

enhance transparency and stakeholder interaction through improvements to the international standards portion of its website.

**DATES:** Tuesday, June 12, 2018.

**ADDRESSES:** Both meetings will be held at the DOT Headquarters Conference Center, West Building, Oklahoma City Conference Room, 1200 New Jersey Avenue SE, Washington, DC 20590.

*Times and Locations:* PHMSA public meeting: 9:00 a.m. to 12:00 p.m. ET, Oklahoma City Conference Room, OSHA public meeting: 1:00 p.m. to 4:00 p.m. ET, Oklahoma City Conference Room.

*Advanced Meeting Registration:* DOT requests that attendees pre-register for these meetings by completing the form at: <https://www.surveymonkey.com/r/LQQFCCHS>.

Attendees may use the same form to pre-register for both meetings. Failure to pre-register may delay your access into the DOT Headquarters building. Additionally, if you are attending in person, arrive early to allow time for security checks necessary to access the building.

Conference call-in and “Skype meeting” capability will be provided for both meetings. Specific information on such access will be posted when available at <https://www.phmsa.dot.gov/international-program/international-program-overview>. under Upcoming Events. This information will also be posted on OSHA’s Hazard Communication website on the international tab at: [https://www.osha.gov/dsg/hazcom/hazcom\\_international.html#meeting-notice](https://www.osha.gov/dsg/hazcom/hazcom_international.html#meeting-notice).

**FOR FURTHER INFORMATION CONTACT:** At the Department of Transportation, please contact: Mr. Steven Webb or Mr. Aaron Wiener, Office of Hazardous Materials Safety, Department of Transportation, Washington, DC 20590, telephone: (202) 366–8553.

At the Department of Labor, please contact: Ms. Maureen Ruskin, OSHA Directorate of Standards and Guidance, Department of Labor, Washington DC 20210, telephone: (202) 693–1950, email: [ruskin.maureen@dol.gov](mailto:ruskin.maureen@dol.gov).

**SUPPLEMENTARY INFORMATION:**

*The OSHA Meeting:* OSHA is hosting an open informal public meeting of the U.S. Interagency GHS Coordinating Group to provide interested groups and individuals with an update on GHS-related issues and an opportunity to express their views orally and in writing for consideration in developing U.S. Government positions for the upcoming UNSCEGHS meeting.

General topics on the agenda include:

- Review of working papers

- Correspondence group updates
- Regulatory Cooperation Council (RCC) update

Information on the work of the UNSCEGHS including meeting agendas, reports, and documents from previous sessions, can be found on the United Nations Economic Commission for Europe (UNECE) