

*Number of Respondents and Responses:* 31 respondents; 211 responses.

*Estimated Time per Response:* 25–40 hours.

*Frequency of Response:* On occasion reporting requirement and third party disclosure requirement.

*Obligation to Respond:* Required to obtain or retain benefits. Statutory authority for this information collection is contained in 47 U.S.C. 153, 154, 201–205, 207–209, 218, 225–227, 251–252, 271, and 332.

*Total Annual Burden:* 5,290 hours.

*Total Annual Cost:* No cost.

*Needs and Uses:* The Commission established a safety valve to ensure that carriers experiencing rapid growth in a given market will be able to meet customer demand. States may use this safety valve to grant requests from carriers that demonstrate the following:

- (1) The carrier will exhaust its numbering resources in a market or rate area within three months (in lieu of six months-to-exhaust requirement); and
- (2) Projected growth is based on the carrier's actual growth in the market or rate area, or in the carrier's actual growth in a reasonably comparable market, but only if that projected growth varies no more than 15 percent from historical growth in the relevant market.

The Commission lifted the ban on service-specific and technology-specific overlays (collectively, specialized overlays or SOs), allowing state commissions seeking to implement SOs to request delegated authority to do so on a case-by-case basis. To provide further guidance to state commissions, the Commission set forth the criteria that each request for delegated authority to implement a SO should address. This will enable us to examine the feasibility of SOs in a particular area, and to determine whether the Commission's stated goals are likely to be met if the SO is implemented. Specifically, state commissions should also specifically address the following:

- (1) The technologies or services to be included in the SO;
- (2) The geographic area to be covered;
- (3) Whether the SO will be transitional;
- (4) When the SO will be implemented and, if a transitional SO is proposed, when the SO will become an all-services overlay;
- (5) Whether the SO will include take-backs;
- (6) Whether there will be 10-digit dialing in the SO and the underlying area code(s);
- (7) Whether the SO and underlying area code(s) will be subject to rationing; and

(8) Whether the SO will cover an area in which pooling is taking place.

The Commission uses the information it collects to assist the state commissions in carrying out their delegated authority over numbering resources.

Federal Communications Commission.

**Marlene Dortch,**

*Secretary, Office of the Secretary.*

[FR Doc. 2025–16287 Filed 8–25–25; 8:45 am]

**BILLING CODE 6712-01-P**

## FEDERAL COMMUNICATIONS COMMISSION

[DA 25–663; FR ID 309931]

### Consumer Protection and Accessibility Advisory Committee; Announcement of Meeting

**AGENCY:** Federal Communications Commission.

**ACTION:** Notice.

**SUMMARY:** In this document, the Commission announces the first meeting of the current term of its Consumer Protection and Accessibility Advisory Committee (CPAAC or Committee).

**DATES:** Wednesday, September 10, 2025. The meeting will come to order at 9:00 a.m. Eastern Time.

**ADDRESSES:** The CPAAC meeting will be held in the Commission Meeting Room at Federal Communications Commission (FCC) Headquarters, located at 45 L Street NE, Washington, DC 20554.

**FOR FURTHER INFORMATION CONTACT:** David M. Pérez or Joshua Mendelsohn, Designated Federal Officers, Federal Communications Commission, via email: [CPAAC@fcc.gov](mailto:CPAAC@fcc.gov).

**SUPPLEMENTARY INFORMATION:** This meeting is open to members of the general public. The in-person meeting will have sign language interpreters and open captioning. The meeting will be webcast with sign language interpreters and open captioning at: [www.fcc.gov/live](http://www.fcc.gov/live). In addition, a reserved amount of time will be available on the agenda for comments and inquiries from the public. Members of the public will be able to provide comments either in person if they are attending the meeting or by sending their questions or comments to [livequestions@fcc.gov](mailto:livequestions@fcc.gov). These comments or questions may be addressed during the public comment period.

Requests for other reasonable accommodations or for materials in accessible formats for people with disabilities should be submitted via email to: [fcc504@fcc.gov](mailto:fcc504@fcc.gov) or by calling

the Consumer and Governmental Affairs Bureau at (202) 418–0530. Such requests should include a detailed description of the accommodation needed and a way for the FCC to contact the requester if more information is needed to fill the request. Requests should be made as early as possible; last minute requests will be accepted but may not be possible to accommodate.

