

Management Facility (see **ADDRESSES** for hours of operation). We recommend that you periodically check the Docket for new submissions and supporting material.

Will my comments be made available to the public?

Yes. Be aware that your entire comment, including your personal identifying information, will be made publicly available.

May I submit comments confidentially?

If you wish to submit comments under a claim of confidentiality, you should submit the information you claim to be confidential commercial information by email to *SmallVessels@dot.gov*. Include in the email subject heading “Contains Confidential Commercial Information” or “Contains CCI” and state in your submission, with specificity, the basis for any such confidential claim highlighting or denoting the CCI portions. If possible, please provide a summary of your submission that can be made available to the public.

In the event MARAD receives a Freedom of Information Act (FOIA) request for the information, procedures described in the Department’s FOIA regulation at 49 CFR 7.29 will be followed. Only information that is ultimately determined to be confidential under those procedures will be exempt from disclosure under FOIA.

Privacy Act

Anyone can search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). For information on DOT’s compliance with the Privacy Act, please

visit <https://www.transportation.gov/privacy>.

(Authority: 49 CFR 1.93(a), 46 U.S.C. 55103, 46 U.S.C. 12121)

By Order of the Maritime Administrator,
T. Mitchell Hudson, Jr.,
Secretary, Maritime Administration.

[FR Doc. 2023–05623 Filed 3–17–23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2022–0018]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Title: FMVSS Considerations for Vehicles With Automated Driving Systems: Seating Preference Study

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

ACTION: Notice and request for comments on a request for approval of a new information collection.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) summarized below will be submitted to the Office of Management and Budget (OMB) for review and approval. The ICR describes the nature of the information collection and its expected burden. This is a new collection of information to conduct an experiment to gather both objective and subjective data regarding occupant/passenger seat preference in Automated Driving System-Dedicated Vehicles (ADS–DVs). A **Federal Register** Notice with a 60-day comment period

soliciting comments on the following information collection was published on March 7, 2022. No relevant comments were received.

DATES: Comments must be submitted on or before April 19, 2023.

ADDRESSES: Written comments and recommendations for the proposed information collection, including suggestions for reducing burden, should be submitted to the Office of Management and Budget at www.reginfo.gov/public/do/PRAMain. To find this particular information collection, select “Currently under Review—Open for Public Comment” or use the search function.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Debbie Sweet, Office of Vehicle Safety Research (NVS–010), (202) 366–7179, National Highway Traffic Safety Administration, W46–413, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from the Office of Management and Budget (OMB) before it collects certain information from the public and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In compliance with these requirements, this notice announces that the following information collection request will be submitted OMB.

Title: FMVSS Considerations for Vehicles with Automated Driving Systems: Seating Preference Study.

OMB Control Number: New.

Form Number(s): NHTSA Forms 1624, 1625, and 1626.

TABLE 1—FORMS TO BE USED IN THE STUDY

NHTSA Form 1624	Eligibility Questionnaire—FMVSS Considerations for Vehicles with Automated Driving Systems: Seating Preference Study.
NHTSA Form 1625	Demographic Questionnaire—FMVSS Considerations for Vehicles with Automated Driving Systems: Seating Preference Study.
NHTSA Form 1626	Post Experiment Questionnaire—FMVSS Considerations for Vehicles with Automated Driving Systems: Seating Preference Study.

Type of Request: New collection.
Type of Review Requested: Regular.
Requested Expiration Date of Approval: 3 years from date of approval.
Summary of the Collection of Information:

49 U.S.C. 30181, 30182, and 30183 authorize the Secretary of Transportation (NHTSA by delegation) to conduct research, development, and

testing programs, including activities related to new and emerging technologies that impact, or that may impact, motor vehicle safety. NHTSA proposes to collect information from the public regarding occupant/passenger seat preference in Automated Driving System-Dedicated Vehicles (ADS–DVs). Adults aged 18 and older will participate in an on-road study after

giving informed consent. Participants will ride in one passenger vehicle and two ADS–DVs on a closed test track. Questionnaire data will be collected at the beginning and end of participation for each participant. Objective data will be collected via the data acquisition systems installed in each study vehicle. The data from each participant will be

combined, stratified by demographic information and analyzed.

There are four information collections for the study. The (1) Eligibility Questionnaire will be used to identify eligible participants for this study; results from this questionnaire will not be kept or analyzed. Candidates who are selected for the study will participate in a single test-track experiment and will complete two additional questionnaires while participating in the experiment. The (2) Demographic Questionnaire will be used for description of the participant sample (e.g., number of males and females in the dataset, final age range for all participants, and driving experience range for all participants). This is necessary to compare the sample collected to the general driving population. The (3) objective data collected via data acquisition systems installed in each study vehicle during the test-track experiment is necessary for collecting information about participants' seat selection, any seat changes during the ride, seat belt use, and how participants interact with the HMI. The (4) Post Experiment Questionnaire will be used to analyze the perceptions and opinions of ADS-DV technology within the participant sample, as well as to gather any comments regarding their seat preference and seat belt use. This data will be used to determine how and why participants choose seating preferences in ADS-DVs.

Description of the Need for the Information and Proposed Use of the Information

The National Highway Traffic Safety Administration's (NHTSA's) mission is to save lives, prevent injuries, and reduce economic losses resulting from motor vehicle crashes. ADS technology is rapidly developing, and current Federal motor vehicle safety standards (FMVSS) and/or NHTSA guidance may need to be adapted to ensure this technology is deployed safely. Many of NHTSA's FMVSS focus on particular seating positions and thus, changes in seating preferences could impact those FMVSS. This study will provide NHTSA information about the seating preferences of occupants in vehicles that do not require a human driver in the left front seat. Several safety outcomes stem from occupant seating preference, which may change in the future as Automated Driving Systems (ADS) change seating configurations and

the way people use vehicles. ADS-Dedicated Vehicles (ADS-DVs) are vehicles that lack manually operated driving controls, and therefore do not require a human driver or occupant to drive the vehicle or sit in the left front seat (the "driver's seat" in conventional vehicles). In conventional vehicles, there is the basic assumption that a human will always be in the left front seat while the vehicle is operating because a human driver would be necessary to operate those vehicles. ADS-DVs provide the opportunity for occupants to sit in any seat they choose in the vehicle. It is currently unknown where occupants may choose to sit when riding in an ADS-DV. Moreover, new seating configurations for occupants of ADS-DVs may necessitate changes to how and where information is presented to occupants about their responsibilities as occupants (e.g., closing doors, fastening seatbelts). Furthermore, occupants will need a human-machine interface (HMI) to provide input that they are ready for the ride to begin, or to request that the ride stop. At present, no standardized or otherwise commercially produced HMIs exist for this purpose. Therefore, in order to conduct the research, a prototype HMI will be developed. The two main goals for this study are to:

1. Describe the occupant distribution for ADS-DVs (i.e., seating distribution).
2. Use the prototype HMI to evaluate whether occupants would choose to initiate a ride in an ADS-DV without a seatbelt.

60-Day Notice

A **Federal Register** notice with a 60-day comment period soliciting public comments on the information collection was published on March 7, 2022 (87 FR 12772). NHTSA received one comment on the notice that did not address the information collection request or the seating preference study but instead addressed vehicle and road user safety in general. In addition to seeking public comment, NHTSA and the research team have publicized this study for a number of years across industry and consumer events. NHTSA has socialized this study through various means including discussion in the public-facing Annual Modal Research Plan FY2022–2023, discussion during the NHTSA Research Portfolio Fall 2022 public meeting, inclusion in a presentation at the 2021 SAE Government Industry Meeting, and

discussion with industry stakeholders through individual meetings and association groups. Feedback regarding the study was positive and supportive and assistive in refinement of the study including the human machine interaction design and presentation.

Affected Public: Adults ages 18 and older who meet eligibility criteria such as holding a valid driver's license and having used a ride-sharing application at least once in the past year.

Estimated Number of Respondents: An expected total of up to 100 participants will be recruited to participate in the study. It is estimated that 200 respondents will be needed to identify 100 eligible participants.

Frequency: One-time collection.

Estimated Total Annual Burden Hours: 268.

The eligibility questionnaire will have a maximum of 28 questions and NHTSA estimates it will take approximately 20 minutes to complete. Therefore, NHTSA estimates the total time associated with completing eligibility questionnaires to be 67 hours (200 responses × 20 minutes = 66.7 hours). Study Intake (reading study information sheet and obtaining participant consent, general study instruction) is expected to take 10 minutes to complete. Both the demographic and post-experiment questionnaires will have a maximum of 20 questions and NHTSA estimates that it will take each eligible participant 10 minutes to complete the demographic questionnaire and 10 minutes to complete the post-experiment questionnaire. Therefore, NHTSA estimates the total burden for Study Intake to be 17 hours (100 responses × 10 minutes = 16.67 hours), Demographic Questionnaire to be 17 hours (100 responses × 10 minutes = 16.67 hours), and the Post Experiment questionnaire to be 17 hours (100 responses × 10 minutes = 16.67 hours). Study participation (e.g., riding in study vehicles on the test track) is expected to take 90 minutes. The total burden hours for study participation are calculated to be 150 hours (100 responses × 90 minutes = 9,000 minutes = 150 hours). Accordingly, NHTSA estimates the total burden hours for this information collection to be 268 hours. Data collection will take less than one year.

