

appropriate docket number and may be submitted by any of the following methods:

- *website*: <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax*: 202-493-2251.
- *Mail*: Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W12-140, Washington, DC 20590.
- *Hand Delivery*: 1200 New Jersey Avenue SE, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by December 31, 2018 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/AL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacyNotice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

Robert C. Lauby,

Associate Administrator for Railroad Safety Chief Safety Officer.

[FR Doc. 2018-24825 Filed 11-13-18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2017-0002-N-20]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA), this notice announces that FRA is forwarding the Information Collection Request (ICR) abstracted below to the Office of

Management and Budget (OMB) for review and comment. The ICR describes the information collections and their expected burden. On March 14, 2017, FRA published a notice providing a 60-day period for public comment and on September 13, 2017, published a notice providing a 30-day period for public comment on the ICR.

DATES: Interested persons are invited to submit comments on or before December 14, 2018.

ADDRESSES: Submit written comments on the ICR to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW, Washington, DC 20503, Attention: FRA Desk Officer. Comments may also be sent via email to OMB at the following address: oir-submissions@omb.eop.gov.

FOR FURTHER INFORMATION CONTACT: Mr. Michael Jones, Information Collection Clearance Officer, Office of Research, Development, and Technology, Human Factors Division, RPD-34, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W38-119, Washington, DC 20590 (telephone: (202) 493-6106); or Ms. Kim Toone, Information Collection Clearance Officer, Office of Administration, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W34-212, Washington, DC 20590 (telephone: (202) 493-6132).

SUPPLEMENTARY INFORMATION: The PRA, 44 U.S.C. 3501-3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. The required 60- and 30-Day **Federal Register** Notices were published in the **Federal Register** on March 14, 2017 (see 82 FR 20530) and September 13, 2017 (see 82 FR 43078), respectively. FRA received comments from the Association of American Railroads (AAR) in a letter dated October 13, 2017, outlining some concerns with the research approach in the human error study. FRA replied by letter clarifying the research approach.

Specifically, AAR commented that it was concerned that the proposed study on automated locomotive technology was not fully developed and that results of such a study might lead to unnecessary roadblocks to the development of the technology positive train control (PTC). Further, AAR stated "FRA should also include in the study a control group demonstrating the number of errors that occur in

locomotives absent autonomous technology." In response, FRA explained that under the planned research approach at the time, it was not necessary to include a manual operation condition as FRA did not intend to compare performance with vs. without automation. The purpose of the study was to understand the nature of possible design-induced errors for existing system automation in the locomotive cab, with an eye toward future improved systems. These errors are likely, absent of any human factors engineering in the system design and development process. For this examination, a control group was unnecessary. However, FRA now proposes to expand the study approach to address AAR's concern and include a manual condition control group. In this context, FRA's reference to automation means an operation assisted by autonomous technology that offers some level of automation less than full automation. This condition will provide a baseline of performance to address two hypotheses:

(H1) Automation provides specific performance benefits (e.g., an energy management software system reduces fuel usage; PTC prevents overspeeding and transgressions into workzones or past a red signal) compared with manual control, but does not reduce workload in the locomotive cab compared with manual control.

(H2) Automation usage results in more errors in high workload situations than in low workload situations (e.g., distractions lead to failure to notice mode transitions) and these errors have no direct counterpart in manual conditions.

Workload is defined as task loading, or the number of tasks in a scenario. The high workload scenarios have more tasks than the low workload scenarios. Based on the initial FRA pilot study, preceding the current study, and on research and operational experiences in other industries, high workload is often associated with error, thus, FRA's concern and interest in conducting the current study.

Before OMB decides whether to approve this proposed collection of information, an additional 30 days is being provided for public comment. Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b)-(c); 5 CFR 1320.10(b); see also 60 FR 44978, 44983, Aug. 29, 1995. OMB believes the 30-day notice informs the regulated community to file relevant

comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect.

Comments are invited on the following ICR regarding: (1) Whether the information collection activities are necessary for FRA to properly execute its functions, including whether the information will have practical utility; (2) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

Title: Experimental Investigation of Automation-Induced Human Error in Locomotive Cab.

OMB Control Number: 2130-XXXX.

