

imported from abroad for temporary exhibition within the United States, are of cultural significance. The objects are imported pursuant to a loan agreement with the foreign owner or custodian. I also determine that the exhibition or display of the exhibit objects at the Museo de Arte de Ponce, Ponce, PR, from on or about March 21, 2014, until on or about July 28, 2014, and at possible additional exhibitions or venues yet to be determined, is in the national interest. I have ordered that Public Notice of these Determinations be published in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:** For further information, including a list of the exhibit objects, contact Julie Simpson, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: 202-632-6467). The mailing address is U.S. Department of State, SA-5, L/PD, Fifth Floor (Suite 5H03), Washington, DC 20522-0505.

Dated: March 4, 2014.

**Evan M. Ryan,**

Assistant Secretary, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. 2014-05129 Filed 3-7-14; 8:45 am]

**BILLING CODE 4710-05-P**

## DEPARTMENT OF STATE

[Public Notice 8651]

### U.S. Department of State Advisory Committee on Private International Law (ACPIL)—Online Dispute Resolution (ODR) Study Group

The Office of the Assistant Legal Adviser for Private International Law, Department of State, hereby gives notice that the ACPIL ODR Study Group will hold a public meeting. The ACPIL ODR Study Group will meet to discuss the next session of the UNCITRAL ODR Working Group, scheduled for March 24–28, 2014 in New York. This is not a meeting of the full Advisory Committee.

The UNCITRAL ODR Working Group is charged with the development of legal instruments for resolving both business to business and business to consumer cross-border electronic commerce disputes. The Working Group is in the process of developing generic ODR procedural rules for resolution of cross-border electronic commerce disputes, along with separate legal instruments that may take the form of annexes on guidelines and minimum requirements for online dispute resolution providers and arbitrators, substantive legal principles for resolving disputes, and a cross-border enforcement mechanism.

For the reports of the first seven sessions of the UNCITRAL ODR

Working Group—December 13–17, 2010, in Vienna (A/CN.9/716); May 23–27, 2011, in New York (A/CN.9/721); Nov. 14–18, 2011, in Vienna (A/CN.9/739); May 21–25, 2012, in New York (A/CN.9/744); November 5–9, 2012, in Vienna (A/CN.9/762); May 20–24, 2013, in New York (A/CN.9/769); and November 18–22, 2014, in Vienna (A/CN.9/795)—please follow the following link: [http://www.uncitral.org/uncitral/commission/working\\_groups/3Online\\_Dispute\\_Resolution.html](http://www.uncitral.org/uncitral/commission/working_groups/3Online_Dispute_Resolution.html). Documents relating to the upcoming session of the Working Group are available on the same link.

**Time and Place:** The meeting of the ACPIL ODR Study Group will take place on Friday March 14 from 12:30 p.m. to 2:00 p.m. EST at 2430 E Street NW., South Building (SA 4) (Navy Hill), Room 240. Participants should arrive at Navy Hill before 12:15 p.m. for visitor screening. Participants will be met at the Navy Hill gate at 23rd and D Streets, NW., and will be escorted to the South Building. Persons arriving later will need to make arrangements for entry using the contact information provided below. If you are unable to attend the public meeting and would like to participate from a remote location, teleconferencing will be available.

**Public Participation:** This meeting is open to the public, subject to the capacity of the meeting room. Access to Navy Hill is strictly controlled. For pre-clearance purposes, those planning to attend in person are requested to email at [PIL@state.gov](mailto:PIL@state.gov) providing full name, address, date of birth, citizenship, driver's license or passport number, affiliation, and email address. This will greatly facilitate entry.

A member of the public needing reasonable accommodation should provide an email requesting such accommodation to [pil@state.gov](mailto:pil@state.gov) no later than a week before the meeting. Requests made after that date will be considered, but might not be able to be fulfilled. If you would like to participate by telephone, please email [pil@state.gov](mailto:pil@state.gov) to obtain the call-in number and other information.

Data from the public is requested pursuant to Public Law 99-399 (Omnibus Diplomatic Security and Antiterrorism Act of 1986), as amended; Public Law 107-56 (USA PATRIOT Act); and Executive Order 13356. The purpose of the collection is to validate the identity of individuals who enter Department facilities. The data will be entered into the Visitor Access Control System (VACS-D) database. Please see the Security Records System of Records Notice (State-36) at <http://>

[www.state.gov/documents/organization/103419.pdf](http://www.state.gov/documents/organization/103419.pdf) for additional information.

Dated: February 24, 2014.

**Michael Dennis,**

Attorney-Adviser, Office of Private International Law, Office of the Legal Adviser Department of State

[FR Doc. 2014-05128 Filed 3-7-14; 8:45 am]

**BILLING CODE 4710-08-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary of Transportation

#### Requirements for the DOT Data Innovation Challenge

**AGENCY:** U.S. Department of Transportation, Office of the Secretary of Transportation.

**ACTION:** Notice .

**Authority:** 15 U.S.C. 3719 (America COMPETES Act).

**Award Approving Official:** Anthony Foxx, Secretary of Transportation.

**SUMMARY:** Informed decision making, based on sound data and analysis is a cornerstone of crafting effective transportation policies and guiding efficient investment decisions with scarce public resources. Web-based tools, visualizations, and mobile applications can help uncover actionable information for making better informed decisions—both by the public and policy makers. This challenge will focus on developing tools to address three areas: (1) Safety, (2) Transportation Access, and (3) Traffic Management and Congestion.

Do you have what it takes to create innovative tools to address our Nation's transportation challenges or revolutionize the way Americans see and understand the transportation system they use every day? The United States Department of Transportation (U.S. DOT) wants to see what you can do!

**DATES:** Entries must be submitted by 5:00 p.m. on April 30, 2014

**FOR FURTHER INFORMATION CONTACT:** Stephanie Gidigbi, 202-366-6837, [stephanie.gidigbi@dot.gov](mailto:stephanie.gidigbi@dot.gov).

#### SUPPLEMENTARY INFORMATION:

*Subject of Challenge Competition:* Your challenge is to create a web-based tool, data visualization, mobile app, or other innovative use of technology to address systemic challenges by accessing publicly-available Federal and/or local DOT datasets. The application/tool will help the public and policy makers understand

transportation challenges in three main areas:

- Safety—develop tools to address and/or identify safety concerns and challenges
- Transportation Access—develop tools to show how transportation connects people to jobs, school, housing, and community resources
- Traffic Management and Congestion—develop tools to understand and reduce traffic and congestion

**Eligibility:** The Challenge is open only to: (1) Persons who are at least eighteen (18) years old at the time of entry who are either citizens or legal residents of the United States; (2) teams of eligible individuals; and (3) corporations or organizations, including nonprofit organizations, that are incorporated in the United States (including the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, and American Samoa). Individuals submitting entries on behalf of corporations, nonprofit or groups of individuals (such as an academic class or other team) must meet the eligibility requirements for individual contestants. An individual may join more than one team, corporation or nonprofit organization. Candidates may not be a Federal entity or Federal employee acting within the scope of employment. Employees of the U.S. Department of Transportation are not eligible. The Challenge is subject to all applicable federal laws and regulations. Participation constitutes Contestant's full and unconditional agreement to these Official Rules and administrative decisions, which are final and binding in all matters related to the Challenge. Eligibility for a prize award is contingent upon fulfilling all requirements set forth herein.