The table below shows the estimated burden hours for this information collection, which accounts for the maximum number of expected responses and drop-outs.

ESTIMATED BURDEN HOURS

Instrument	Maximum number of respondents	Estimated individual burden (minutes)	Total estimated burden hours
Eligibility Questionnaire	200	20	67
Study Intake	100	10	17
Demographic questionnaire	100	10	17
Study Participation	100	90	150
Post Experiment Questionnaire	100	10	17
Total			268

Estimated Total Annual Burden Cost: The only cost burdens respondents will incur are costs related to travel to and from the study location. The costs are minimal and are expected to be offset by the honorarium that will be provided to all research participants.

Public Comments Invited: You are asked to comment on any aspects of this information collection, including (a) whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; 49 CFR 1.49; and DOT Order 1351.29.

Cem Hatipoglu,

Associate Administrator, Vehicle Safety Research, NHTSA.

[FR Doc. 2023-05569 Filed 3-17-23; 8:45 am]

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DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

[Docket ID OCC-OCC-2023-0004]

Mutual Savings Association Advisory Committee

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

ACTION: Notice of Federal advisory committee meeting.

SUMMARY: The OCC announces a meeting of the Mutual Savings

Association Advisory Committee (MSAAC).

DATES: A public meeting of the MSAAC will be held on Tuesday, April 4, 2023, beginning at 8:15 a.m. Eastern Daylight Time (EDT). The meeting will be in person and virtual.

ADDRESSES: The OCC will host the April 4, 2023 meeting of the MSAAC at the OCC's offices at 400 7th Street SW, Washington, DC 20219 and virtually.

FOR FURTHER INFORMATION CONTACT: Michael R. Brickman, Deputy Comptroller for Specialty Supervision, (202) 649-5420, Office of the Comptroller of the Currency, Washington, DC 20219. If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access telecommunications relay services. You also may access prior MSAAC meeting materials on the MSAAC page of the OCC's website.¹

SUPPLEMENTARY INFORMATION: Under the authority of the Federal Advisory Committee Act (the Act), 5 U.S.C. 1001 *et seq.*, and the regulations implementing the Act at 41 CFR part 102-3, the OCC is announcing that the MSAAC will convene a meeting on Tuesday, April 4, 2023. The meeting is open to the public and will begin at 8:15 a.m. EDT. The purpose of the meeting is for the MSAAC to advise the OCC on regulatory or other changes the OCC may make to ensure the health and viability of mutual savings associations. The agenda includes a discussion of current topics of interest to the industry.

Members of the public may submit written statements to the MSAAC. The OCC must receive written statements no later than 5:00 p.m. EDT on Thursday, March 30, 2023. Members of the public may submit written statements to MSAAC@occ.treas.gov.

Members of the public who plan to attend the meeting should contact the OCC by 5:00 p.m. EDT on Thursday,

¹ <https://occ.gov/topics/supervision-and-examination/bank-management/mutual-savings-associations/mutual-savings-association-advisory-committee.html>.

March 30, 2023, to inform the OCC of their desire to attend the meeting and whether they will attend in person or virtually, and to obtain information about participating in the meeting. Members of the public may contact the OCC via email at MSAAC@OCC.treas.gov or by telephone at (202) 649-5420. Attendees should provide their full name, email address, and organization, if any. For persons who are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to arrange telecommunications relay services for this meeting.

Michael J. Hsu,

Acting Comptroller of the Currency.

[FR Doc. 2023-05530 Filed 3-17-23; 8:45 am]

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DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Notice of OFAC Sanctions Actions

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the names of one or more persons that have been placed on OFAC's Specially Designated Nationals and Blocked Persons List based on OFAC's determination that one or more applicable legal criteria were satisfied. All property and interests in property subject to U.S. jurisdiction of these persons are blocked, and U.S. persons are generally prohibited from engaging in transactions with them.

DATES: See Supplementary Information section for effective date(s).

FOR FURTHER INFORMATION CONTACT: OFAC: Andrea Gacki, Director, tel.: 202-622-2420; Associate Director for Global Targeting, tel.: 202-622-2420; Assistant Director for Sanctions Compliance & Evaluation, tel.: 202-622-2490; Assistant Director for Licensing, tel.: 202-622-2480; or Assistant Director