

**FOR FURTHER INFORMATION CONTACT:** You may contact William G. Kurfels, Acting Director, Office of Sealift Support, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Washington, DC 20590. Telephone (202) 366-2318. You may send electronic mail to [Bill.Kurfels@dot.gov](mailto:Bill.Kurfels@dot.gov).

**SUPPLEMENTARY INFORMATION:** Colonel Martin Chapin, USAF, Deputy Director, Operations and Planning, U.S. Transportation Command, and Mr. Kevin Tokarski, Associate Administrator for Strategic Sealift, Maritime Administration, welcomed the participants. Mr. Tokarski thanked the industry participants for their continued support and stated he was pleased with the large number of attendees at the JPAG meeting. He expressed a hope that the JPAG TTX would serve to prepare all attendee for what could actually occur during a VISA activation. Col. Chapin remarked that the classified TTX will focus on VISA participants' ability to meet DOD requirements for moving contingency cargo from CONUS Sea Ports of Embarkation to designated OCONUS Ports of Debarkation. Col. Chapin also stated that the TTX will address mariner availability to support VISA activation. Further, both gentlemen requested participants complete a survey at the end of the TTX and provide recommendations to improve the JPAG.

The purpose of the JPAG TTX was to: (1) Affirm industry's ability to meet DOD requirements by exposing them to the most demanding DOD scenario; (2) exercise commercial sealift capacity in relation to scenario requirements; (3) validate scenario planning assumptions; and (4) recommend revisions, as appropriate, on how we model specified scenarios and/or other related planning documents and associated planning assumptions. The JPAG TTX was considered a success as industry participants were able to provide capacity and resources to meet DOD requirements. However, the participants identified specific "lessons learned" that will be addressed to improve the JPAG. The JPAG TTX participants agreed to work on the lessons learned to assure that they are adequately addressed for the efficient coordination of VISA activation procedures.

The following are VISA participants: A Way To Move, Inc. American International Shipping, LLC American Marine Corporation American President Lines, Ltd. American Roll-On Roll-Off Carrier, LLC APL Marine Services, Ltd. Argent Marine Operations, Inc.

Beyel Brothers Inc.  
Central Gulf Lines, Inc.  
Columbia Coastal Transport, LLC  
CRC Marine Services, Inc.  
Crimson Shipping Co., Inc.  
Crowley Puerto Rico Services, Inc.  
Crowley Marine Services, Inc.  
Curtin Maritime, Corp.  
Dann Marine Towing, LC  
Farrell Lines Incorporated  
Fidelio Limited Partnership  
Foss International, Inc.  
Foss Maritime Company  
Hapag-Lloyd USA, LLC  
Horizon Lines, LLC  
LA Carriers, LLC  
Laborde Marine, L.L.C.  
Liberty Global Logistics, LLC  
Liberty Shipping Group, LLC  
Lockwood Brothers, Inc.  
Lynden Incorporated  
Maersk Line, Limited  
Marine Transport Management  
Matson Navigation Company, Inc.  
McAllister Towing and Transportation Co., Inc.  
McCulley Marine Services, Inc.  
Moran Towing Corp.  
National Shipping of America, LLC  
Northcliffe Ocean Shipping & Trading Company  
Pasha Hawaii Transport Lines LLC  
Patriot Shipping, L.L.C  
Resolve Towing & Salvage, Inc.  
Samson Tug & Barge Company, Inc.  
Schuyler Line Navigation Company, LLC  
Sea Star Line, LLC  
SeaTac Marine Services, LLC  
Seabridge, Inc.  
Sealift Inc.  
Smith Maritime, Inc.  
Stevens Towing Co., Inc.  
Stevens Transportation, LLC  
Superior Maritime Services, Inc.  
Tactical Shipping, LLC  
Teras BBC Ocean Navigation Enterprises Houston, LLC  
Totem Ocean Trailer Express  
Trailer Bridge, Inc.  
TransAtlantic Lines, LLC  
Western Towboat Company  
Weeks Marine, Inc.  
Waterman Steamship Corporation  
Young Brothers Limited

**AUTHORITY:** 49 CFR 1.93(l), Pub. L. 111-67.

Dated: June 25, 2015.

By Order of the Maritime Administrator.

