

attachment (if they do not exceed the size stated in the specifications), or submitted on compact discs or other electronic storage media.

(2) *Alternative filing methods.* (i) The VETS-4212 Report may also be filed in paper format. Contractors and subcontractors may download a paper version of the VETS-4212 Report from the VETS Web site or send a written request for the paper version of the VETS-4212 Report to: Office of the Assistant Secretary for Veterans' Employment and Training, U.S. Department of Labor, 200 Constitution Avenue NW., Room S-1325, Washington, DC 20210, Attn: VETS-4212 Report Form Request.

(ii) VETS-4212 Reports in paper format or electronic data files on compact discs or other electronic storage media may be delivered by U.S. mail or courier delivery service to the addresses set forth in the instructions for completing the report. Paper copies of the VETS-4212 Reports and electronic data files (if they do not exceed the size stated in the specifications) also may be sent as email attachments to the address indicated in the instructions.

§ 61-300.20 How will DOL determine whether a contractor or subcontractor is complying with the requirements of this part?

During the course of a compliance evaluation, OFCCP may determine whether a contractor or subcontractor has submitted its VETS-4212 Report(s) as required by this part.

§ 61-300.99 What is the OMB control number for this part?

Pursuant to the Paperwork Reduction Act, 44 U.S.C. 3501 *et seq.*, and its implementing regulations at 5 CFR part 1320, the Office of Management and Budget has assigned Control No. 1293-0005 to the information collection requirements of this part.

[FR Doc. 2014-03503 Filed 2-21-14; 8:45 am]

BILLING CODE 4510-79-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

46 CFR Part 298

[Docket Number MARAD-2014-0011]

Proposed Policy: "Other Relevant Criteria" for Consideration When Evaluating the Economic Soundness of Applications Under the Title XI Maritime Guaranteed Loan Program

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Proposed policy.

SUMMARY: This document provides interested parties with the opportunity to comment on the proposed policy regarding the factors the Maritime Administration ("MARAD") will consider in its review of applications for the Title XI Maritime Guaranteed Loan Program ("Title XI"). MARAD's proposed policy is intended to further promote the modernization of the U.S. Merchant Marine and U.S. shipyards through the construction or reconstruction (to include repowering) of vessels.

DATES: Comments must be received on or before March 26, 2014. MARAD will consider comments filed after this date to the maximum extent practicable.

ADDRESSES: Comments identified by Department of Transportation ("DOT") Docket Number MARAD-2014-0011 may be submitted by any of the following methods:

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Search MARAD-2014-0011 and follow the instructions for submitting comments.
- *Fax:* (202) 493-2251.
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Room W12-140, Washington, DC 20590. If you would like to know that your comments reached the facility, please enclose a stamped, self-addressed postcard or envelope.
- *Hand Delivery/Courier:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Room W12-140, Washington, DC 20590. The Docket Management Facility is open 9:00 a.m. to 5:00 p.m., Monday through Friday, except on Federal holidays.

Note: If you fax, mail or hand deliver your input we recommend that you include your name and a mailing address, an email address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission. If you submit your inputs by mail or hand delivery, submit them in an

unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

Special Instructions: All submissions received must include the agency name and docket number. All comments received will be posted without change to the docket at www.regulations.gov, including any personal information provided. For detailed instructions on submitting comments and additional information on the process, see the section entitled Public Participation.

FOR FURTHER INFORMATION CONTACT:

Owen Doherty, Acting Administrator for Business and Finance Development, Maritime Administration, Telephone: 202-366-1883, Email: owen.doherty@dot.gov. If you have questions on viewing the Docket, call Barbara Hairston, Acting Program Manager, Docket Operations, telephone: 202-366-9826. Additional background information may be found at www.MARAD.dot.gov.

SUPPLEMENTARY INFORMATION: The primary purpose of Title XI is to promote the growth and modernization of the U.S. Merchant Marine and U.S. shipyards. Title XI promotes such growth and modernization by providing loan guarantees to sustain vessel construction and repair capacity, create jobs, support development and utilization of emerging technologies, as well as encouraging private investment in the maritime industry. The legislative history of Title XI reflects the evolution of the program over its 78 year history to respond to these contemporary issues and national priorities.¹ Additions over time have included job creation, new vessel safety measures, small shipyard growth, environmental technologies, increased efficiency in the maritime industry through modernization and national defense.

