DNB and/or AFI, by, without the consent of DNB and/or AFI, using that information to the detriment and disadvantage of DNB and/or AFI, by unlawfully disclosing that information to Impeixa (sic) as a competitor \* \* \*." Complainant alleges "[a]s a direct consequence of the unlawful conduct engaged in by Respondents, Complainants have suffered loss of clients, current and future revenues from those clients, not only loss amounts represented by shipments with Respondents, but also with other forwarders, and loss of reputation, all of which has caused and continues to cause Complainants monetary damages of at least \$ 1.2 million, and other significant amounts \* \* \*."

Complainant asks the Commission to: compel respondents to answer the complaint; find the activities of Respondents in violation of the Shipping Act; order reparations be made to Complainants "in the amount as may be proven during the course of this proceeding, with interest as may be lawfully permitted by law, costs and attorneys' fees"; order that Respondents "cease and desist their activities in violation of the Shipping Act"; and revoke Respondent Barsan Int'l's NVOCC and freight forwarder license and prohibit "Respondents BGL, Barsan Int'l and its officers from doing NVOCC and freight forwarding business in the U.S."

This proceeding has been assigned to the Office of Administrative Law Judges. Hearing in this matter, if any is held, shall commence within the time limitations prescribed in 46 CFR 502.61, and only after consideration has been given by the parties and the presiding officer to the use of alternative forms of dispute resolution. The hearing shall include oral testimony and cross-examination in the discretion of the presiding officer only upon proper showing that there are genuine issues of material fact that cannot be resolved on the basis of sworn statements, affidavits,