**T. Mitchell Hudson, Jr.,**  
*Secretary, Maritime Administration.*

[FR Doc. 2015-16178 Filed 6-30-15; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Voluntary Intermodal Sealift Agreement Open Season

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

**ACTION:** Notice of open season for enrollment in the VISA program.

**SUMMARY:** The Maritime Administration (MARAD) announces that the open season for Fiscal Year 2016 applications for participation in the Voluntary Intermodal Sealift Agreement (VISA) program will run for 30 days beginning today and ending July 31, 2015. The purpose of this notice is to invite interested, qualified U.S.-flag vessel operators that are not currently enrolled in the VISA program to apply. This is the only planned enrollment period for carriers to join the VISA program and derive benefits for Department of Defense (DOD) peacetime contracts initiated during the period from October 1, 2015, through September 30, 2016.

Any U.S.-flag vessel operator organized under the laws of a state of the United States, or the District of Columbia, who is able and willing to commit militarily useful sealift assets and assume the related consequential risks of commercial disruption, may be eligible to participate in the VISA program.

The mission of VISA is to provide commercial sealift and intermodal shipping services and systems, including vessels, vessel space, intermodal systems and equipment, terminal facilities, and related management services, to the Department of Defense (DOD), as necessary, to meet national defense contingency requirements or national emergencies. Carriers enrolled in the VISA program provide DOD with assured access to such services during contingencies. In return for their VISA commitment, DOD gives VISA participants priority for peacetime cargos.

**DATES:** VISA Program applications must be received on or before July 31, 2015.

**ADDRESSES:** Submit applications and questions related to this notice to William G. Kurfels, Acting Director, Office of Sealift Support, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** William G. Kurfels, Acting Director, Office of Sealift Support, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Washington, DC 20590.

Telephone (202) 366-2318; Fax (202) 366-5904, electronic mail to [Bill.Kurfels@dot.gov](mailto:Bill.Kurfels@dot.gov) or visit <http://www.marad.dot.gov>.

**SUPPLEMENTARY INFORMATION:** The VISA program was established pursuant to Section 708 of the Defense Production Act of 1950, as amended (DPA). The VISA program was created to provide for voluntary agreements for emergency preparedness programs. Pursuant to the DPA, voluntary agreements for preparedness programs, including the VISA program expire five (5) years after the date they became effective.

The VISA program is open to U.S.-flag vessel operators of oceangoing militarily useful vessels, to include tugs and barges. An operator is defined as an owner or bareboat charterer of a vessel. Tug enrollment alone does not satisfy VISA eligibility. Operators include vessel owners and bareboat charter operators if satisfactory signed agreements are in place committing the assets of the owner to VISA. Voyage and space charterers are not considered U.S.-flag vessel operators for purposes of VISA eligibility.

#### VISA Concept

The VISA program provides for the staged, time-phased availability of participants' shipping services/systems through pre-negotiated contracts between the Government and participants. Such arrangements are jointly planned with the MARAD, U.S. Transportation Command (USTRANSCOM), and participants in peacetime to allow effective and best valued use of commercial sealift capacity, provide DOD assured contingency access, and to minimize commercial disruption.

There are three time-phased stages in the event of VISA activation. VISA Stages I and II provide for pre-negotiated contracts between DOD and participants to provide sealift capacity to meet all projected DOD contingency requirements. These contracts are executed in accordance with approved DOD contracting methodologies. VISA Stage III provides for additional capacity to DOD when Stages I and II commitments or volunteered capacity are insufficient to meet contingency requirements, and adequate shipping services from non-participants are not available through established DOD contracting practices or U.S. Government treaty agreements.

#### Exceptions to This Open Season

The only exception to this open season period for VISA enrollment will be for a non-VISA carrier that reflags a

vessel into U.S. registry. That carrier may submit an application to participate in the VISA program at any time upon completion of reflagging.

#### Advantages of Peacetime Participation

In return for their VISA commitment, DOD awards peacetime cargo contracts to VISA participants on a priority basis. Award of DOD cargoes to meet DOD peacetime and contingency requirements is made on the basis of the following priorities: U.S.-flag vessel capacity operated by VISA participants and U.S.-flag Vessel Sharing Agreement (VSA) capacity held by VISA participants; U.S.-flag vessel capacity operated by non-participants; Combination U.S.-flag/foreign-flag vessel capacity operated by VISA participants, and combination U.S.-flag/foreign-flag VSA capacity held by VISA participants; Combination U.S.-flag/foreign-flag vessel capacity operated by non-participants; U.S.-owned or operated foreign-flag vessel capacity and VSA capacity held by VISA participants; U.S.-owned or operated foreign-flag vessel capacity and VSA capacity held by non-participants; and Foreign-owned or operated foreign-flag vessel capacity of non-participants.