Under 46 U.S.C. 53702(a), Title XI is a discretionary program. Chapter 537 of Title 46 of the United States Code and part 298 of title 46 of the Code of Federal Regulations (CFR) detail the

¹ For example, the Ship Financing Act of 1972 demonstrated Congress' focus on new environmental technologies, among other things, by making pollution treatment, abatement, or control vessels eligible for Title XI guarantees. See Public Law 92-507, section 1, 86 Stat. 909, as amended, now codified at 46 U.S.C. 53701(14)(K). In the 1990s, Congress amended Title XI to redevelop the U.S. maritime industrial base and rebuild the nation's shipyards. See National Defense Authorization Act for Fiscal Year 1994, Public Law 103-160, section 1352, 107 Stat. 1812. In recent years, Title XI's focus on national security has grown with priorities focused on national defense tank vessels and naval auxiliary vessels. See National Defense Authorization Act for Fiscal Year 2004, Public Law 108-36, section 3544, 117 Stat. 1392, as amended, now codified at 46 U.S.C. 53706(c)(1).

factors MARAD must consider in processing Title XI loan guarantee applications. These authorities require MARAD to consider economic soundness, project feasibility and specifically enumerated priorities for processing when evaluating whether to approve or deny a Title XI application.

For the required economic soundness determination, 46 U.S.C. 53708(a) provides six mandatory factors to consider when evaluating economic soundness.² The accompanying regulation 46 CFR 298.14(b) sets forth “[b]asic feasibility factors” but notes that “all relevant factors” are required to be considered prior to a determination of economic soundness.³

Both 46 U.S.C. 53708(a)(5) and 46 CFR 298.14(b)(6) expressly allow MARAD to consider “other relevant criteria” in addition to those enumerated in the statute and regulation when making findings of economic soundness, provided it is reasonable in doing so. Although not an exhaustive list, examples of “other relevant criteria” MARAD may consider, as appropriate, when evaluating economic soundness include, but are not limited to, availability of funding, sensitivity and concentration of the agency loan guarantee portfolio, utilization of America’s Marine Highways and designated corridors, and synergy with the DOT Strategic Plan; as well as any factors contained within 46 CFR chapter 2, subpart D with a bearing on the economic soundness of a Title XI loan guarantee application. Examples of such factors from subpart D include, but are not limited to, guarantees for less than the normal term for that class of vessel, degrees of risk involved with different applications and influence on existing Title XI guarantees.

In addition to the factors enumerated above, MARAD also proposes to consider various environmental initiatives that are likely to increase efficiency and lead to future cost savings as “other relevant criteria” in its evaluation of Title XI loan guarantee applications. The consideration of such initiatives is consistent not only with previous Congressional priorities, but also with the programmatic imperative to remain current with emerging standards, trends and critical needs. Some of these initiatives may include alternative fuel system designs, fuel cells, hybrid propulsion systems, air emissions reduction technologies, ballast water treatment technologies, or other environmentally-friendly designs.

Today, it is feasible to construct and/or repower vessels to incorporate alternative energy technologies and fuels,⁴ environmentally-friendly designs and other technologies that improve the environmental sustainability of vessel operations. The demand for environmentally friendly designs, fuels and technologies is growing rapidly throughout the maritime industry because, among other things, they meet new air emissions and other discharge standards, and also present the potential for greater efficiencies and cost savings. MARAD seeks to promote, through Title XI, projects that provide more environmentally sustainable marine transportation. Consideration of these factors as “other relevant criteria” within an application’s economic soundness determination would complement the other such criteria that MARAD already considers in the evaluation of an application’s economic soundness, which include but are not limited to the factors identified above. MARAD notes, in particular, that many of the economic benefits of environmentally friendly designs, fuels and technologies take the form of public benefits that cannot be captured by a vessel’s owner and operator in the form of freight rates or passenger fees, but which may be valuable to society because of improved human health from air and water quality. Economists and environmental experts can often quantify these benefits in monetary terms or treat them qualitatively. Achieving these benefits is consistent with the DOT Strategic Plan (under the goal of environmental sustainability) and other Federal, State and local objectives. As such, MARAD intends to include as a contributing factor to Federal decisions to award Title XI loan guarantees whether approval will help a vessel meet or exceed environmental standards. MARAD will consider the comments received on this proposed policy in formulating a final notice of policy.