**Proposed Agenda:** The Committee members will discuss (i) the roles and responsibilities of the Committee and its members; (ii) issues that the Committee will address; (iii) meeting schedules; and (iv) any other topics relevant to the CPAAC's work. The meeting agenda will be available at [www.fcc.gov/cpaac](http://www.fcc.gov/cpaac) and may be modified at the discretion of the CPAAC Co-Chairs and Designated Federal Officers.

Federal Communications Commission.

**Suzanne Singleton,**

*Chief, Disability Rights Office, Consumer and Governmental Affairs Bureau.*

[FR Doc. 2025–16342 Filed 8–25–25; 8:45 am]

**BILLING CODE 6712-01-P**

## FEDERAL MARITIME COMMISSION

[Docket No. FMC–2025–0010]

### Notice of Revocation of Exemptions Granted to Certain Controlled Carriers

**AGENCY:** Federal Maritime Commission.

**ACTION:** Notice and notice of availability.

**SUMMARY:** The Federal Maritime Commission (“Commission”) is revoking certain exemptions that allow for rates, charges, classifications, rules or regulations to become effective with less than thirty (30) days’ notice. These exemptions have been granted to some controlled carriers. This revocation will apply to exemptions that were granted to entities that have since been removed from the Commission’s list of controlled carriers. Exemptions that have been granted to controlled carriers that remain on this list will continue to be valid but may be reviewed in the future. No comments were received from the notice of intent to revoke, and no changes have been made in this final notice. Commission Orders to the individual carriers whose exemptions are revoked are available in the Commission’s electronic Reading Room at <https://www2.fmc.gov/readingroom/> under Docket Numbers 25–17 through 25–23.

**DATES:** This notice of availability is published in the **Federal Register** on August 26, 2025.

**ADDRESSES:** To view background documents, you may use the Federal

eRulemaking Portal at [www.regulations.gov](http://www.regulations.gov) under Docket No. FMC–2025–0010.

**FOR FURTHER INFORMATION CONTACT:**  
David Eng, Secretary; Phone: (202) 523–5725; Email: [Secretary@fmc.gov](mailto:Secretary@fmc.gov).

**SUPPLEMENTARY INFORMATION:**

**I. Background**

A controlled carrier is a vessel-operating common carrier that is owned or controlled by a foreign government.<sup>1</sup> Controlled carriers are subject to enhanced regulatory oversight to ensure that they do not abuse their subsidized position in the marketplace.<sup>2</sup> One of the provisions of 46 U.S.C. chapter 407 stipulates that the tariff rates or charges of controlled carriers cannot become effective until the 30th day after their publication.<sup>3</sup>

The Commission has previously granted exemptions to certain controlled carriers from the requirements of 46 U.S.C. 40703, pursuant to the administrative exemption authority found at 46 U.S.C. 40103. Such exemptions allowed these controlled carriers' rates, charges, classifications, rules and regulations to become effective less than 30 days after publication. These exemptions did not change the status of any of these carriers as controlled carriers; they were limited to allowing the carrier's rates, charges, classifications, rules or regulations to become effective in less than 30 days' notice.<sup>4</sup> The Commission also has the authority to revoke previously granted administrative exemptions.<sup>5</sup> In granting exemptions from section 40703, the Commission has declined to grant permanent exemptions because doing so would impinge on the Commission's authority to revoke them.<sup>6</sup>

In 2004, sections of the Shipping Act of 1984 were rearranged and renumbered. Exemptions under section 9(c) of the Shipping Act that had been codified at 46 U.S.C. app. 1708, allowing changes to controlled carriers' rates, charges, classifications, rules or

regulations to become effective more quickly than 30 days after publication with Commission permission, were moved to 46 U.S.C. 40703. The statutory language of the two sections is nearly identical. In addition, Commission explanations suggest that the Commission did not view exemptions from section 40703 differently than exemptions from section 1708. For example, in granting section 40703 exemptions to United Arab Shipping Company (S.A.G.) and Hainan P O Shipping Co., Ltd., the Commission stated that it “has previously granted exemptions from [section] 40703,” and cited to some exemptions that were granted from section 40703 and to others that were granted from section 1708.<sup>7</sup> As such, it is the Commission's position that historically, it has viewed the exemptions granted from section 1708 to be equivalent to the exemptions granted from section 40703.

On May 30, 2025, the Commission published a Notice of Intent to Revoke Exemptions Granted to Certain Controlled Carriers that were no longer on the Commission's list of controlled carriers.<sup>8</sup> No comments were received in response to this notice.

