

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued On: November 20, 2020.

Michael Howell,

Information Collection Officer.

[FR Doc. 2020–26128 Filed 11–24–20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2020–0029]

Agency Information Collection Activities: Request for Comments for a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA invites public comments about our intention to request the Office of

Management and Budget's (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by January 25, 2021.

ADDRESSES: You may submit comments identified by DOT Docket ID 2020–0029 by any of the following methods:

Website: For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Fax: 1–202–493–2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Carolyn Winborne-James, 202–493–0353, Department of Transportation, Federal Highway Administration, Office of Real Estate Services, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: FHWA Excellence in Right-of-Way Awards.

Background: In 1995, the Federal Highway Administration established the biennial Excellence in Right-of-Way Awards Program to recognize partners, projects, and processes that use FHWA funding sources to go beyond regulatory compliance and achieve Right-of-Way excellence. Excellence in Right-of-Way awardees have contributed to outstanding innovations that enhance the right-of-way professional's ability to meet the challenges associated with acquiring real property for Federal-aid projects.

Similarly, FHWA established the Excellence in Right-of-Way Awards Program to honor the use of innovative practices and outstanding achievements associated with highway improvement projects as it relates to the Right-of-Way program. The goal of the program is to showcase exemplary and innovative projects, programs, initiatives, and practices that successfully integrate the consideration of the Right-of-Way program along with the association of the acquisition of land required to construct transportation facilities.

Award: Anyone can nominate a project, process, person or group that has used Federal Highway Administration funding sources to make an outstanding contribution to transportation and the Right-of-Way field. The nominator is responsible for submitting an application form that summarizes the outstanding accomplishments of the entry. FHWA will use the collected information to evaluate, showcase, and enhance the public's knowledge on addressing right-of-way challenges on transportation projects. Nominations will be reviewed by an independent panel of judges from varying backgrounds. It is anticipated that awards will be given every two years. The winners will be presented awards at the completion of the process.

Respondents: Anyone who has used Federal Highway funding sources in the fifty states, the District of Columbia and Puerto Rico.

Frequency: The information will be collected biennially.

Estimated Average Burden per Response: 6 hours per respondent per application.

Estimated Total Annual Burden Hours: It is expected that the respondents will complete approximately 50 applications for an estimated total of 600 annual burden hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is

necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued On: November 20, 2020.

Michael Howell,

Information Collection Officer.

[FR Doc. 2020–26126 Filed 11–24–20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2020–0202]

Agency Information Collection Activities; Revision of an Approved Information Collection: Motor Carrier Records Change Form

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public comment. The purpose of this ICR titled, “Motor Carrier Records Change Form,” is to collect information required by the Office of Registration (MC–RS) to process name changes, address changes, and reinstatements of operating authority for motor carriers, freight forwarders, and brokers.

DATES: We must receive your comments on or before January 25, 2021.

ADDRESSES: You may submit comments identified by Federal Docket Management System (FDMS) Docket Number FMCSA–2020–0202 using any of the following methods:

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Fax:* 1–202–493–2251.

- *Mail:* Docket Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building,

Ground Floor, Room W12–140, 20590–0001.

• *Hand Delivery or Courier:* West Building, Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m. e.t., Monday through Friday, except Federal holidays.

Instructions: All submissions must include the Agency name and docket number. For detailed instructions on submitting comments and additional information on the exemption process, see the Public Participation heading below. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments received, go to <http://www.regulations.gov>, and follow the online instructions for accessing the dockets, or go to the street address listed above.

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 for the Federal Docket Management System published in the **Federal Register** on January 17, 2008. (73 FR 3316), or you may visit <http://edocket.access.gpo.gov/2008/pdf/E8-794.pdf>.

Public Participation: The Federal eRulemaking Portal is available 24 hours each day, 365 days each year. You can obtain electronic submission and retrieval help and guidelines under the “help” section of the Federal eRulemaking Portal website. If you want us to notify you that we received your comments, please include a self-addressed, stamped envelope or postcard, or print the acknowledgement page that appears after submitting comments online. Comments received after the comment closing date will be included in the docket and will be considered to the extent practicable.

FOR FURTHER INFORMATION CONTACT: Jeff Secrist, Chief, Office of Registration & Safety Information, West Building 6th Floor, 1200 New Jersey Avenue SE, Washington, DC 20590. Telephone: (202) 385–2367; email jeff.secrist@dot.gov.

