

§ 233.16 Governing Law.

This Guarantee shall be governed by and construed in accordance with the laws of the United States of America governing contracts and commercial transactions of the United States Government.

Appendix A to Part 233—Application for Compensation United States Agency for International Development Washington, DC 20523

Ref: Guarantee dated as of _____, 20 ____:

Gentlemen: You are hereby advised that payment of \$ _____ (consisting of \$ _____ of principal, \$ _____ of interest and \$ _____ in Further Guaranteed Payments, as defined in § 233.02 of the Standard Terms and Conditions of the above-mentioned Guarantee) was due on _____, 20 ____, on \$ _____ Principal Amount of Notes issued by Hashemite Kingdom of Jordan (the "Borrower") held by the undersigned. Of such amount \$ _____ was not received on such date and has not been received by the undersigned at the date hereof. In accordance with the terms and provisions of the above-mentioned Guarantee, the undersigned hereby applies, under § 233.08 of said Guarantee, for payment of \$ _____, representing \$ _____, the Principal Amount of the presently outstanding Note(s) of the Borrower held by the undersigned that was due and payable on _____ and that remains unpaid, and \$ _____, the Interest Amount on such Note(s) that was due and payable by the Borrower on _____ and that remains unpaid, and \$ _____ in Further Guaranteed Payments,¹ plus accrued and unpaid interest thereon from the date of default with respect to such payments to and including the date payment in full is made by you pursuant to said Guarantee, at the rate of ____% per annum, being the rate for such interest accrual specified in such Note. Such payment is to be made at [state payment instructions of Noteholder].

All capitalized terms herein that are not otherwise defined shall have the meanings assigned to such terms in the Standard Terms and Conditions of the above-mentioned Guarantee.

[Name of Applicant]

By:

Name:

Title:

Dated:

Dated: October 23, 2013.

James P. Kelleher

Attorney Advisor, Office of the General Counsel, U.S. Agency for International Development.

[FR Doc. 2013-25314 Filed 10-25-13; 8:45 am]

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¹ In the event the Application for Compensation relates to Further Guaranteed Payments, such Application must also contain a statement of the nature and circumstances of the related loss.

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2013-0852]

Drawbridge Operation Regulation; Back Bay of Biloxi, Between Biloxi and D'Iberville, MS

AGENCY: Coast Guard, DHS.

ACTION: Notice of deviation from drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the I-110 Bridge across the Back Bay of Biloxi, mile 3.0, between Biloxi and D'Iberville, Harrison County, Mississippi. The deviation is necessary to continue the rehabilitation and maintenance of the bascule span of the bridge. This deviation allows the bridge to remain closed to vessel traffic unless 24 hours notice is given.

DATES: This deviation is effective from November 1, 2013 through April 29, 2014.

ADDRESSES: The docket for this deviation, [USCG-2013-0852] is available at <http://www.regulations.gov>. Type the docket number in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Mr. Jim Wetherington, Coast Guard; telephone 504-671-2128, email james.r.wetherington@uscg.mil. If you have questions on viewing the docket, call Barbara Hairston, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

Mississippi Department of Transportation (MDOT), the bridge owner, requested a 24 hour notice be given to open the I-110 Bridge over the Back Bay of Biloxi, Mile 3.0, between Biloxi and D'Iberville, Harrison County, MS. The bridge has a horizontal clearance of 132 feet and a vertical clearance of 60 feet, above Mean Sea Level, in the closed-to-navigation position and an unlimited vertical

clearance in the open-to-navigation position.

The bridge opens per 33 CFR 117.675(a). This regulation states that the I-110 Bridge opens on signal if at least 6-hours notice is given. The deviation will require a 24 hour notice to operate the bridge from November 1, 2013 through April 29, 2014. This schedule will allow the safe and continued rehabilitation and maintenance of the bridge.

This waterway is used by both commercial and recreational vessel traffic. No previous coordination was made with the waterway users though the closure dates were chosen to minimize the impact to these users.

Vessels able to pass through the bridge in the closed positions may do so at anytime. The bridge will not be able to open for emergencies and there is no immediate alternate route for vessels to pass. The Coast Guard will also inform the users of the waterways through our Local and Broadcast Notices to Mariners of the change in operating schedule for the bridge so that vessels can arrange their transits to minimize any impact caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: September 30, 2013.

David M. Frank,

Bridge Administrator.

[FR Doc. 2013-25289 Filed 10-25-13; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2013-0857]

Drawbridge Operation Regulation; Albemarle Sound to Sunset Beach, Atlantic Intracoastal Waterway (AICW), Wrightsville Beach, NC

AGENCY: Coast Guard, DHS.

ACTION: Notice of deviation from drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the S.R. 74 Bridge across the AICW, at mile 283.1, at Wrightsville Beach, NC. The deviation is necessary to facilitate a significant bridge rehabilitation project. This

temporary deviation allows the drawbridge to only open on the hour for all vessels during daytime hours.

DATES: This deviation is effective from October 28, 2013 through March 1, 2014, and has been enforced with actual notice since October 1, 2013.

