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Oversight in the appropriate service center.

Dated: October 31, 2011.

Federal Deposit Insurance Corporation.

**Pamela Johnson**

*Regulatory Editing Specialist.*

# INSTITUTIONS IN LIQUIDATION

[In alphabetical order]

FDIC Ref. No.	Bank name	City	State	Date closed
10409 .....	All American Bank .....	Des Plaines .....	IL .....	10/28/2011

[FR Doc. 2011-28814 Filed 11-7-11; 8:45 am]

**BILLING CODE 6714-01-P**

## FEDERAL MARITIME COMMISSION

### Notice of Agreements Filed

The Commission hereby gives notice of the filing of the following agreements under the Shipping Act of 1984. Interested parties may submit comments on the agreements to the Secretary, Federal Maritime Commission, Washington, DC 20573, within ten days of the date this notice appears in the **Federal Register**. Copies of the agreements are available through the Commission's Web site (<http://www.fmc.gov>) or by contacting the Office of Agreements at (202) 523-5793 or [tradeanalysis@fmc.gov](mailto:tradeanalysis@fmc.gov).

*Agreement No.:* 010099-053.

*Title:* International Council of Containership Operators.

*Parties:* A.P. Moller-Maersk A/S; China Shipping Container Lines Co., Ltd.; CMA CGM, S.A.; Compañía Chilena de Navegación Interoceánica S.A.; Compania SudAmericana de Vapores S.A.; COSCO Container Lines Co. Ltd; Crowley Maritime Corporation; Evergreen Marine Corporation (Taiwan), Ltd.; Hamburg-Süd KG; Hanjin Shipping Co., Ltd.; Hapag-Lloyd AG; Hyundai Merchant Marine Co., Ltd.; Kawasaki Kisen Kaisha, Ltd.; MISC Berhad; Mediterranean Shipping Co. S.A.; Mitsui O.S.K. Lines, Ltd.; Neptune Orient Lines, Ltd.; Nippon Yusen Kaisha; Orient Overseas Container Line, Ltd.; Pacific International Lines (Pte) Ltd.; United Arab Shipping Company (S.A.G.); Wan Hai Lines Ltd.; Yang Ming Transport Marine Corp.; and Zim Integrated Shipping Services Ltd.

*Filing Party:* John Longstreth, Esq.; K & L Gates LLP; 1601 K Street NW; Washington, DC 20006-1600.

*Synopsis:* The amendment would add STX Pan Ocean Co., Ltd. to the agreement.

*Agreement No.:* 011741-017.

*Title:* U.S. Pacific Coast-Oceania Agreement.

*Parties:* A.P. Moller-Maersk A/S; CMA CGM S.A.; Hamburg-Sud; and Hapag-Lloyd AG.

*Filing Party:* Wayne R. Rohde, Esq.; Cozen O'Connor; 1627 I Street NW, Suite 1100; Washington, DC 20006.

*Synopsis:* The amendment reflects the addition of a seventh vessel to the PSW string, increases the capacity of the vessels deployed, and increases the allocations of the parties. The parties request expedited review.

*Agreement No.:* 012042-005.

*Title:* MOL/ELJSA Slot Exchange Agreement.

*Parties:* Evergreen Line Joint Service Agreement and Mitsui O.S.K. Lines, Ltd.

*Filing Party:* Robert B. Yoshitomi, Esq.; Nixon Peabody, LLP; Gas Company Tower; 555 West Fifth Street 46th Floor; Los Angeles, CA 90013.

*Synopsis:* The amendment allows the parties to provide slots on their other services in the agreement trade.

*Agreement No.:* 012143.

*Title:* COSCON/PIL Space Charter and Sailing Agreement.

*Parties:* COSCO Container Lines Company, Ltd. and Pacific International Lines (PTE) Ltd.

*Filing Party:* Robert B. Yoshitomi, Esq.; Nixon Peabody LLP; 555 West Fifth Street 46th Floor; Los Angeles, CA 90013.

*Synopsis:* The agreement authorizes the parties to share vessel space in the trade between U.S. West Coast ports and ports in China and Vietnam.

*Agreement No.:* 012144.