Public Participation

Your comments must be written and in English. To ensure that your comments are correctly filed in the Docket, please include the docket number in your comments. MARAD encourages you to provide concise comments. However, you may attach necessary additional documents to your comments. There is no limit on the length of the attachments. Please submit

⁴ MARAD defines alternative energy and fuels as energy derived from non-traditional sources (including but not limited to liquefied or compressed natural gas, bio-fuels, solar and wind).

your comments, including the attachments, following the instructions provided under the above heading entitled **ADDRESSES**.

If you wish to submit any information under a claim of confidentiality, you should submit three copies of your complete submission, including the information you claim to be confidential business information, to the Department of Transportation, Maritime Administration, Office of Legislation and Regulations, MAR-225, W24-220, 1200 New Jersey Avenue SE., Washington, DC 20590. When you send comments containing information claimed to be confidential information, you should include a cover letter setting forth with specificity the basis for any such claim.

MARAD will consider all comments received before the close of business on the comment closing date indicated above under **DATES**. To the extent practicable, MARAD will also consider comments received after that date. If a comment is received too late for MARAD to consider in developing a final policy, MARAD will consider that comment as an informal suggestion for future guidance.

For access to the docket to read background documents, or to submit or read comments received, go to the Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Room W12-140, Washington, DC 20590. The Docket Management Facility is open 9:00 a.m. to 5:00 p.m., Monday through Friday, except on Federal holidays. To review documents, read comments or to submit comments, the docket is also available online at <http://www.regulations.gov>, keyword search MARAD-2014-0011.

Please note that even after the comment period has closed, MARAD will continue to file relevant information in the Docket as it becomes available. Further, some people may submit late comments. Accordingly, MARAD recommends that you periodically check the Docket for new material.

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 the DOT Privacy Act system of records notice for the Federal Docket Management System (FDMS) in the **Federal Register** published on January 17, 2008, (73 FR 3316) at <http://>

² See Reference 46 U.S.C. 53708(a)

³ See Reference 46 CFR 298.14(b)

edocket.access.gpo.gov/2008/pdf/E8-785.pdf.

Authority: 46 U.S.C. 53708

Dated: February 18, 2014.

By Order of the Maritime Administrator.

Christine S. Gurland,

Acting Secretary, Maritime Administration.

[FR Doc. 2014-03729 Filed 2-21-14; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

50 CFR Part 17

[Docket No. FWS-R2-ES-2014-0008;
4500030113]

RIN 1018-BA32

Endangered and Threatened Wildlife and Plants; Special Rule for the Georgetown Salamander

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Proposed rule.

SUMMARY: We, the U.S. Fish and Wildlife Service, propose a special rule under the authority of section 4(d) of the Endangered Species Act of 1973, as amended (Act), for the Georgetown salamander (*Eurycea naufragia*), a species that occurs in Texas. The special rule contains measures that are necessary and advisable to provide for the conservation of the Georgetown salamander.

DATES: We will accept comments received or postmarked on or before April 25, 2014. Comments submitted electronically using the Federal eRulemaking Portal (see **ADDRESSES**, below) must be received by 11:59 p.m. Eastern Time on the closing date.

ADDRESSES: *Document availability:* You may obtain a copy of the City of Georgetown Ordinance 2013-59 described in this proposed rule from the Federal eRulemaking portal, <http://www.regulations.gov>, at Docket No. FWS-R2-ES-2014-0008.

Comment submission: You may submit comments on the proposed rule by one of the following methods:

(1) *Electronically:* Go to the Federal eRulemaking Portal: <http://www.regulations.gov>. In the Search box, enter FWS-R2-ES-2014-0008, which is the docket number for this rulemaking. You may submit a comment by clicking on "Comment Now!"

