

of automated collection techniques or other forms of information technology.

The FDIC will consider all comments to determine the extent to which the survey instruments should be modified prior to submission to OMB for review and approval. After the comment period closes, comments will be summarized and included in the FDIC's request to OMB for approval of the collection. All comments will become a matter of public record.

Dated at Washington, DC, this 2nd day of February, 2016.

Federal Deposit Insurance Corporation.

**Robert E. Feldman,**  
*Executive Secretary.*

[FR Doc. 2016-02237 Filed 2-4-16; 8:45 am]

BILLING CODE 6714-01-P

## FEDERAL DEPOSIT INSURANCE CORPORATION

### Notice of Termination; 10303 Progress Bank of Florida; Tampa, Florida

The Federal Deposit Insurance Corporation (FDIC), as Receiver for 10303 Progress Bank of Florida, Tampa, Florida (Receiver) has been authorized to take all actions necessary to terminate the receivership estate of Progress Bank of Florida (Receivership Estate); the Receiver has made all dividend distributions required by law.

The Receiver has further irrevocably authorized and appointed FDIC-Corporate as its attorney-in-fact to execute and file any and all documents that may be required to be executed by the Receiver which FDIC-Corporate, in its sole discretion, deems necessary; including but not limited to releases, discharges, satisfactions, endorsements, assignments and deeds.

Effective February 1, 2016, the Receivership Estate has been terminated, the Receiver discharged, and the Receivership Estate has ceased to exist as a legal entity.

Dated: February 2, 2016.

Federal Deposit Insurance Corporation.

**Robert E. Feldman,**  
*Executive Secretary.*

[FR Doc. 2016-02235 Filed 2-4-16; 8:45 am]

BILLING CODE 6714-01-P

## FEDERAL MARITIME COMMISSION

### International Ocean Transportation Supply Chain Engagement; Order

Pursuant to the Shipping Act of 1984, 46 U.S.C. 40101 *et seq.* (Shipping Act), the Federal Maritime Commission (FMC or Commission) regulates the U.S.

international ocean transportation system that supports the transportation of goods by water. The purposes of the Shipping Act include the requirements to "provide an efficient and economic transportation system in the ocean commerce of the United States that is, insofar as possible, in harmony with, and responsive to, international shipping practices," and also "to promote the growth and development of United States exports through competitive and efficient ocean transportation and by placing a greater reliance on the marketplace."

In carrying out its broad responsibilities under the Shipping Act with respect to ocean common carriers, U.S. ports, marine terminal operators, ocean transportation intermediaries and the American exporters and importers they serve, the Commission has developed an understanding of and an expertise in evaluating the U.S. international supply chain. As the premier competition agency with oversight responsibilities for the United States foreign ocean transportation system, the Commission has extensive experience with global maritime and marine terminal innovation and efficiency issues.

Maintaining the effectiveness and reliability of America's global supply chain is critically important to the Nation's continued economic vitality. Approximately \$980 billion of containerized ocean commerce moves through U.S. ports annually. Unfortunately, congestion and related bottlenecks at ports and other points in the Nation's supply chain have become a serious risk to the growth of the U.S. economy, job growth, and to our Nation's competitive position in the world. Past congestion at major U.S. ports has highlighted the impact of congestion on the U.S. economy. As a result, the U.S. economy suffered billions of dollars in losses to the supply chain.

In addition, congestion problems contributed to hundreds of millions of dollars in losses for U.S. agricultural exporters including poultry and meat farmers. Perishable fruit and vegetable exporters suffered when their cargo was not loaded onto ships and sent overseas within specific time frames.

Although the congestion crisis has receded, unresolved supply chain problems that could produce new challenges remain.

In response to those events, and the desire of affected parties to find ways to prevent or mitigate similar future occurrences, the Commission hosted four regional port forums during the fall of 2014, in San Pedro, CA (West Coast

Port Forum), Baltimore, MD (Mid-Atlantic and Northeast Port Forum), Charleston, SC (South Atlantic Port Forum) and New Orleans, LA (Gulf Coast Port Forum). The forums brought together port officials, ocean carriers, trucking and warehousing service providers, beneficial cargo owners, marine terminal operators, stevedoring companies, ocean transportation intermediaries, and port labor to discuss and offer ideas to address port congestion. The comments and suggestions offered at those forums were summarized and developed in an FMC report entitled "*U.S. Port Congestion & Related International Supply Chain Issues: Causes, Consequences and Challenges*" that was released in July 2015.

The report identified six major themes from the port forums: Investment and planning; chassis availability and related issues; port drayage and truck turn times; extended gate hours, PierPASS, and congestion pricing; vessel and terminal operations; and supply chain planning, collaboration, and communication. Some of these topics involve longer-term issues such as investment and planning. Others focus on short and medium-term concerns. All of them, however, are at the heart of current efforts by various groups to develop the flexible, resilient and reliable systems necessary for ensuring well-functioning international supply chains.

The Commission has also advanced port and marine terminal efforts to improve supply chain efficiency by expediting the implementation of port and terminal amendments aimed at enhancing the efficient flow of cargo. For example, several port and marine terminal operator agreements on file with the Commission that cover the Pacific Coast ports, commit the parties to exploring measures for achieving improvements with regard to congestion, efficiency, fluidity, and other operational conditions.\*

Given the economic importance of reliable port and terminal operations to the effectiveness of the United States international supply chain, and the Commission's mandate to ensure an efficient and economic transportation system for its ocean commerce, the Commission has a clear and compelling

\* The Los Angeles and Long Beach Port Infrastructure and Environmental Programs Cooperative Working Agreement (FMC No. 201219), West Coast MTO Agreement (FMC No. 201143), Pacific Ports Operational Improvements Agreement (FMC No. 201227), Ocean Carrier Equipment Management Association (FMC No. 202-011284), and Los Angeles/Long Beach Port Terminal Operator Administrative and Implementation Agreement (FMC No. 201178).

responsibility to actively assist efforts to improve the effectiveness of the global supply chain.

*Therefore it is ordered*, That, pursuant to 46 U.S.C. 41302, 40302, 41101 to 41109, 41301 to 41309, and 40104, and 46 CFR 502.281 *et seq.*, Commissioner Rebecca F. Dye engage supply chain stakeholders in public or non-public discussions to identify commercial solutions to certain unresolved supply chain issues that interfere with the smooth operation of the U.S. international supply chain, focusing on the San Pedro Bay ports at Los Angeles and Long Beach.

*It is further ordered*, That, the Commissioner form a supply chain innovation team, composed of leaders from all commercial sectors of the U.S. international supply chain, to develop commercial solutions to port congestion and related supply chain challenges.

*It is further ordered*, That, the Commissioner provide a preliminary report and periodic updates to the Commission on the results of efforts undertaken by this Order.

*It is further ordered*, That, the Commissioner have full authority under 46 CFR 502.281 to 502.291, to perform such duties as may be necessary in accordance with U.S. law and Commission regulations. The Commissioner will be assisted by staff members as may be assigned by the Chairman.

*It is further ordered*, That, this Proceeding be discontinued upon the acceptance of a final report and possible recommendations by the Commissioner, unless otherwise ordered by the Commission; and

*It is finally ordered*, That, notice of this Order be published in the **Federal Register**.

By The Commission.

**Karen V. Gregory**,  
Secretary.

[FR Doc. 2016-02189 Filed 2-4-16; 8:45 am]

**BILLING CODE 6730-01-P**

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## FEDERAL RESERVE SYSTEM

### Formations of, Acquisitions by, and Mergers of Bank Holding Companies

The companies listed in this notice have applied to the Board for approval, pursuant to the Bank Holding Company Act of 1956 (12 U.S.C. 1841 *et seq.*) (BHC Act), Regulation Y (12 CFR part 225), and all other applicable statutes and regulations to become a bank holding company and/or to acquire the assets or the ownership of, control of, or the power to vote shares of a bank or

bank holding company and all of the banks and nonbanking companies owned by the bank holding company, including the companies listed below.