*Title:* Grand Alliance/Maersk Slot Exchange Agreement.

*Parties:* Hapag-Lloyd AG, Nippon Yusen Kaisha, Orient Overseas Container Line Limited, A.P. Moller-Maersk A/S.

*Filing Party:* Wayne R. Rohde, Esquire, Cozen O'Connor LLP; 1627 I Street NW., Suite 1100; Washington, DC 20006-4007.

*Synopsis:* The agreement authorizes the parties to exchange space in the trade from Thailand and Vietnam to U.S. West Coast ports. The parties request expedited review.

Dated: November 3, 2011.

By Order of the Federal Maritime Commission.

**Karen V. Gregory,**

*Secretary.*

[FR Doc. 2011-28949 Filed 11-7-11; 8:45 am]

**BILLING CODE 6730-01-P**

## FEDERAL MARITIME COMMISSION

[Docket No. 11-19]

### Notice of Inquiry; U.S. Inland Containerized Cargo Moving Through Canadian and Mexican Seaports

**AGENCY:** Federal Maritime Commission.

**ACTION:** Notice of Inquiry.

**SUMMARY:** The Federal Maritime Commission is issuing this Notice of Inquiry to solicit the public's views and information concerning factors that may cause or contribute to the shift of containerized cargo destined for U.S. inland points from U.S. to Canadian and Mexican seaports.

**DATES:** Comments are due on or before December 22, 2011.

**ADDRESSES:** Submit comments to: Karen V. Gregory, Secretary, Federal Maritime Commission, 800 North Capitol Street, NW., Washington, DC 20573-0001, or email non-confidential comments to: [Secretary@fmc.gov](mailto:Secretary@fmc.gov) (email comments as attachments preferably in Microsoft Word or PDF)

**FOR FURTHER INFORMATION CONTACT:** Karen V. Gregory, Secretary, Federal Maritime Commission, 800 N. Capitol Street, NW., Washington, DC 20573-0001, (202) 523-5725, Fax (202) 523-0014, Email: [Secretary@fmc.gov](mailto:Secretary@fmc.gov), Rebecca A. Fenneman, General Counsel, Federal Maritime Commission, 800 N. Capitol Street, NW., Washington, DC 20573-0001, (202) 523-5740, Fax (202) 523-5738, Email: [GeneralCounsel@fmc.gov](mailto:GeneralCounsel@fmc.gov).

### SUPPLEMENTARY INFORMATION:

#### Background

The Federal Maritime Commission (FMC or Commission) has received requests from United States Senators Patty Murray and Maria Cantwell (both of Washington), Members of Congress

Rick Larsen, Jay Inslee, Norm Dicks, Adam Smith, Dave Reichert, Jaime Herrera Beutler and Jim McDermott (all of Washington), and Congresswoman Laura Richardson (California), to study the impacts and the extent to which the U.S. Harbor Maintenance Tax (HMT), other U.S. policies, and other factors may incentivize container cargo to shift from U.S. West Coast ports to those located in Canada and Mexico. These requests also asked the Commission to make legislative and regulatory recommendations to address this concern.

In recent years, there has been a steadily observed increase in the amount of U.S.-destined cargo moving through newly established west coast Canadian port Prince Rupert and the expanded Mexican port Lázaro Cárdenas. These same years saw investment in and promotion of Canadian and Mexican port and intermodal rail infrastructure, as well as changes to environmental requirements, security considerations, and customs inspection procedures.

The HMT has also been the subject of recent congressional interest. Originally enacted as part of the Comprehensive Water Resources Development Act of 1986, the HMT was devised to help fund harbor and channel maintenance by charging users of U.S. seaports at an *ad valorem* rate of 0.125%. See 26 U.S.C. 4461. The HMT is currently imposed only on imports and is payable at the time of unloading of the cargo in the U.S. port. *Id.* Cargo ultimately destined for U.S. inland points but entering at Canadian or Mexican seaports is not subject to the HMT.

In order to prepare the fullest response possible, the Commission now invites comment and information from all members of the interested public (whether they be located in the United States or elsewhere), including public port authorities, private marine terminal operators, ocean common carriers, ocean transportation intermediaries, supply chain experts, providers of rail and trucking services, state, local, provincial or national governments, importers, exporters and beneficial cargo owners. Comments that are specific and provide supporting data are most helpful.

