

an application procedure to authorize such access, including rules governing DVC entities and entry of information in the TRS Numbering Directory and the TRS-URD.

On August 2, 2019, the Commission released *Implementing Kari's Law and Section 506 of RAY BAUM's Act; Inquiry Concerning 911 Access, Routing, and Location in Enterprise Communications Systems; Amending the Definition of Interconnected VoIP Service in Section 9.3 of the Commission's Rules*, FCC 19–76, published at 84 FR 66716, December 5, 2019 (*MLTS 911 and Dispatchable Location Order*). The Commission amended its rules to ensure that the dispatchable location is conveyed to a Public Safety Answering Point (PSAP) with a 911 call, regardless of the technological platform used. Based on the directive in section 506 of RAY BAUM'S Act, the Commission adopted dispatchable location requirements that in effect modified the existing information collection requirements applicable to VRS, IP Relay and covered IP CTS by improving the options for providing accurate location information to PSAPs as part of 911 calls.

Fixed internet-based TRS devices must provide automated dispatchable location. For non-fixed devices, when dispatchable location is not technically feasible, internet-based TRS providers may fall back to Registered Location or provide alternative location information. As a last resort, internet-based providers may route calls to Emergency Relay Calling Centers. after making a good faith effort to obtain location data from all available alternative location sources. Dispatchable location means a location delivered to the PSAP with a 911 call that consists of the validated street address of the calling party, plus additional information such as suite, apartment or similar information necessary to adequately identify the location of the calling party. Automated dispatchable location means automatic generation of dispatchable location. Alternative location information is location information (which may be coordinate-based) sufficient to identify the caller's civic address and approximate in-building location, including floor level, in large buildings.

On January 31, 2020, the Commission released *Structure and Practices of the Video Relay Service Program; Telecommunications Relay Services and Speech-to-Speech Services for Individuals with Hearing and Speech Disabilities*, FCC 20–7 (*VRS At-Home Call Handling Order*). The Commission amended its rules to convert the VRS at-

home call handling pilot program into a permanent one, thereby allowing CAs to work from home. To ensure user privacy and call confidentiality and to help prevent waste, fraud, and abuse, the modified information collections include requirements for VRS providers to apply for certification to allow their communications assistants to handle calls while working at home; monitoring and oversight requirements; and reporting requirements.

Federal Communications Commission.

Marlene Dortch,

Secretary, Office of the Secretary.

[FR Doc. 2020–09621 Filed 5–5–20; 8:45 am]

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FEDERAL MARITIME COMMISSION

Notice of Agreements Filed

The Commission hereby gives notice of the filing of the following agreements under the Shipping Act of 1984. Interested parties may submit comments, relevant information, or documents regarding the agreements to the Secretary by email at Secretary@fmc.gov, or by mail, Federal Maritime Commission, Washington, DC 20573. Comments will be most helpful to the Commission if received within 12 days of the date this notice appears in the **Federal Register**. Copies of agreements are available through the Commission's website (www.fmc.gov) or by contacting the Office of Agreements at (202)–523–5793 or tradeanalysis@fmc.gov.

Agreement No.: 010099–068.

Agreement Name: International Council of Container Ship Operators.

Parties: CMA CGM S.A.; COSCO SHIPPING Co., Ltd.; Crowley Liner Services, Inc.; Evergreen Line Joint Service Agreement; Hapag-Lloyd AG; Hyundai Merchant Marine Co., Ltd.; Maersk A/S; Mediterranean Shipping Company S.A.; Orient Overseas Container Line Limited; Wan Hai Lines Ltd.; Yang Ming Marine Transport Corporation; and Zim Integrated Shipping Services Ltd.

Filing Party: John Longstreth; K&L Gates.

Synopsis: The amendment removes Pacific International Lines (PTE) LTD as a party to the Agreement.

Proposed Effective Date: 4/27/2020.

Location: <https://www2.fmc.gov/FMC.Agreements.Web/Public/AgreementHistory/1032>.

Agreement No.: 201341.

Agreement Name: King Ocean/Seaboard Trinidad Space Charter Agreement.

Parties: King Ocean Services Limited and Seaboard Marine Ltd.

Filing Party: Wayne Rohde; Cozen O'Connor.

Synopsis: The Agreement authorizes Seaboard to charter space to King Ocean in the trade between Miami and Trinidad.

Proposed Effective Date: 6/12/2020.

Location: <https://www2.fmc.gov/FMC.Agreements.Web/Public/AgreementHistory/1032>.

Agreement No.: 201342.

Agreement Name: MSC/Maersk SAEC Space Charter.

Parties: Maersk A/S and Mediterranean Shipping Company S.A.

Filing Party: Wayne Rohde; Cozen O'Connor.

Synopsis: The Agreement authorizes MSC to charter space to Maersk in the trade between ports on the U.S. Gulf Coast and ports in Mexico, Panama, Colombia and Brazil.

Proposed Effective Date: 6/14/2020.

Location: <https://www2.fmc.gov/FMC.Agreements.Web/Public/AgreementHistory/29496>.

Agreement No.: 201343.

Agreement Name: Maersk/MSU UCLA Space Charter Agreement.

Parties: Maersk A/S and Mediterranean Shipping Company S.A.

Filing Party: Wayne Rohde; Cozen O'Connor.

Synopsis: The Agreement authorizes Maersk to charter space to MSC on Maersk's UCLA service in the trade between ports on the U.S. Gulf Coast and ports in Mexico, Panama, Colombia and Brazil.

Proposed Effective Date: 6/14/2020.

Location: <https://www2.fmc.gov/FMC.Agreements.Web/Public/AgreementHistory/29497>.

Dated: May 1, 2020.

Rachel Dickon,

Secretary.

[FR Doc. 2020–09659 Filed 5–5–20; 8:45 am]

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FEDERAL MARITIME COMMISSION

[Fact Finding No. 30]

COVID–19 Impact on Cruise Industry; Order

Congress tasked the Federal Maritime Commission (Commission) with administering the Shipping Act of 1984 (Shipping Act), 46 U.S.C. 40101 *et seq.* The Commission also administers Public Law 89–777, 46 U.S.C. 44101 *et seq.*, to ensure that passenger vessel operators (PVOs) satisfy the financial responsibility requirements related to nonperformance of transportation and death or injury to passengers.

The purposes of the Shipping Act include the provision of “an efficient