Agency heard from many drivers that they would like some regulatory flexibility to be able to sleep when they get tired or as a countermeasure to traffic congestion (i.e., an exemption from the requirement for consolidated sleeper berth time). FMCSA has reviewed the literature and conducted its own laboratory studies on the subject. The majority of sleep studies to date demonstrate that well-timed split sleep has either a positive or no effect on subsequent neurobehavioral performance. To determine whether split sleeper berth time affects driver safety performance and fatigue levels, FMCSA is introducing a pilot program to allow temporary regulatory relief from 49 CFR 395.1(g)(1) (the sleeper berth provision) for a limited number of commercial drivers who have valid commercial driver’s licenses (CDLs) and who regularly use sleeper berths.

II. Abstract of Pilot Program

The Flexible Sleeper Berth Pilot Program requires that participating drivers be provided relief from Part 395 concerning consolidated sleeper berth time requirements. Participating drivers will be asked if they have completed the Driver Education Module of the North American Fatigue Management Program (NAFMP) prior to study enrollment. If drivers have not completed the program, they will be given information on the program and encouraged, but not required, to complete these modules prior to participation in the study. During the pilot program, participating drivers will have the option to split their sleeper berth time, within parameters specified by FMCSA (i.e., participants will have exemption from the requirement for consolidated sleeper berth time). Driver metrics will be collected for the duration of the study, as discussed in Section III of this notice. Upon completion of the program, participants’ safety performance and fatigue levels will be analyzed, according to provision use, using a “within-subject and between-subject” study design. In this analysis, drivers will be compared among themselves and against other participating drivers. This pilot program seeks to produce statistically reliable evidence of the relationship between the degree of HOS flexibility and safety outcomes.

III. Data Collection Plan

Details of the data collection plan for this pilot program are subject to change based on comments to the docket and further review by analysts. Participating drivers will drive an instrumented vehicle for up to 3 consecutive months. At a minimum, FMCSA will gather the following data during the study:

- Electronic logging device (ELD) data, to evaluate duty hours and timing, driving hours and timing, rest breaks, off-duty time, and restart breaks.
- Onboard monitoring system (OBMS) data, to evaluate driving behaviors, safety-critical events (or SCEs, which include crashes, near-crashes, and other safety-related events), reaction time, fatigue, lane deviations, and traffic density, road curvature, and speed variability.
- Roadside violation data (from carriers and drivers), including vehicle, duty status, hazardous materials, and cargo-related violations (contingent upon inspections).
- Wrist actigraphy data,
- to evaluate total sleep time, time of day sleep was taken, sleep latency, and intermittent wakefulness.
- Psychomotor Vigilance Test (PVT)
- data, to evaluate drivers’ behavioral alertness based on reaction times.
- Subjective sleepiness ratings, using the Karolinska Sleepiness Scale (KSS),
- to measure drivers’ perceptions of their fatigue levels.
- Sleep logs, in which drivers will document when they are going to sleep, when they wake up, and whether they are using the sleeper berth. For split-sleep days, drivers will record how and why they chose to split their sleep.
- Other information that may be needed, such as vehicle miles traveled (VMT), will also be collected through the participating carrier. Every effort will be made to reduce the burden on the carrier in collecting and reporting this data.

IV. Paperwork Reduction Act

The Paperwork Reduction Act of 1995 (the PRA) prohibits agencies from conducting information collection (IC) activities until they analyze the need for the collection of information and how the collected data will be managed. Agencies must also analyze whether technology could be used to reduce the burden imposed on those providing the data. The Agency must estimate the time burden required to respond to the IC requirements, such as the time required to complete a particular form. The Agency submits its IC analysis and burden estimate to OMB as a formal ICR; the Agency cannot conduct the information collection until OMB approves the ICR.

V. Request for Public Comments

FMCSA asks for comment on the IC requirements of this study. Comments can be submitted to the docket as outlined under ADDRESSES at the beginning of this notice. You are asked to comment on any aspect of this information collection, including:

1. Whether the proposed collection is necessary for the performance of FMCSA’s functions.
2. The accuracy of the estimated burden.
3. Ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information.
4. Ways that the burden could be minimized without reducing the quality of the collected information.
5. Whether the data collection efforts proposed for carriers and drivers are burdensome enough to discourage their participation.
6. How data collection efforts should differ for team drivers.

Issued under the authority of 49 CFR 1.87 on: June 20, 2017.
Kelly Regal,
Associate Administrator, Office of Research and Information Technology.

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration
[DOCKET NUMBER MARAD–2017–0113]

Waiver Request for Aquaculture Support Operations for the 2017 Calendar Year: SADIE JANE

AGENCY: Maritime Administration, DOT.
ACTION: Notice and request for comments.

SUMMARY: Pursuant to a delegation of authority from the Secretary of Transportation, the Maritime Administrator is authorized to issue waivers allowing documented vessels with only registry endorsements or foreign flag vessels to be used in operations that treat aquaculture fish or protect aquaculture fish from disease, parasitic infestation, or other threats to their health when suitable vessels of the United States are not available that could perform those services. A request
for such a waiver has been received by
the Maritime Administration (MARAD).
This notice is being published to solicit
comments intended to assist MARAD in
determining whether a suitable vessel of
the United States is available that could
perform the required services. If no
suitable U.S.-flag vessel is available, the
Maritime Administrator may issue a
waiver necessary to comply with USCG
Aquaculture Support regulations. A
brief description of the proposed
aquaculture support service is listed in
the SUPPLEMENTARY INFORMATION section
below.

