

The notice must also specify the effective period and explain the terms and conditions of the exemption. The exemption may be renewed (49 CFR 381.300(b)).

### Request for Exemption

The International Association of Movers (IAM) is a global trade association representing more than 2,000 companies in over 170 countries. IAM counts van lines, agents, freight forwarders and brokers among its membership base. IAM members move household goods for a number of Federal agencies and the public. IAM's members provide relocation services throughout North America and at strategic points throughout the world.

IAM is seeking an exemption from the "14-hour rule" in 49 CFR 395.3(a)(2), which prohibits a property-carrying CMV driver from driving a CMV after the 14th hour after coming on duty following 10 consecutive hours off duty. IAM's exemption request is on behalf of all FMCSA-authorized carriers moving household goods (HHGs), regardless of membership in IAM or any other professional society. Under IAM's proposal, the exemption would be used only by drivers who need to move their trucks from the customer's residence to a safe place for overnight parking when there are delays in completing the job. The overnight parking location would offer safety for the occupants of the CMV, security for the CMV and its cargo, and avoid creating a safety hazard on local streets. In no case would the driver be permitted to drive more than 75 miles or 90 minutes after reaching the 14th hour. Upon reaching a safe place to park their CMVs, drivers using this exemption would be required to take 10 hours off duty before driving again. The driver must notify the motor carrier each time the extension is used. These log entries would provide verification and a record whenever the exemption is used and would be available during compliance reviews.

IAM contends that operations of its sector of the trucking industry are subject to a multitude of unique circumstances not faced by the majority of the general property and commodity industry. Customers frequently change their plans and expect their movers to accommodate these changes. IAM states that the list of potential unforeseen, impossible-to-plan-for situations that can cause delay is nearly endless. Unanticipated delays, including recently stepped-up security checkpoints within military bases and facilities, a homeowner's schedule (and level of preparedness for a scheduled move), unusually shaped items that

need to be packed in-home by the driver and team, and the amount of time off-highway driving and irregular routes faced by the household goods moving industry are among the many factors that require the flexibility requested by IAM. All of these issues can change schedules beyond the original plan developed by the mover.

IAM states that the vast majority of these situations will not impact these drivers' ability to complete residential loading or unloading jobs within the 14-hour rule. However, when rare, unusual, and unforeseen circumstances arise, the rule forces drivers nearing the end of their 14-hour shifts to choose one of two impractical alternatives; either (1) stop a moving crew from completing the loading or unloading of a customer's household goods shipment in order to be able to drive the moving truck from the customer's residence to a place offering safety for the occupants of the CMV, security for the CMV and its cargo, and to avoid creating a safety hazard on local streets, or (2) permit completion of the loading or unloading, but leave the moving truck where it is, typically parked on an unsecured residential street, for at least 10 hours before they are permitted to drive again. Neither choice permits efficient, effective or safe operation.

IAM believes that the requested exemption is comparable to the current regulation permitting certain "short-haul" drivers an increased driving window once per week, and other non-CDL short-haul drivers two such extended duty periods per week. The driving circumstances experienced under this exemption—the relatively short time and distance needed to remove their CMVs from residential areas to safe locations—can be analogous to the "short-haul" situations. IAM acknowledges that all drivers using the requested exemption would still be subject to all of the other Federal Motor Carrier Safety Regulations, including all other hours-of-service requirements.

A copy of IAM's application for exemption is available for review in the docket for this notice.

In accordance with 49 U.S.C. 31136(e) and 31315(b)(4), FMCSA requests public comment on IAM's application for an exemption from certain provisions of the driver's HOS rules in 49 CFR part 395. The Agency will consider all comments received by close of business on December 19, 2014. Comments will be available for examination in the docket at the location listed in the **ADDRESSES** section of this notice.

Issued on: November 13, 2014.

**Larry W. Minor,**

*Associate Administrator for Policy.*

[FR Doc. 2014-27392 Filed 11-18-14; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD-2014 0141]

### Requested Administrative Waiver of the Coastwise Trade Laws: Vessel WINKAPEW; Invitation for Public Comments

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Notice.

**SUMMARY:** As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

**DATES:** Submit comments on or before December 19, 2014.

**ADDRESSES:** Comments should refer to docket number MARAD-2014-0141. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590. You may also send comments electronically via the Internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://www.regulations.gov>.

#### FOR FURTHER INFORMATION CONTACT:

Linda Williams, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Room W23-453, Washington, DC 20590. Telephone 202-366-0903, Email [Linda.Williams@dot.gov](mailto:Linda.Williams@dot.gov).

**SUPPLEMENTARY INFORMATION:** As described by the applicant the intended service of the vessel WINKAPEW is:

*Intended Commercial Use of Vessel:*  
"We are a small, family owned sailing

charter business entering our sixth year in business. In 2010 we obtained a small vessel waiver for our boat the S/V Tomahawk. We have just purchased our second vessel, and will be using her for the same commercial use as Tomahawk. We presently run day sails, dinner cruises and adventure trips in the PNW, Canada and Alaska. Our adventure trips combine skiing or surfing with sailing. We have purchased our second boat, the S/V Winkapew, specifically for our multi-day adventure trips, as she is a better vessel for them than Tomahawk.”

*Geographic Region:* “Washington State, Alaska, Oregon, California, and Hawaii.”

The complete application is given in DOT docket MARAD–2014–0141 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD’s regulations at 46 CFR Part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter’s interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD’s regulations at 46 CFR Part 388.

#### Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Dated: November 13, 2014.

By Order of the Maritime Administrator.

**Julie P. Agarwal,**

*Secretary, Maritime Administration.*

[FR Doc. 2014–27322 Filed 11–18–14; 8:45 am]

**BILLING CODE 4910–81–P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD–2014 0143]

#### Requested Administrative Waiver of the Coastwise Trade Laws: Vessel KATHLEEN; Invitation for Public Comments

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Notice.

**SUMMARY:** As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

**DATES:** Submit comments on or before December 19, 2014.

**ADDRESSES:** Comments should refer to docket number MARAD–2014–0143. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590. You may also send comments electronically via the Internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://www.regulations.gov>.

#### FOR FURTHER INFORMATION CONTACT:

Linda Williams, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Room W23–453, Washington, DC 20590. Telephone 202–366–0903, Email [Linda.Williams@dot.gov](mailto:Linda.Williams@dot.gov).

**SUPPLEMENTARY INFORMATION:** As described by the applicant the intended service of the vessel KATHLEEN is: *Intended Commercial Use of Vessel:* “To carry passengers on narrated excursions. To carry passengers and kayaks for estuary scenic and wildlife tours. To carry recreational scuba divers to and from local recreational dive sights. Also weekend long trips from home port of Union Wa. To Port Townsend Wa. And or Shelton Wa. on Oakland Bay”

*Geographic Region:* “Washington State” The complete application is given in DOT docket MARAD–2014–0143 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD’s regulations at 46 CFR Part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter’s interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD’s regulations at 46 CFR Part 388.

#### Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Dated: November 13, 2014.

By Order of the Maritime Administrator.

**Julie P. Agarwal,**

*Secretary, Maritime Administration.*

[FR Doc. 2014–27323 Filed 11–18–14; 8:45 am]

**BILLING CODE 4910–81–P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD–2014 0144]

#### Requested Administrative Waiver of the Coastwise Trade Laws: Vessel CATCH AND RELIEF; Invitation for Public Comments

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Notice.

**SUMMARY:** As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.