Abstract: The purpose of this collection is to identify and evaluate the potential for human error associated with the operation of systems and automation in the locomotive cab. This research addresses DOT's strategic goal of safety. Once the nature and risk of the human error in locomotive cab systems and automation is better understood, error mitigating steps can be taken to provide safer systems and reduce the risk of accidents or incidents involving these systems. FRA will use the research's results to identify training, operational procedures, or automation design standards that will improve the safety of automated systems in locomotive cabs.

Type of Request: New information collection request.

Affected Public: Railroad Engineers and Conductors.

Form(s): FRA F 6180.3.

Respondent Universe: 24.

Frequency of Submission: Once.

Total Estimated Annual Responses: 24.

Total Estimated Annual Burden: 48 hours.

Under 44 U.S.C. 3507(a) and 5 CFR 1320.5(b) and 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to a collection of information unless it

displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501-3520.

Juan D. Reyes III,
Chief Counsel.

[FR Doc. 2018-24715 Filed 11-13-18; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Saint Lawrence Seaway Development Corporation Advisory Board—Notice of Public Meetings

AGENCY: Saint Lawrence Seaway Development Corporation (SLSDC); USDOT.

ACTION: Notice of Public Meeting.

SUMMARY: This notice announces the public meeting via conference call of the Saint Lawrence Seaway Development Corporation Advisory Board.

DATES: The public meeting will be held on (all times Eastern):

- Tuesday, December 4, 2018 from 2:00 p.m.–4:00 p.m. EST

ADDRESSES: The meeting will be held via conference call at the SLSDC's Headquarters, 55 M Street, SE, Suite 930, Washington, DC 20003.

FOR FURTHER INFORMATION CONTACT:

Wayne Williams, Chief of Staff, Saint Lawrence Seaway Development Corporation, 1200 New Jersey Avenue SE, Washington, DC 20590; 202-366-0091

SUPPLEMENTARY INFORMATION:

Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Public Law 92-463; 5 U.S.C. App. I), notice is hereby given of a meeting of the Advisory Board of the Saint Lawrence Seaway Development Corporation (SLSDC). The agenda for this meeting will be as follows:

December 4, 2018 from 2:00 p.m.–4:00 p.m. EST

1. Opening Remarks
2. Consideration of Minutes of Past Meeting
3. Quarterly Report
4. Old and New Business
5. Closing Discussion
6. Adjournment

Public Participation

Attendance at the meeting is open to the interested public but limited to the space available. With the approval of the Administrator, members of the public may present oral statements at the meeting. Persons wishing further information should contact the person listed under the heading, **FOR FURTHER INFORMATION CONTACT**, not later than

Monday, November 19, 2018. Any member of the public may present a written statement to the Advisory Board at any time.

Carrie Lavigne,

Chief Counsel, Saint Lawrence Seaway Development Corporation.

[FR Doc. 2018-24789 Filed 11-13-18; 8:45 am]

BILLING CODE 4910-61-P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

[Docket ID OCC-2018-0036]

Mutual Savings Association Advisory Committee

AGENCY: Department of the Treasury, Office of the Comptroller of the Currency (OCC).

ACTION: Notice.

SUMMARY: The OCC has determined that the renewal of the charter of the OCC Mutual Savings Association Advisory Committee (MSAAC) is necessary and in the public interest. The OCC hereby gives notice of the renewal of the charter.

DATES: The charter of the OCC MSAAC has been renewed for a two-year period that began on September 19, 2018.

FOR FURTHER INFORMATION CONTACT:

Michael R. Brickman, Designated Federal Officer, 202-649-5420, Office of the Comptroller of the Currency, 400 7th Street SW, Washington, DC 20219.

SUPPLEMENTARY INFORMATION: Notice of the renewal of the MSAAC charter is hereby given, with the approval of the Secretary of the Treasury, pursuant to section 9(a)(2) of the Federal Advisory Committee Act, 5 U.S.C. App. 2. The Comptroller of the Currency has determined that the renewal of the MSAAC charter is necessary and in the public interest in order to provide advice and information concerning the condition of mutual savings associations, the regulatory changes or other steps the OCC may be able to take to ensure the health and viability of mutual savings associations, and other issues of concern to mutual savings associations, all in accordance with the goals of Section 5(a) of the Home Owners' Loan Act, 12 U.S.C. 1464.

Dated: November 7, 2018.

Joseph M. Otting,

Comptroller of the Currency.

[FR Doc. 2018-24723 Filed 11-13-18; 8:45 am]

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