DATES: Submit comments on or before

ADDRESSES: You may submit comments
identified by DOT Docket Number
MARAD–2017–0113 by any of the
following methods:
• On-line via the Federal Electronic
Search using “MARAD–2017–0113” and
follow the instructions for submitting comments.
• Mail/Hand-Delivery/Courier: Docket
Management Facility; U.S.
Department of Transportation, 1200
New Jersey Avenue SE., Room W12–
140, Washington, DC 20590. Submit
comments in an unbound format, no
larger than 81⁄2 by 11 inches, suitable for
copying and electronic filing.

Reference Materials and Docket
Information: You may view the
complete application, including the
aquaculture support technical service
requirements, and all public comments
at the DOT Docket on-line via http://
www.regulations.gov. Search using
“MARAD–2017–0113.” All comments
received will be posted without change
to the docket, including any personal
information provided. The Docket
Management Facility is open 9:00 a.m.
to 5:00 p.m., Monday through Friday,
except on Federal holidays.

FOR FURTHER INFORMATION CONTACT:
Bianca Carr, U.S. Department of
Transportation, Maritime
Administration, 1200 New Jersey
Avenue SE., Room W23–453,
Washington, DC 20590. Telephone 202–
366–9309, Email Bianca.carr@dot.gov.
If you have questions on viewing the
Docket, call Docket Operations,
telephone: (800) 647–5527.

SUPPLEMENTARY INFORMATION: As a result
of the enactment of the Coast Guard
Authorization Act of 2010, codified at
46 U.S.C. 12102, the Secretary of
Transportation has the discretionary
authority to issue waivers allowing
documented vessels with registry
documentation or foreign flag vessels to
be used in operations that treat
aquaculture fish from disease, parasitic
infestation, or other threats to their
health when suitable vessels of the
United States are not available that
could perform those services. The
Secretary has delegated this authority to
the Maritime Administrator. Pursuant to
this authority, MARAD is providing
notice of the service requirements
proposed by Cooke Aquaculture (Cooke)
in order to make a U.S.-flag vessel
availability determination. Specifics can
be found in Cooke’s application letter
posted in the docket.

In order to comply with USCG
Aquaculture Support regulations at 46
CFR part 106, Cooke is seeking a
MARAD Aquaculture Waiver to operate the
vessels SADIE JANE as follows:

Intended Commercial Use of Vessel:
“to use one highly-specialized foreign-
flag vessel referred to as a “wellboat” (or
“live fish carrier”) to treat Cooke’s
swimming inventory of farmed Atlantic
salmon in the company’s salt-water
grow-out pens off Maine’s North
Atlantic Coast. This treatment prevents
against parasitic infestation by sea lice
that is highly destructive to the salmon’s
health.”

Geographic Region: “off Maine’s
North Atlantic Coast”.

Requested Time Period: “2017
calendar year, from August 10, 2017 to
December 31, 2017.”

Interested parties may submit comments
providing detailed information relating to the availability
of U.S.-flag vessels to perform the
required aquaculture support services. If
MARAD determines, in accordance with
46 U.S.C. 12102(d)(1) and MARAD’s
regulations at 46 CFR part 388, that
suitable U.S.-flag vessels are available to
perform the required services, a waiver
will not be granted. Comments should
refer to the docket number of this notice
and the vessel name in order for
MARAD to properly consider the
comments. Comments should also state
the commenter’s interest in the waiver
application, and address the waiver
criteria set forth in 46 CFR 388.4.

Privacy Act
In accordance with 5 U.S.C. 553(c),
MARAD solicits comments from the
public to inform its process to
determine the availability of suitable
vessels. DOT posts these comments,
without edit, to www.regulations.gov, as
described in the system of records
notice, DOT/ALL–14 FDMS, accessible
through www.dot.gov/privacy. In order
to facilitate comment tracking and
response, we encourage commenters to
provide their name, or the name of their
organization; however, submission of
names is completely optional. Whether
or not commenters identify themselves,
all timely comments will be fully
considered. If you wish to provide
comments containing proprietary or
confidential information, please contact
the agency for alternate submission
instructions.

Authority: 49 CFR 1.93(w).

Dated: June 22, 2017.
By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,
Secretary, Maritime Administration.

[FR Doc. 2017–13413 Filed 6–26–17; 8:45 am]
BILLING CODE 4910–81–P

DEPARTMENT OF THE TREASURY
Office of the Comptroller of the
Currency
FEDERAL RESERVE SYSTEM
FEDERAL DEPOSIT INSURANCE
CORPORATION
Proposed Agency Information
Collection Activities; Comment
Request

AGENCY: Office of the Comptroller of the
Currency (OCC), Treasury; Board of
Governors of the Federal Reserve
System (Board); and Federal Deposit
Insurance Corporation (FDIC).

ACTION: Joint notice and request for
comment.

SUMMARY: In accordance with the
requirements of the Paperwork
Reduction Act (PRA) of 1995, the OCC,
the Board, and the FDIC (the
“agencies”) may not conduct or
sponsor, and the respondent is not
required to respond to, an information
collection unless it displays a currently
valid Office of Management and Budget
(OMB) control number. The Federal
Financial Institutions Examination
Council (FFIEC), of which the agencies
are members, has approved the
agencies’ publication for public
comment of a proposal to revise the
Consolidated Reports of Condition and
Income for a Bank with Domestic
Offices Only and Total Assets Less Than
$1 Billion (FFIEC 051), the Consolidated
Reports of Condition and Income for a
Bank with Domestic Offices Only
(FFIEC 041), and the Consolidated
Reports of Condition and Income for a
Bank with Domestic and Foreign
Offices (FFIEC 031), which are currently
approved collections of information.

The Consolidated Reports of Condition
and Income are commonly referred to as
the Call Report.