

We recognize that the vision of an applicant may change and affect his/her ability to operate a CMV as safely as in the past. As a condition of the exemption, therefore, FMCSA will impose requirements on the 25 individuals consistent with the grandfathering provisions applied to drivers who participated in the Agency's vision waiver program.

Those requirements are found at 49 CFR 391.64(b) and include the following: (1) That each individual be physically examined every year (a) by an ophthalmologist or optometrist who attests that the vision in the better eye continues to meet the requirement in 49 CFR 391.41(b)(10) and (b) by a medical examiner who attests that the individual is otherwise physically qualified under 49 CFR 391.41; (2) that each individual provide a copy of the ophthalmologist's or optometrist's report to the medical examiner at the time of the annual medical examination; and (3) that each individual provide a copy of the annual medical certification to the employer for retention in the driver's qualification file, or keep a copy in his/her driver's qualification file if he/she is self-employed. The driver must have a copy of the certification when driving, for presentation to a duly authorized Federal, State, or local enforcement official.

Discussion of Comments

FMCSA received one comment in this proceeding. The comment is considered and discussed below.

The Pennsylvania Department of Transportation is in favor of granting exemptions to Kevin Kacic, Allen Weiand, and Gregory Thurston after reviewing their driving histories.

Conclusion

Based upon its evaluation of the 25 exemption applications, FMCSA exempts Allan L. Anthony (MD), James C. Barr (OH), Clifford L. Burruss (CA), Brian G. Dvorak (IL), Roger Dykstra (IL), Gerald R. Eister (NC), Juan M. Guerrero (TX), Michael L. Huffman (IA), John T. Johnson (NM), Kevin S. Kacic (PA), Thomas Korycki (NJ), John Kozminski (MI), Larry W. Lunde (WA), David Matos (NY), Chad Penman (UT), Raymond Potter (RI), David Rothermel (RI), Charles T. Spears (VA), Brian Tessman (WI), Gregory Thurston (PA), Donald R. Torbett (IA), Scharron Valentine (OH), Allen D. Weiand (PA), James Whiteway (TX), and Billy W. Wilson (TN) from the vision requirement in 49 CFR 391.41(b)(10), subject to the requirements cited above (49 CFR 391.64(b)).

In accordance with 49 U.S.C. 31136(e) and 31315, each exemption will be valid for 2 years unless revoked earlier by FMCSA. The exemption will be revoked if: (1) The person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136 and 31315.

If the exemption is still effective at the end of the 2-year period, the person may apply to FMCSA for a renewal under procedures in effect at that time.

Issued on: July 2, 2013.

Larry W. Minor,
Associate Administrator for Policy.
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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. USCG-2013-0363]

Deepwater Port License Application: Liberty Natural Gas LLC, Port Ambrose Deepwater Port

AGENCY: Maritime Administration,
Department of Transportation.

ACTION: Notice of intent; notice of public meeting; request for comments; correction.

SUMMARY: The Maritime Administration (MarAd) published a Notice of Intent, Notice of Public Meeting, and Request for Comments regarding the Port Ambrose Deepwater Port License Application in the June 24, 2013, *Federal Register*. In the DATES section of the notice, MarAd incorrectly described July 14, 2013, as the closing date for receipt of materials in response to the request for comments. This notice corrects that error and clarifies that the closing date for receipt of materials in response to the request for comments is July 23, 2013.

FOR FURTHER INFORMATION CONTACT: Mr. Roddy Bachman, U.S. Coast Guard, telephone: 202-372-1451, email: *Roddy.C.Bachman@uscg.mil*, or Ms. Tracey Ford, Maritime Administration, telephone: 202-366-0321, email: *Tracey.Ford@dot.gov*. For questions regarding viewing the Docket, call Ms. Barbara Hairston, Program Manager, Docket Operations, telephone 202-366-9826.

Correction

In the *Federal Register* of June 24, 2013, in FR Doc. 2013-0363, on page

37878, in the second column, under the section captioned **DATES**, in the last sentence of the second paragraph replace "July 14, 2013" with "July 23, 2013" so that the sentence reads: "Additionally, materials submitted in response to the request for comments on the license application must reach the Docket Management Facility as detailed below, by July 23, 2013."

Dated: July 2, 2013.

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,
Assistant Secretary, Maritime Administration.
[FR Doc. 2013-16358 Filed 7-8-13; 8:45 am]
BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Research and Innovative Technology Administration

[Docket No. RITA-2013-0003]

Notice of Request for Clearance of a new Information Collection: National Census of Ferry Operators

AGENCY: Bureau of Transportation Statistics (BTS), Research and Innovative Technology Administration (RITA), DOT.

ACTION: Notice.

SUMMARY: In accordance with the requirements of section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995, this notice announces the intention of the BTS to request the Office of Management and Budget's (OMB's) approval to make changes to an existing information collection related to the Nation's ferry operations (National Census of Ferry Operators, OMB Control Number—2139-0009). The data collected for the national census of ferry operators (NCFO) have historically been used to produce a descriptive database of existing ferry operations. Recently enacted MAP-21 legislation (Pub. L. 112-141, section 1121(b)), requires that the NCFO data be used by The Federal Highway Administration for funding allocations based on a specific set of formulae. As a result, BTS is proposing the elimination of census questions that do not support the MAP-21 requirements; while adding items needed to support the FHWA's funding algorithms. As with all previous NCFO initiatives, business sensitive information provided by ferry operators will not be made public. The information provided will however, be shared with FHWA in order to support their funding allocations as dictated in MAP-21. For copies of the old and new