**II. Revocation of Certain Exemptions From 46 U.S.C. 40703**

Many of the entities to which the Commission granted exemptions from 46 U.S.C. 40703 have since been removed from the Commission's list of controlled carriers for various reasons, such as no longer offering carriage in the U.S. trades or having been bought by private companies. Because the Commission has declined to grant permanent exemptions,<sup>9</sup> there should not be any expectations that these exemptions are permanent. However, until now, the Commission has not revoked any exemptions, even when an entity's circumstances have changed, such as having been removed from the list of controlled carriers. Rather than allowing that to create an expectation that an exemption remains valid through such changes in circumstances, the Commission is taking this action to give notice that these exemptions are, in fact, terminated.

The revocation of these exemptions does not prevent an entity from petitioning for an exemption again, if its status changes such that it again becomes classified as a controlled carrier. The Commission is hereby revoking the section 40703 exemptions of the following entities:

1. Sinotrans Container Lines Co., Ltd., Docket No. 25–17;
2. Hainan P O Shipping Co., Ltd., Docket No. 25–18;
3. United Arab Shipping Company (S.A.G.), Docket No. 25–19;
4. China Shipping (Hong Kong) Container Lines Co., Ltd., Docket No. 25–20;
5. China Shipping Container Lines Co., Ltd., Docket No. 25–21;
6. American President Lines, Ltd. and APL Co., Pte. Ltd., Docket No. 25–22; and
7. COSCO Container Lines Europe GmbH, Docket No. 25–23.

These entities were removed from the list of controlled carriers over the years. As such, they are no longer controlled carriers under 46 U.S.C. 40102(9), 46 U.S.C. chapter 407, and 46 CFR part 565. As a result, the Commission finds that there is good cause to revoke their exemptions. Therefore, the Commission issues this final notice of revocation. The Commission Orders to each of these carriers, effectuating this revocation, are available on the Commission's electronic Reading Room at <https://www2.fmc.gov/readingroom/> under Docket Numbers 25–17 through 25–23.

The exemptions that the Commission has granted to Orient Overseas Container Line Limited,<sup>10</sup> OOCL (Europe) Limited,<sup>11</sup> and COSCO SHIPPING Lines Co., Ltd.,<sup>12</sup> and the Chinese-Polish Joint Stock Shipping Company (“Chipolbrok”)<sup>13</sup> remain in place because these companies are still on the Commission's list of controlled carriers. However, the Commission may review these exemptions in the future.

By the Commission.

**David Eng,**  
Secretary.

[FR Doc. 2025–16283 Filed 8–25–25; 8:45 am]

**BILLING CODE 6730–02–P**

<sup>1</sup> 46 U.S.C. 40102(9).

<sup>2</sup> See 46 U.S.C. chapter 407.

<sup>3</sup> 46 U.S.C. 40703.

<sup>4</sup> *Id.*

<sup>5</sup> 46 U.S.C. 40103(a).

<sup>6</sup> See, e.g., Petition of China Ocean Shipping (Group) Company for a Partial Exemption from the Controlled Carrier Act, Docket No. P3–99, *Order Granting Petition in Part* (April 1, 2004) (“The Commission declines to make this exemption permanent, as the Petition requests . . . a specific provision for ‘permanence’ of this Order would abrogate the Commission's authority under section 16 and its obligations under section 9 [of the Shipping Act of 1984] . . . The Commission retains its full authority to revoke the instant exemption subject to the requirements of section 16 of the Shipping Act of 1984, 46 U.S.C. app. [sec.] 1715.”)

<sup>7</sup> See Petition of United Arab Shipping Company (S.A.G.) for an Exemption from the Controlled Carrier Act, Docket No. P1–14, *Order Granting Petition* (July 16, 2015); Petition of Hainan P O Shipping Co., Ltd. for an Exemption from the Controlled Carrier Act, Docket No. P1–10, *Order Granting Petition* (December 9, 2010).

<sup>8</sup> 90 FR 23052.

<sup>9</sup> See, e.g., Petition of China Ocean Shipping (Group) Company for a Partial Exemption from the Controlled Carrier Act, Docket No. P3–99, *Order Granting Petition in Part* (April 1, 2004).

<sup>10</sup> Docket No. P2–18.

<sup>11</sup> *Id.*

<sup>12</sup> Docket No. P3–99.

<sup>13</sup> Docket No. P1–25.