SUPPLEMENTARY INFORMATION:

Background: The Federal Motor Carrier Safety Administration (FMCSA) registers for-hire motor carriers under 49 U.S.C. 13902, surface freight forwarders

under 49 U.S.C. 13903, and property brokers under 49 U.S.C. 13904. Each registration is effective from the date specified under 49 U.S.C. 13905(c). 49 CFR part 365.413, “Procedures for changing the name or business form of a motor carrier, freight forwarder, or property broker,” states that motor carriers, forwarders, and brokers must submit the required information to FMCSA’s Office of Registration (MC–RS) requesting the change. 49 CFR 360.3(f) mentions fees that FMCSA collects for “petition for reinstatement of revoked operating authority,” but does not provide any specifics for the content that petition should take.

Motor carriers, freight forwarders, and property brokers are required to use Form MCSA–5889 to request a name or address change and to request reinstatement of a revoked operating authority. Respondents can submit the form online through the Licensing and Insurance (L&I) website, by fax, or by mail. According to data collected between 2017 and 2019, annually, 1% of forms are submitted by mail; 32% are submitted by fax; and 67% are submitted online. The information collected is then entered in the L&I database by FMCSA staff.

Form MCSA–5889 enables FMCSA to maintain up-to-date records so that the Agency can recognize the entity in question in case of enforcement actions or other procedures required to ensure that the carrier is fit, willing, and able to provide for-hire transportation services, and so that entities whose operating authority has been revoked can resume operation if they are not otherwise blocked from doing so. This multi-purpose form, filed by registrants on a voluntary, as-needed basis, simplifies the process of gathering the information needed to process the entities’ requests in a timely manner, with the least amount of effort for all parties involved.

To reduce burden on respondents, increase consistency among FMCSA forms, and to ensure regulatory compliance, FMCSA removed and added the following questions from the currently approved Form MCSA–5889:

1. Added a Yes/No question: “Do you currently have, or have you had within the last three years of the date of this application, relationships involving common stock, common ownership, common management, common control or familial relationships with any FMCSA-regulated entities?” The purpose of this is to close the affiliation disclosure loophole. If the respondent answers “Yes”, they must then report the affiliate’s USDOT number, MC/FF/MX number, legal name, doing business

as name (if applicable), and current safety rating.

2. Added the Applicant’s Oath. The applicant must read the oath, print their name and title, and sign the form. The purpose of this addition is to increase accountability and make Form MCSA–5889 consistent with similar FMCSA forms.

3. Removed one question asking whether the applicant or its representative completed the form. This was removed because the information is not necessary.

4. Removed three questions: Name, title, and signature. This was done because, with the addition of the Applicant’s Oath, these questions became redundant.

The form prompts users to report the following data points (whichever are relevant to their records change request):

1. Requestor’s fax number, email address, and applicant’s oath.

2. Entity’s legal/doing business as names, USDOT number, docket MC/MX/FX number, current street address, and phone numbers.

3. Affiliations with FMCSA-licensed entities.

4. Requested changes to the entity’s address.

5. Requested changes to the entity’s name and/or ownership, management or control.

6. Type(s) of operating authority the entity wishes to reinstate.

7. Credit card information (name, number, expiration date, address, date) if filing a name change or reinstatement.

Title: Motor Carrier Records Change Form.

OMB Control Number: 2126–0060.

Type of Request: Revision.

Respondents: For-hire motor carriers, brokers, and freight forwarders.

Estimated Number of Respondents: 27,122.

Estimated Time per Response: 15 minutes per response.

Expiration Date: August 31, 2021.

Frequency of Response: On occasion.

Estimated Total Annual Burden: 6,781 hours [27,122 responses × 0.25 hours per response].

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the performance of FMCSA’s functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information. The Agency will

summarize or include your comments in the request for OMB's clearance of this information collection.

Issued under the authority delegated in 49 CFR 1.87.

Tom Keane,

Associate Administrator, Office of Research and Registration.

[FR Doc. 2020-26058 Filed 11-24-20; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

[DOT-OST-2020-0237]

Workshop on GPS Jamming and Spoofing in the Maritime Environment

AGENCY: Office of the Assistant Secretary of Transportation for Research and Technology (OST-R), U.S. Department of Transportation (DOT).

ACTION: Notice of public meeting.

SUMMARY: The purpose of this notice is to inform the public that DOT, through the Office of the Assistant Secretary for Research and Technology (OST-R) and the Maritime Administration (MARAD), will host a workshop on Global Positioning System (GPS) jamming and spoofing in the maritime environment on December 3, 2020. The workshop will focus on:

- How positioning, navigation, and timing (PNT) supports maritime applications;
- What happens when PNT is denied, disrupted, or manipulated in a maritime environment; and
- Options to reduce operational impact and increase PNT resiliency.

This DOT Workshop will be held virtually and is open to the general public by registration only. For those who would like to attend the workshop, we request that you register no later than November 30, 2020. Please use the following link to register: <https://volpe-events.webex.com/volpe-events/onstage/g.php?MTID=e8d794472bbf3089c77da9ac1c31efdc2>.