ADDRESSES: The docket for this deviation, [USCG–2013–0857] is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12–140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Mr. Jim Rousseau, Bridge Administration Branch Fifth District, Coast Guard; telephone (757) 398–6557, email James.L.Rousseau2@uscg.mil. If you have questions on reviewing the docket, call Barbara Hairston, Program Manager, Docket Operations, (202) 366–9826.

SUPPLEMENTARY INFORMATION: The North Carolina Department of Transportation, who owns and operates the S.R. 74 Bridge, has requested a temporary deviation from the current operating regulations set out in 33 CFR 117.821(a)(6), which is effective until March 1, 2014 (see 78 FR 23849, Apr. 23, 2013 Coast Guard.) This deviation is necessary to facilitate a significant rehabilitation project that has been delayed due to frequent additional openings for commercial vessels.

Under the current operating schedule, the draw for the S.R. 74 Bridge across the AICW, at mile 283.1, at Wrightsville Beach, NC shall open on signal for commercial vessels at all times and on signal for pleasure vessels except between 7 a.m. and 7 p.m., when it shall only open on the hour. For all vessels the draw need not open from 7 p.m. to 7 a.m., except with a two hour advance notice. The draw need not open for annual triathlon events that occur from September through November. The S.R. 74 Bridge has a temporary vertical clearance in the closed position of 18 feet above mean high water for ongoing maintenance.

Under this temporary deviation, the drawbridge need only open on the hour between 7 a.m. to 7 p.m. daily for all vessels, beginning at 7 a.m., on Tuesday, October 1, 2013 until and including to 7 p.m., on Sunday March 1, 2014. The

bridge will operate under its current operating schedule at all other times. The Coast Guard has carefully reviewed bridge opening logs and coordinated the restrictions with commercial and recreational waterway users.

Vessels able to pass under the bridge in the closed position may do so at anytime and are advised to proceed with caution. The bridge will be able to open for emergencies. There is no immediate alternate route for vessels transiting this section of the AICW but vessels may pass before and after the closure each day. The Coast Guard will also inform additional waterway users through our Local and Broadcast Notices to Mariners of the closure periods for the bridge so that vessels can arrange their transits to minimize any impacts caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the designated time period. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: September 25, 2013.

Waverly W. Gregory, Jr.,
Bridge Program Manager, Fifth Coast Guard District.

[FR Doc. 2013–25294 Filed 10–25–13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

49 CFR Part 395

[Docket no. FMCSA–2004–19608]

RIN 2126–AB65

Hours of Service of Drivers; Amendment of the 30-Minute Rest Break Requirement

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

ACTION: Final rule.

SUMMARY: The FMCSA amends its December 27, 2011, final rule entitled “Hours of Service of Drivers” to provide an exception from the 30-minute rest break requirement for short-haul drivers who are not required to prepare records of duty status (RODS). The Agency also removes regulatory text made obsolete by the passing of the July 1, 2013, compliance date for the final rule. This action responds to a decision of the United States Court of Appeals for the District of Columbia Circuit (the Court).

DATES: Effective October 28, 2013.

ADDRESSES: For access to the docket to read background documents, including those referenced in this document, go to:

- Regulations.gov, <http://www.regulations.gov>, at any time and insert FMCSA–2004–19608 in the “Keyword” box, and then click “Search.”

- Docket Management Facility, Room W12–140, DOT Building, 1200 New Jersey Avenue SE., Washington, DC 20590. You may view the docket online by visiting the facility between 9 a.m. and 5 p.m. e.t., Monday through Friday except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Thomas Yager, Chief, Driver and Carrier Operations Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590; telephone (202) 366–4325.

SUPPLEMENTARY INFORMATION:

I. Legal Basis for Rulemaking

The legal basis for the December 27, 2011, final rule (76 FR 81134, at 81140) is fully addressed there; it is also applicable to this rule. This final rule is necessary because of the Court’s vacatur of 49 CFR 395.3(a)(3)(ii) as it applies to short-haul drivers operating under 49 CFR 395.1(e)(1)–(2).

While the Administrative Procedure Act (APA) normally requires issuance of a notice of proposed rulemaking (NPRM) and an opportunity for public comment prior to publication of a final rule, the APA provides an exception when an agency “for good cause finds . . . that notice and public procedure . . . are impracticable, unnecessary, or contrary to the public interest.” 5 U.S.C. 553(b)(B). Because this final rule makes only the changes necessary to conform the hours-of-service (HOS) regulations to the Court’s decision, FMCSA finds that notice and comment are both unnecessary and contrary to the public interest. For the same reason, the Agency finds good cause pursuant to 49 U.S.C. 553(d)(3) to make this rule effective upon publication.

II. Background Information

On December 27, 2011, FMCSA published a final rule amending its HOS regulations for drivers of property-carrying commercial motor vehicles (CMVs). The final rule included a new provision requiring drivers to take a rest break during the work day under certain circumstances. Drivers may drive a CMV only if a period of 8 hours or less has passed since the end of their last off-duty or sleeper-berth period of at least 30 minutes. FMCSA did not specify