The following additional rules apply:

**1. All decisions by the U.S. DOT are final and binding in all matters related to the challenge.** Potential winners must continue to comply with all terms and conditions of these Official Rules and winning is contingent upon fulfilling all requirements. The potential winners will be notified by email, telephone, or mail after the date of the judging. The potential winner(s) will be required to sign and return to U.S. DOT, within ten (10) days of the date notice is sent, an Affidavit of Eligibility and Liability/ Publicity Release (except where prohibited) in order to claim any recognition. In the event that a potential winner of a Challenge recognition is disqualified for any reason, U.S. DOT may award the applicable recognition to an alternate winner. **Submission Rights.** Each Contestant grants to the U.S. DOT and others acting on behalf of the U.S.

DOT, a royalty-free non-exclusive worldwide license to use, copy for use, distribute, perform publicly, and display publicly all parts of the Submission for the purposes of the Challenge until one year after the announcement of winners. This license includes posting or linking to the Submission on the official U.S. DOT Web site and making it available for use by the public.

**2. Entry Conditions and Release.** By entering, each Contestant agrees to: (a) Comply with and be bound by these Official Rules and the decisions of the U.S. DOT and/or the Challenge judges which are binding and final in all matters relating to this Challenge; (b) release and hold harmless the U.S. DOT and the Federal Government and its related entities, including any other organizations responsible for sponsoring, fulfilling, administering, advertising or promoting the Challenge, and all of their respective past and present officers, directors, employees, agents and representatives (collectively, the "Released Parties") from and against any and all claims, expenses, and liability, whether direct or indirect, including but not limited to negligence and damages of any kind to persons and property, including but not limited to invasion of privacy (under appropriation, intrusion, public disclosure of private facts, false light in the public eye or other legal theory), defamation, slander, libel, violation of right of publicity, infringement of trademark, copyright or other intellectual property rights, property damage, a third party's unauthorized use of the Submission beyond the one-year license granted in the Submission rights, loss of profits, or death or personal injury arising out of or relating to a Contestant's entry, creation of an entry or submission of an entry, participation in the Challenge, acceptance or use or misuse of prize (including any travel or activity related thereto) and/or the broadcast, transmission, performance, exploitation or use of entry; and, (c) indemnify, defend and hold harmless the U.S. DOT against any and all claims, expenses, and liabilities (including reasonable attorney's fees) arising out of or relating to a Contestant's participation in the Challenge and/or Contestant's acceptance, use or misuse of a prize or recognition.

**3. Publicity.** Except where prohibited, participation in the Challenge constitutes Contestant's consent to U.S. DOT's and its agents' use of Contestant's name, likeness, photograph, voice, opinions, and/or hometown and state for promotional purposes in any media,

worldwide, without further payment or consideration.

**4. General Conditions.** The U.S. DOT reserves the right to cancel, suspend and/or modify the Challenge, or any part of it for any reason, including if any fraud, technical failures or any other factor beyond the U.S. DOT's reasonable control impairs the integrity or proper functioning of the Challenge, as determined by the U.S. DOT in its sole discretion. The U.S. DOT reserves the right, in its sole discretion, to disqualify any individual or Contestant it finds to be tampering with the entry process or the operation of the Challenge or to be acting in violation of these Official Rules or any other promotion or in a disruptive manner. Any attempt by any person to deliberately undermine the legitimate operation of the Challenge may be in violation of criminal and civil law, and, should such an attempt be made, the U.S. DOT reserves the right to seek damages from any such person to the fullest extent permitted by law. The U.S. DOT's failure to enforce any term of these Official Rules shall not constitute a waiver of that provision. The U.S. DOT is not responsible for, nor are they required to count, incomplete, late, misdirected, damaged, unlawful or illicit votes, including those secured through payment, votes achieved through automated means or by registering more than one email account and name, using another Contestant's email account and name, as well as those lost for technical reasons or otherwise.