#### Participation

Applicants must provide satisfactory evidence that the vessels being committed to the VISA program are operational and are intended to be operated by the applicant in the carriage of commercial or government preference cargoes. Operator is defined as an ocean common carrier or contract carrier that owns, controls or manages vessels by which ocean transportation is provided. While vessel brokers, freight forwarders, and agents play an important role as a conduit to locate and secure appropriate vessels for the carriage of DOD cargo, they are not eligible to participate in the VISA program due to lack of requisite vessel ownership or operation.

#### Commitment

Any U.S.-flag vessel operator desiring to receive priority consideration for DOD peacetime contracts must commit no less than 50 percent of its total U.S.-flag militarily useful capacity in Stage III of the VISA program. Participants operating vessels in international trade may receive top tier consideration in the award of DOD peacetime contracts by committing the minimum percentages of capacity to all three stages of VISA or bottom tier consideration by committing the minimum percentage of capacity to only Stage III of VISA. USTRANSCOM and MARAD will coordinate to ensure that the amount of sealift assets

committed to Stages I and II will not have an adverse national economic impact. To minimize domestic commercial disruption, participants operating vessels exclusively in the domestic Jones Act trades are not required to commit the capacity of those U.S. domestic trading vessels to VISA Stages I and II. Overall VISA commitment requirements are based on annual enrollment.

In order to protect a U.S.-flag vessel operator's market share during contingency activation, VISA allows participants to join with other vessel operators in Carrier Coordination Agreements (CCAs) to satisfy commercial or DOD requirements. VISA provides a defense against antitrust laws in accordance with the DPA. CCAs must be submitted to the MARAD for coordination with the Department of Justice for approval, before they can be utilized.

#### Vessel Position Reporting

If VISA applicants have the capability to track their vessels, they must include the tracking system used in their VISA application. Such applicants are required to provide MARAD access to their vessel tracking systems upon approval of their VISA application. If VISA applicants do not have a tracking system, they must indicate this in their VISA application. The VISA program requires enrolled ships to comply with 46 CFR part 307, Establishment of Mandatory Position Reporting System for Vessels.

#### Compensation

In addition to receiving priority in the award of DOD peacetime cargo, a participant will receive compensation during contingency activation for that capacity activated under Stage I, II and III. The amount of compensation will depend on the Stage at which capacity is activated. During enrollment, each participant must select one of several compensation methodologies. The compensation methodology selection will be completed with the appropriate DOD agency, resulting in prices in contingency contracts between DOD and the participant.

#### Security Clearances

All VISA applicants accepted for VISA participation, not having a Facility Security Clearance (FCL), will be required to pursue the clearance process with the Defense Security Service (DSS). If the accepted applicant does not have a clearance, MARAD will initiate the clearance process with DSS. Participants must have a FCL and individual security clearances, at a

minimum of SECRET level, for key personnel in order for them to participate in the VISA Joint Planning Advisory Group (JPAG) meetings and to meet VISA contingency contract obligations. One of the objectives of the JPAG is to provide the USTRANSCOM, MARAD and VISA participants a planning forum to analyze DOD contingency sealift/intermodal service and resource requirements against industry commitments. JPAG meetings are often SECRET classified sessions. Eligibility for VISA participation will be terminated if an applicant is rejected for a facility clearance or if it fails to progress in a timely manner in the clearance process.

#### Application for VISA Participation

New applicants may apply to participate by obtaining a VISA application package (Form MA-1020 (OMB Approval No. 2133-0532)) from the Acting Director, Office of Sealift Support. Form MA-1020 includes instructions for completing and submitting the application, blank VISA Application forms and a request for information regarding the operations and U.S. citizenship of the applicant company. A copy of the VISA document as published in the **Federal Register** on October 29, 2014 will also be provided with the package. This information is needed in order to assist MARAD in making a determination of the applicant's eligibility. An applicant company must provide an affidavit that demonstrates that the company is qualified to document a vessel under 46 U.S.C. 12103, and that it owns, or bareboat charters and controls, oceangoing, militarily useful vessel(s) for purposes of committing assets to the VISA program.