The applications listed below, as well as other related filings required by the Board, are available for immediate inspection at the Federal Reserve Bank indicated. The applications will also be available for inspection at the offices of the Board of Governors. Interested persons may express their views in writing on the standards enumerated in the BHC Act (12 U.S.C. 1842(c)). If the proposal also involves the acquisition of a nonbanking company, the review also includes whether the acquisition of the nonbanking company complies with the standards in section 4 of the BHC Act (12 U.S.C. 1843). Unless otherwise noted, nonbanking activities will be conducted throughout the United States.

Unless otherwise noted, comments regarding each of these applications must be received at the Reserve Bank indicated or the offices of the Board of Governors not later than February 29, 2016.

A. Federal Reserve Bank of Chicago (Colette A. Fried, Assistant Vice President) 230 South LaSalle Street, Chicago, Illinois 60690-1414:

1. *MB Financial, Inc., Chicago, Illinois*; to merge with American Chartered Bancorp, Inc., and thereby indirectly acquire American Chartered Bank, both of Schaumburg, Illinois.

B. Federal Reserve Bank of St. Louis (Yvonne Sparks, Community Development Officer) P.O. Box 442, St. Louis, Missouri 63166-2034:

1. *First Security Bancorp, Searcy, Arkansas*, to acquire an additional one percent for a total of 10.91% of the voting shares of CrossFirst Holdings, LLC, Leawood, Kansas, and thereby increase its interest in CrossFirst Bank, Leawood, Kansas.

Board of Governors of the Federal Reserve System, February 1, 2016.

**Michael J. Lewandowski**,  
Associate Secretary of the Board.

[FR Doc. 2016-02204 Filed 2-4-16; 8:45 am]

**BILLING CODE 6210-01-P**

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## FEDERAL RESERVE SYSTEM

### Change in Bank Control Notices; Acquisitions of Shares of a Bank or Bank Holding Company

The notificants listed below have applied under the Change in Bank Control Act (12 U.S.C. 1817(j)) and § 225.41 of the Board's Regulation Y (12 CFR 225.41) to acquire shares of a bank or bank holding company. The factors that are considered in acting on the

notices are set forth in paragraph 7 of the Act (12 U.S.C. 1817(j)(7)).

The notices are available for immediate inspection at the Federal Reserve Bank indicated. The notices also will be available for inspection at the offices of the Board of Governors. Interested persons may express their views in writing to the Reserve Bank indicated for that notice or to the offices of the Board of Governors. Comments must be received not later than February 23, 2016.

A. Federal Reserve Bank of Kansas City (Dennis Denney, Assistant Vice President) 1 Memorial Drive, Kansas City, Missouri 64198-0001:

1. *Carole S. Hoover Revocable Trust and Carole S. Hoover, as trustee of the Carole S. Hoover Revocable Trust, both of Eudora, Kansas*, to retain control of Eudora Bancshares, Inc., parent of Kaw Valley State Bank, both of Eudora, Kansas.

Board of Governors of the Federal Reserve System, February 2, 2016.

**Michael J. Lewandowski**,  
Associate Secretary of the Board.

[FR Doc. 2016-02291 Filed 2-4-16; 8:45 am]

**BILLING CODE 6210-01-P**

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## FEDERAL RESERVE SYSTEM

### Notice of Proposals To Engage in or To Acquire Companies Engaged in Permissible Nonbanking Activities

The companies listed in this notice have given notice under section 4 of the Bank Holding Company Act (12 U.S.C. 1843) (BHC Act) and Regulation Y, (12 CFR part 225) to engage *de novo*, or to acquire or control voting securities or assets of a company, including the companies listed below, that engages either directly or through a subsidiary or other company, in a nonbanking activity that is listed in § 225.28 of Regulation Y (12 CFR 225.28) or that the Board has determined by Order to be closely related to banking and permissible for bank holding companies. Unless otherwise noted, these activities will be conducted throughout the United States.

Each notice is available for inspection at the Federal Reserve Bank indicated. The notice also will be available for inspection at the offices of the Board of Governors. Interested persons may express their views in writing on the question whether the proposal complies with the standards of section 4 of the BHC Act.

Unless otherwise noted, comments regarding the applications must be received at the Reserve Bank indicated or the offices of the Board of Governors not later than February 29, 2016.