**5. Limitations of Liability.** The Released Parties are not responsible for: (1) Any incorrect or inaccurate information, whether caused by Contestants, printing errors or by any of the equipment or programming associated with or utilized in the Challenge; (2) technical failures of any kind, including, but not limited to malfunctions, interruptions, or disconnections in phone lines or network hardware or software; (3) unauthorized human intervention in any part of the entry process or the Challenge; (4) technical or human error which may occur in the administration of the Challenge or the processing of entries; or, (5) any injury or damage to persons or property which may be caused, directly or indirectly, in whole or in part, from Contestant's participation in the Challenge or receipt or use or misuse of any prize. If for any reason a Contestant's entry is confirmed to have been erroneously deleted, lost, or otherwise destroyed or corrupted, Contestant's sole remedy is another entry in the Challenge. No more than

the stated number of prizes will be awarded.

**6. Original Work, Plagiarism, and Copyright.** Contestant(s) warrants that he or she or they is/are the sole author and owner of the Submission, and that the Submission is wholly original with the Contestant, and that it does not infringe any copyright or any other rights of any third party of which Contestant is aware.

**7. PRIVACY.** Any personal information provided to the U.S. DOT and ChallengePost by registering or submitting through the U.S. DOT electronic mail system is used only to communicate on matters regarding the submission and/or the Challenge. Information is not collected for commercial marketing. Candidates may not be a Federal entity or Federal employee acting within the scope of employment.

At least one individual from each team may travel to Washington, DC, to accept the award. Only the individual who makes the submission on behalf of an organization may receive the award. The submitting individual may designate, within 10 business days following notification of award, another person to whom to re-direct the award.

### Submission Requirements

Your submission is due by 5:00 p.m. ET, on Wednesday, April 30, 2014. Your submission must use publicly available data. You must not provide any information that is a trade secret or confidential business information. Federal DOT datasets are available at <http://www.dot.gov/data> and other Federal data can be found at <http://catalog.data.gov>. In addition, some state and local data can be found at <http://states.data.gov>, <http://counties.data.gov>, or <http://cities.data.gov>. You may use any other publicly available data sets as well.

A submission package will consist of the following:

A full description of the application, device, product, or visualization tool (the “Concept”) that addresses at least one of the three challenges outlined above for this specific challenge (Safety, Transportation Access, Traffic Management and Congestion) with elements outlined in the Submission Content Below (*not to exceed 6000 words*):

- i. Description of the user or users;
- ii. Explanation of the Concept’s value to the user and society as a whole;
- iii. Description of the conditions under which the Concept is useful;
- iv. Description of the ways in which the Concept is innovative: how it differs

from past and current practices, technologies, tools and applications;

v. Explanation of the process by which the application or visualization tool would be implemented and widely adopted. Discuss any other risks, costs or challenges in making the utilization and/or adoption of the tools or applications widespread, and how they could be overcome;

vi. Submissions must include a link to a working tool (via the web with a URL or mobile app store) or a video of the tool in action; and should illustrate or otherwise support the Concept described in the Submission Description.

The Submission should also include a summary (not to exceed 650 words, in 12-point Arial normal font, double-spaced, in PDF format) of the solution submitted that discusses:

- i. How it meets the judging criteria;
- ii. Data sets used to develop the solution; and,
- iii. Intended audience/users.

**Note:** Submissions that do not conform to these requirements may be considered ineligible. This eligibility decision is at the sole discretion of the U.S. DOT. Contestants waive the right to protest. The U.S. DOT makes no warranties to protect proprietary information or trade secrets if they are featured in the submission. It is recommended that entrants consider the content of their submissions prior to making their submittal.

Any elements of the Challenge described in the “details” section of this Challenge and posted on dot.gov are wholly incorporated as part of the rules of this contest.

The Submission must be written in English, and be no longer than 6000 words. Some or all of the submission must be sent to [datachallenge@dot.gov](mailto:datachallenge@dot.gov) with the subject line “Innovation Challenge.” The Submission Summary should be included in the body of the email and must not exceed 650 words.

- Must be in PDF or Microsoft Word format
- Use a font size of no less than 12 points
- Have margins no smaller than 1 inch all around

Submissions may be updated by the submitter until the Challenge Submission Period ends.

### Award

Winners will have their innovation featured on the Secretary’s FastLane Blog and will receive a letter of recognition from the Secretary. Following the announcement of the award, awardees will be honored by Transportation Secretary Anthony Foxx in a special session where awardees will

present their Concept for senior officials from across the U.S. Department of Transportation, Challenge judges, and other members of DOT staff. Outside guests will also be invited to attend. Furthermore, depending upon the quality of submissions and subject to the Federal Acquisitions Regulations, the Department may negotiate licensing for the use of intellectual property developed by selected submission winner(s) beyond the one year royalty-free nonexclusive worldwide license provided under Submission Rights.

### Basis Upon Which the Winner Will Be Selected:

#### Submission Judging

Submissions will be scored in each of four criteria, as listed below.

#### 1. Technical and Operational Feasibility

The successful operation of the proposed application or visualization tool will depend both upon the soundness of the application and tool itself and its relationship to the rest of the transportation system, and the data that is used during its development.

How plausible is it that this Concept could be implemented? What risks or challenges exist, and how could they be overcome?

#### 2. Potential for Widespread Adoption

Widespread adoption of the application and/or visualization tool will depend upon a system of interrelated decisions made by various stakeholders in the transportation network. Stakeholders’ incentives toward action must be aligned with their capabilities for adoption to occur. How likely is it that this application or visualization tool would be widely adopted or go viral, if it were developed? What are the challenges facing broad adoption, and how could they be overcome?

#### 3. Innovation

To what degree does the tool present a novel idea or approach?

#### 4. Social Benefit

How much would this idea benefit transportation users or society at large? Emphasis is on improvements to transportation safety, mobility, reliability, accessibility and/or environmental impact.

The Submissions will be judged by a qualified panel selected by the U.S. DOT at its sole discretion. The panel will judge the entire Submission on the judging criteria identified above in order to select five winners. Judges reserve the right to withdraw without advance notice.

**Additional Information:**

Federal grantees may not use Federal funds to develop COMPETES Act challenge applications.

Federal contractors may not use Federal funds from a contract to develop COMPETES Act challenge applications or to fund efforts in support of a COMPETES Act challenge submission.

Issued On: February 21, 2014

**Anthony Foxx,**

*Secretary of Transportation.*

[FR Doc. 2014-04399 Filed 3-7-14; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

**[Docket No. DOT-OST-2014-0011]**

### National Freight Advisory Committee: Notice of Public Meeting

**ACTION:** Notice of Public Meeting.

**SUMMARY:** The U.S. Department of Transportation (DOT) announces a public meeting of its National Freight Advisory Committee (NFAC) to provide recommendations to the Department as it continues to develop the National Freight Strategic Plan (Plan). Meetings are open to the public and there will be a period of time at the end of the second day of the meeting for public comment.

**DATES: Dates and Times:** The meeting will be held on Tuesday, March 25, 2014, from 2:00 p.m. to 5:00 p.m., Eastern Standard Time and March 26, 2014 from 10:00 a.m. to 3:15 p.m., Eastern Standard Time.

**Location:** The meeting will be held at the U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590.

#### FOR FURTHER INFORMATION CONTACT:

Tretha Chromey, Designated Federal Officer at (202) 366-1999 or [freight@dot.gov](mailto:freight@dot.gov) or visit the NFAC Web site at [www.dot.gov/nfac](http://www.dot.gov/nfac).

#### SUPPLEMENTARY INFORMATION:

**Background:** The NFAC was established to provide advice and recommendations to the Secretary on matters related to freight transportation in the United States, including (1) implementation of the freight transportation requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21; Pub. L. 112-141); (2) establishment of the National Freight Network; (3) development of the Plan; (4) development of strategies to help States implement State Freight Advisory Committees and State Freight Plans; (5) development of measures of conditions and performance in freight transportation; (6) development of

freight transportation investment, data, and planning tools; and (7) legislative recommendations. The NFAC operates as a discretionary committee under the authority of the DOT, established in accordance with the provisions of the Federal Advisory Committee Act (FACA), as amended, 5 U.S.C. App. 2. See DOT's NFAC Web site for additional information about the committee's activities at [www.dot.gov/nfac](http://www.dot.gov/nfac).

MAP-21 directs the DOT to develop the Plan in consultation with State department of transportations and other appropriate stakeholders. The Plan must include:

(A) An assessment of the condition and performance of the national freight network.

(B) An identification of highway bottlenecks on the national freight network that create significant freight congestion problems, based on a quantitative methodology developed by the Secretary, which shall, at a minimum, include—

(i) information from the Freight Analysis Network of the Federal Highway Administration; and

(ii) to the maximum extent practicable, an estimate of the cost of addressing each bottleneck and any operational improvements that could be implemented.

(C) Forecasts of freight volumes for the 20-year period beginning in the year during which the Plan is issued.

(D) An identification of major trade gateways and national freight corridors that connect major population centers, trade gateways, and other major freight generators for current and forecasted traffic and freight volumes, the identification of which shall be revised, as appropriate, in subsequent plans.

(E) An assessment of statutory, regulatory, technological, institutional, financial, and other barriers to improved freight transportation performance (including opportunities for overcoming the barriers).

(F) An identification of routes providing access to energy exploration, development, installation, or production areas.

(G) Best practices for improving the performance of the national freight network.

(H) Best practices to mitigate the impacts of freight movement on communities.

(I) A process for addressing multistate projects and encouraging jurisdictions to collaborate.

(J) Strategies to improve freight intermodal connectivity.

The Plan serves as a document to outline a long-term strategy to implement the National freight policy.

The goals of the National freight policy are related to economic competitiveness and efficiency; congestion; productivity, safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability in the operation and maintenance of the network; and environmental impacts. [23 U.S.C. 167]

**Agenda:** The two day agenda will include:

(1) Welcome, opening remarks, and introductions;

(2) Update of the Department's National Freight Strategic Plan;

(3) Discussion on proposed recommendations to the DOT on the following elements of the Plan:

- An assessment of statutory, regulatory, technological, institutional, financial, and other barriers to improved freight transportation performance (including opportunities for overcoming the barriers);

- Best practices for improving the performance of the national freight network; and

- Best practices to mitigate the impacts of freight movement on communities.

(4) Public comment, which will occur at the end of day 2.

The meeting agenda will be posted on the NFAC Web site at [www.dot.gov/nfac](http://www.dot.gov/nfac) in advance of the meeting.

**Public Participation:** This meeting will be open to the public. Members of the public who wish to attend in person are asked to RSVP to [freight@dot.gov](mailto:freight@dot.gov) with your name and affiliation no later than March 18, 2014, in order to facilitate entry and guarantee seating.

**Services for Individuals with Disabilities:** The public meeting is physically accessible to people with disabilities. Individuals requiring accommodations, such as sign language interpretation or other ancillary aids, are asked to notify Ms. Tretha Chromey, at (202) 366-1999 or [freight@dot.gov](mailto:freight@dot.gov) five (5) business days before the meeting.

**Written comments:** Persons who wish to submit written comments for consideration by the Committee must email [freight@dot.gov](mailto:freight@dot.gov) or send them to Ms. Tretha Chromey, Designated Federal Officer, National Freight Advisory Committee, 1200 New Jersey Avenue SE., W82-320, Washington, DC 20590 by March 18, 2014 to provide sufficient time for review. All other comments may be received at any time before or after the meeting.

Dated: March 4, 2014.

**Tretha Chromey,**

*Designated Federal Officer.*

[FR Doc. 2014-05138 Filed 3-7-14; 8:45 am]

**BILLING CODE 4910-9X-P**