New VISA applicants are required to submit their applications for the VISA program as described in this Notice no later than 30 days after the date of publication of this **Federal Register** notice. Applicants must provide the following: U.S. citizenship documentation; Copy of their Articles of Incorporation and/or By Laws; Copies of loadline documents from a recognized classification society to validate oceangoing vessel capability; U.S. Coast Guard Certificates of Documentation for all vessels in their fleet; Copy of Bareboat Charters, if applicable, valid through the period of enrollment, which state that the owner will not interfere with the charterer's obligation to commit chartered vessel(s) to the VISA program for the duration of the charter; and Copy of Time Charters, valid through the period of enrollment, for tug services to barge operators, if sufficient

tug service is not owned or bareboat chartered by the VISA applicant. Barge operators must provide evidence to MARAD that tug service of sufficient horsepower will be available for all barges enrolled in the VISA program.

Once MARAD has reviewed the application and determined VISA eligibility, MARAD will sign the VISA application document which completes the eligibility phase of the VISA enrollment process. Approved VISA participants will be responsible for ensuring that information submitted with their application remains up to date beyond the approval process. If charter agreements are due to expire, participants must provide MARAD with charters that extend the charter duration for another 12 months or longer.

After VISA eligibility is approved by MARAD, approved applicants are required to execute a VISA Contingency Contract with USTRANSCOM. The USTRANSCOM VISA Contingency Contract will specify the following: Participant's Stage III commitment, and appropriate Stage I and/or II commitments for the period October 1, 2015 through September 30, 2016; Drytime Contingency terms and conditions; and Liner Contingency terms and conditions, if applicable. If any change is expected in the Contractor's U.S. flag fleet during the period of the applicable VISA Contingency Contract, a minimum 30-day notice shall be provided to MARAD and USTRANSCOM identifying the change and to alter the VISA Capacity Commitment indicated on Attachment 1 of the VISA Contingency Contract.

Execution of the USTRANSCOM VISA Contingency Contract completes the enrollment process and establishes the approved applicant as a VISA Participant. The Maritime Administration reserves the right to revalidate all eligibility requirements without notice. USTRANSCOM reserves the right to revalidate eligibility for VISA priority for DOD business at any time without notice.

**Authority:** 49 CFR Sections 1.92 and 1.93.

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By Order of the Maritime Administrator.

Dated: June 25, 2015.

**T. Mitchell Hudson, Jr.,**

*Secretary, Maritime Administration.*

[FR Doc. 2015-16179 Filed 6-30-15; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2015-0062]

### National Emergency Medical Services Advisory Council; Notice of Federal Advisory Committee Meeting

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation (DOT).

**ACTION:** Meeting notice—National Emergency Medical Services Advisory Council (NEMSAC).

**SUMMARY:** The NHTSA announces a meeting of the NEMSAC to be held in the Metropolitan Washington, DC, area. This notice announces the date, time, and location of the meeting, which will be open to the public, as well as opportunities for public input to the NEMSAC. The purpose of NEMSAC, a nationally recognized council of emergency medical services representatives and consumers, is to advise and consult with DOT and the Federal Interagency Committee on EMS (FICEMS) on matters relating to emergency medical services (EMS). **DATES:** The NEMSAC meeting will be held on Thursday, July 30, 2015, from 9 a.m. to 5 p.m. EDT, and on Friday, July 31, 2015, from 8 a.m. to 12 p.m. EDT. A public comment period will take place on July 30, 2015, at approximately 4 p.m. EDT and on July 31, 2015, at approximately 10:45 a.m. EDT. Written comments for the NEMSAC from the public must be received no later than July 24, 2015.

**ADDRESSES:** The meetings will both be held at the Ronald Reagan Building and International Trade Center, 1300 Pennsylvania Avenue NW., Washington, DC 20004 in the Polaris Room.

#### FOR FURTHER INFORMATION CONTACT:

Drew Dawson, Director, U.S. Department of Transportation, National Highway Traffic Safety Administration, Office of Emergency Medical Services, 1200 New Jersey Avenue SE., NTI-140, Washington, DC 20590, telephone 202-366-9966; email [Drew.Dawson@dot.gov](mailto:Drew.Dawson@dot.gov).

**SUPPLEMENTARY INFORMATION:** Notice of this meeting is given under the Federal Advisory Committee Act, Public Law 92-463, as amended (5 U.S.C. App.). The NEMSAC is authorized under Section 31108 of the Moving Ahead with Progress in the 21st Century Act of 2012.

### Tentative Agenda of the National EMS Advisory Council Meeting

The tentative NEMSAC agenda includes the following: