Submarine cable systems  
(capacity as of Dec. 31, 2012)  

<table>
<thead>
<tr>
<th>Capacity</th>
<th>Fee amount</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 2.5 Gbps</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.5 Gbps or greater, but less than 5 Gbps</td>
<td>$13,600</td>
<td>FCC, International, P.O. Box 979084, St. Louis, MO 63197–9000.</td>
</tr>
<tr>
<td>5 Gbps or greater, but less than 10 Gbps</td>
<td>$27,200</td>
<td>FCC, International, P.O. Box 979084, St. Louis, MO 63197–9000.</td>
</tr>
<tr>
<td>10 Gbps or greater, but less than 20 Gbps</td>
<td>$54,425</td>
<td>FCC, International, P.O. Box 979084, St. Louis, MO 63197–9000.</td>
</tr>
<tr>
<td>20 Gbps or greater</td>
<td>$108,850</td>
<td>FCC, International, P.O. Box 979084, St. Louis, MO 63197–9000.</td>
</tr>
<tr>
<td>20 Gbps or greater</td>
<td>$217,675</td>
<td>FCC, International, P.O. Box 979084, St. Louis, MO 63197–9000.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Capacity</th>
<th>Fee amount</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 Gbps or greater</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For further information contact: Mr. Jeff Secrist, Office of Registration and Safety Information, U.S. Department of Transportation, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590–0001. Telephone (202) 385–2367 or FMCSAOATransfers@dot.gov. Office hours are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

Background


However, Congress did not prohibit the practice—long recognized under the ICC regulation—of transferring operating authority rights, nor did it rescind subpart D or otherwise prohibit the Agency from continuing to review and approve such transfers. The ICCTA and its legislative history were silent regarding the continued effect of the regulatory provisions then in place for transfers of operating rights, and the provisions have remained substantially unchanged since 1996, in 49 CFR part 365, subpart D. Moreover, the Agency continues to have a duty under 49 U.S.C. 13902 to register motor carriers that are fit, willing, and able to comply with applicable statutory and regulatory requirements. And transfer approvals historically have been a reasonable and effective part of that program.

As a result of the highly specific and more limited nature of operating authority, which historically was defined by such factors as restricted commodity and territorial scope, specified regular route designations for passenger carriers, and types of service such as contract and common carrier operations, the regulated community came to treat operating authority as an asset of commercial value. Essentially operating authority was recognized as a property right that could be bought and sold, and thus transferred among disparate controlling interests, without disrupting the continuity of regulatory oversight or even warranting a change in registration number to reflect an ownership change. Indeed, when FMCSA’s predecessor agency, the Federal Highway Administration, proposed removing the 49 CFR part 365, subpart D, transfer regulations in response to the ICCTA’s repeal of 49 U.S.C. 10926 (63 FR 7362, February 13, 1998), a number of industry commenters objected, noting that transfers were an institutionalized part of the regulatory environment that minimized registration costs and contributed to oversight and tracking of the carrier population. See 70 FR 28990, 28995–28996 (May 19, 2005). FMCSA subsequently withdrew the proposal to remove the transfer regulations in 49 CFR part 365, subpart D (66 FR 27059, May 16, 2001). But when the Agency again proposed in the URS rulemaking to eliminate the part 365 transfer approval process (70 FR 28990, 28996, May 19, 2005), the public comment record again acknowledged that operating authority transfers were an established industry practice and
It is important to note, however, that the concept of motor carrier operating authority registration as an asset of commercial value has lost much of its relevance under today’s regulatory structure, where operating authority is defined by comprehensive service options (e.g., without common and contract carrier service distinctions), unrestricted routes, and nationwide territorial scope. See, e.g., 49 U.S.C. 13102(14), as amended (no longer reflecting contract and common carrier operating authority designations in definition of “motor carrier”); Elimination of Route Designation Requirement for Motor Carriers Transporting Passengers Over Regular Routes, 74 FR 2895 (January 16, 2009).

Taking account of these industry and operating authority realities, the repeal of the express transfer approval authority of former 49 U.S.C. 10926, and the nature of the Agency’s residual authority to consider transfers, FMCSA is discontinuing the transfer review and approval process. While the Agency will no longer accept or review requests to approve transfers of operating authority, we believe it is in the public interest and its corresponding USDOT Number remains connected with that operating authority, regardless of any changes in ownership or control.

Information provided under the transfer recordation process will ensure that the Agency’s information technology systems are up to date and that the safety history associated with a regulated entity’s operating authority and its corresponding USDOT Number remains connected with that operating authority, regardless of any changes in ownership or control. Issued on: August 15, 2013.

Anne S. Ferro,
Administrator.

BILLING CODE 4910–EX–P

DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration

50 CFR Part 679
[Docket No. 121018563–3148–02]
RIN 0648–XC816
Fisheries of the Exclusive Economic Zone Off Alaska; Arrowtooth Flounder in the Bering Sea and Aleutian Islands Management Area

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Temporary rule; closure.

SUMMARY: NMFS is prohibiting directed fishing for arrowtooth flounder in the Bering Sea and Aleutian Islands management area (BSAI). This action is necessary to prevent exceeding the 2013 arrowtooth flounder initial total allowable catch (ITAC) in the BSAI.

DATES: Effective 1200 hrs, Alaska local time (A.l.t.), August 21, 2013, through 2400 hrs, A.l.t., December 31, 2013.


SUPPLEMENTARY INFORMATION: NMFS manages the groundfish fishery in the BSAI according to the Fishery Management Plan for Groundfish of the Bering Sea and Aleutian Islands Management Area (FMP) prepared by the North Pacific Fishery Management Council under authority of the Magnuson-Stevens Fishery Conservation and Management Act. Regulations governing fishing by U.S. vessels in accordance with the FMP appear at subpart H of 50 CFR part 600 and 50 CFR part 679.

The 2013 arrowtooth flounder ITAC in the BSAI is 21,250 metric tons (mt) as established by the final 2013 and 2014 harvest specifications for groundfish in the BSAI (78 FR 13813, March 1, 2013). In accordance with § 679.20(d)(1)(i), the Administrator, Alaska Region, NMFS (Regional Administrator), has determined that the 2013 arrowtooth flounder ITAC in the BSAI will soon be reached. Therefore, the Regional Administrator is establishing a directed fishing allowance of 16,250 mt, and is setting aside the remaining 5,000 mt as incidental catch. In accordance with § 679.20(d)(1)(iii), the Regional Administrator finds that this directed fishing allowance has been reached. Consequently, NMFS is prohibiting directed fishing for arrowtooth flounder in the BSAI.