1. Describe the differences, if any, in taxes, fees, laws, regulations, cargo handling, customs processes, related terminal/port procedure, infrastructure, or intermodal services between U.S. and Canadian or Mexican ports that may come into consideration when determining how to route cargo destined for U.S. inland points. Please be as specific as possible.

2. Provide your opinion and supporting data regarding the reasons vessel-operating common carriers serving the U.S., Canada and Mexico may prefer to make Mexican or Canadian ports their first North American ports of call.

3. Describe why ocean transportation intermediaries or importers may prefer to route their customers' inland U.S.-destined cargo via a Mexican or Canadian port.

4. Describe and, if possible, quantify the advantages and disadvantages a beneficial cargo owner may face when considering whether to route inland U.S.-destined cargo via a Mexican or Canadian port. Specifically, what role, if any, does the assessment of the Harbor Maintenance Tax (HMT) have on that determination? What are the other considerations? If there is a cost advantage due to lower total transportation costs (ocean, truck, rail), please quantify those differences and describe the source of any such cost differentials.

5. Please quantify the effect, if any, the change in cargo routing has had on employment in the United States.

6. Describe what volume or other incentives, bonuses or discounts, if any, are offered by ports, common carriers, terminal operators, or other entities for cargo moved through Canadian or Mexican ports and where these may be available to the shipping public.

7. Describe the advantages and/or disadvantages current transportation services via Canadian or Mexican ports may offer to U.S. exporters.

8. State your view on actions that the U.S. Government can take to improve competitiveness of U.S. ports. Of those actions, what are the most important or pressing?

#### *Submit Comments:*

Non-confidential filings may be submitted in hard copy or by email as an attachment (preferably in Microsoft Word or PDF) addressed to [secretary@fmc.gov](mailto:secretary@fmc.gov) on or before December 22, 2011. Include in the subject line: "U.S. Containerized Cargo Flows—Response to NOI." Confidential filings must be submitted in the traditional manner on paper, rather than by email. Comments submitted that seek confidential treatment must be submitted in hard copy by U.S. mail or courier. Confidential filings must be accompanied by a transmittal letter that identifies the filing as "confidential" and describes the nature and extent of the confidential treatment requested. When submitting comments in response to the Notice of Inquiry that contain confidential information, the confidential copy of the filing must

consist of the complete filing and be marked by the filer as "Confidential-Restricted," with the confidential material clearly marked on each page. When a confidential filing is submitted, an original and one additional copy of the public version of the filing must be submitted. The public version of the filing should exclude confidential materials, and be clearly marked on each affected page, "confidential materials excluded." The Commission will provide confidential treatment to the extent allowed by law for those submissions, or parts of submissions, for which confidential treatment is requested. Questions regarding filing or treatment of confidential responses to this Notice of Inquiry should be directed to the Commission's Secretary, Karen V. Gregory, at the telephone number or email provided above.

By the Commission.

**Karen V. Gregory,**  
Secretary.

[FR Doc. 2011-28878 Filed 11-7-11; 8:45 am]

BILLING CODE 6730-01-P

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

[Docket No. FDA-2011-N-0444]

#### Gayle Rothenberg: Debarment Order

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Notice.

**SUMMARY:** The Food and Drug Administration (FDA) is issuing an order under the Federal Food, Drug, and Cosmetic Act (the FD&C Act) permanently debarment Gayle Rothenberg, MD, from providing services in any capacity to a person that has an approved or pending drug product application. We base this order on a finding that Dr. Rothenberg was convicted of felonies under Federal law for conduct relating to the regulation of a drug product under the FD&C Act. Dr. Rothenberg was given notice of the proposed permanent debarment and an opportunity to request a hearing within the timeframe prescribed by regulation. Dr. Rothenberg failed to respond. Dr. Rothenberg's failure to respond constitutes a waiver of her right to a hearing concerning this action.

**DATES:** This order is effective November 8, 2011.

**ADDRESSES:** Submit applications for special termination of debarment to the Division of Dockets Management (HFA-305), Food and Drug Administration,