(2) *By hard copy:* Submit by U.S. mail or hand-delivery to: Public Comments Processing, Attn: FWS-R2-ES-2014-0008; Division of Policy and Directives

Management; U.S. Fish and Wildlife Service; 4401 N. Fairfax Drive, MS 2042-PDM; Arlington, VA 22203.

We request that you send comments only by one of the methods described above. We will post all comments on <http://www.regulations.gov>. This generally means that we will post any personal information you provide us (see the Public Comments section below for more information).

FOR FURTHER INFORMATION CONTACT:

Adam Zerrenner, Field Supervisor, U.S. Fish and Wildlife Service, Austin Ecological Services Field Office, 10711 Burnet Rd, Suite 200, Austin, TX 78758; by telephone 512-490-0057; or by facsimile 512-490-0974. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 800-877-8339.

SUPPLEMENTARY INFORMATION:

Public Comments

We intend that any final action resulting from this proposal will be as accurate and as effective as possible. Therefore, we request comments or suggestions on this proposed rule. We particularly seek comments concerning:

(1) Whether the measures outlined in this proposed 4(d) special rule are necessary and advisable for the conservation and management of the Georgetown salamander;

(2) Additional provisions the Service may wish to consider for a 4(d) special rule in order to conserve, recover, and manage the Georgetown salamander.

We will consider all comments and information received during our preparation of a final 4(d) special rule. Accordingly, the final rule may differ from this proposal.

You may submit your comments and materials concerning this proposed rule by one of the methods listed in **ADDRESSES**. We request that you send comments only by the methods described in **ADDRESSES**.

If you submit information via <http://www.regulations.gov>, your entire submission—including any personal identifying information—will be posted on the Web site. If your submission is made via a hardcopy that includes personal identifying information, you may request at the top of your document that we withhold this information from public review. However, we cannot guarantee that we will be able to do so. We will post all hardcopy submissions on <http://www.regulations.gov>.

Comments and materials we receive, as well as supporting documentation we used in preparing this proposed rule, will be available for public inspection

on <http://www.regulations.gov>, or by appointment, during normal business hours, at the U.S. Fish and Wildlife Service, Austin Ecological Services Field Office (see **FOR FURTHER INFORMATION CONTACT**).

Previous Federal Actions

On August 22, 2012, we published a proposed rule under the authority of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.), to list as endangered and designate critical habitat for the Georgetown salamander and three other salamander species (77 FR 50768). Elsewhere in today's **Federal Register**, we published a final determination to list the Georgetown salamander and the Salado salamander as threatened species. Please see the final listing determination for additional information concerning previous Federal actions for the Georgetown salamander.

Background

The Georgetown salamander is entirely aquatic and depends on water from the Edwards Aquifer in sufficient quantity and quality to meet its life-history requirements for survival, growth, and reproduction. Degradation of habitat, in the form of reduced water quality and quantity and disturbance of spring sites, is the main threat to this species. For more information on the Georgetown salamander and its habitat, please refer to the final listing determination published elsewhere in today's **Federal Register**, available online at <http://www.regulations.gov> (at Docket Number FWS-R2-ES-2012-0035) or from the Austin Ecological Services Field Office (see **FOR FURTHER INFORMATION CONTACT**).

The Act does not specify particular prohibitions, or exceptions to those prohibitions, for threatened species. Instead, under section 4(d) of the Act, the Secretary of the Interior has the discretion to issue such regulations as [s]he deems necessary and advisable to provide for the conservation of such species. The Secretary also has the discretion to prohibit by regulation with respect to any threatened species, any act prohibited under section 9(a)(1) of the Act. Exercising this discretion, the Service developed general prohibitions (50 CFR 17.31) and exceptions to those prohibitions (50 CFR 17.32) under the Act that apply to most threatened species. Alternately, for other threatened species, the Service may develop specific prohibitions and exceptions that are tailored to the specific conservation needs of the species. In such cases, some of the prohibitions and authorizations under