You must include:

- Name
- Organization
- Telephone number
- Mailing and email addresses
- Country of citizenship

Several days before the workshop, an email containing the agenda, dial-in number, and WebEx information will be provided. DOT is committed to providing equal access to this workshop for all participants. If you need alternative formats or services because of a disability, please contact Elliott Baskerville (contact information listed below) with your request by the close of business on November 27, 2020.

Date and Time: December 3, 2020, from 1:00–5:00 p.m. (EST).

Location: This workshop will be held virtually.

FOR FURTHER INFORMATION CONTACT:

Elliott Baskerville, Office of Positioning, Navigation, and Timing & Spectrum Management, Office of the Assistant Secretary for Research and Technology, U.S. Department of Transportation, 1200 New Jersey Ave. SE, Washington, DC 20590, 202-366-5284, Elliott.Baskerville@dot.gov.

SUPPLEMENTARY INFORMATION:

1. Overview

Accurate and reliable PNT capabilities are essential for the safety for all modes of transportation and will become increasingly important for automated vessels. The primary and most recognizable PNT service supporting critical infrastructure is GPS. However, because GPS relies on signals broadcast from the satellite constellation, its signals are low power at the receiver and are thus vulnerable to intentional and unintentional disruption, such as jamming and spoofing. GPS “jamming” involves the use of a device to block or interfere with GPS signals; “spoofing” is deceiving a GPS device through fake signals. Both phenomena undermine the reliability of GPS and may have adverse consequences for maritime safety and commerce.

Jamming has long been a threat to GPS due to the weak signal power from the GPS satellites. North Atlantic Treaty Organization (NATO) military drills in the Baltic Sea last year, with 40,000 troops and all 29 Nations participating, experienced GPS jamming. Spoofing was considered an unrealistic threat for many years because it is complicated to perform. However, high-profile demonstrations at the University of Texas that spoofed a drone and a sophisticated yacht brought spoofing into the public eye in 2012–2013, a little more than a decade after DOT's Volpe National Transportation Systems Center (Volpe Center) issued its report, “Vulnerability Assessment of the Transportation Infrastructure Relying on the Global Positioning System” (August 2001; available at: <https://rosap.ntl.bts.gov/view/dot/8435>).

A likely GPS spoofing attack occurred in the Black Sea in 2017, where over 20 ships erroneously reported their GPS positions as being inland at an airport. The number of separate vessels that reported the same false position and the characteristic jumping between the false and true position of the ships is strong evidence of a large-scale spoofing attack.

More recently, incidents of GPS spoofing have been occurring around the world, particularly in maritime environments. The U.S. Government provides advisories of GPS interference through the Maritime Security Communications with Industry (MSCI) portal, at <https://www.maritime.dot.gov/msci/2020-016-various-gps-interference>.

Much of global trade is conducted by waterways, where ports are often congested and visibility is variable. In a maritime environment, GPS not only provides positioning information, but also provides inputs to speed, heading, steering, radar and target information, Electronic Chart Display Information System (ECDIS), Under Keel Clearance (UKC), and the Automatic Identification System (AIS). Being able to detect when spoofing is occurring is vital, since over 50% of all casualties at sea occur due to navigation issues. When GPS jamming and spoofing is detected, the goal is for ships to immediately switch to other navigation tools. It is therefore critical to use complementary PNT technologies to ensure PNT resiliency.

Consistent with these concerns, on February 12, 2020, President Trump issued Executive Order (E.O.) 13905, *Strengthening National Resilience through Responsible Use of Positioning, Navigation, and Timing Services*. The goal is to foster the responsible use of PNT services by critical infrastructure owners and operators (including the transportation sector) to strengthen national resilience. E.O. 13905 seeks to ensure that disruption or manipulation of PNT services does not undermine the reliability or efficiency of critical infrastructure by:

- Raising awareness of the extent to which critical infrastructure depends on PNT services;
- Ensuring that critical infrastructure can withstand disruption or manipulation of PNT services; and
- Engaging the public and private sectors to promote responsible use of PNT services.

In accordance with Section 4(g) of E.O. 13905, DOT is conducting a pilot program to inform the development of the relevant PNT profile and research and development (R&D) opportunities. The DOT pilot program, led by OST-R and MARAD, is focused on addressing GPS jamming and spoofing impacts to maritime vessels through stakeholder engagement and evaluating complementary PNT technologies that can be adopted to mitigate the impacts during these threat scenarios. The DOT pilot program will be conducted through stakeholder engagement and evaluation of complementary PNT technologies that can be adopted to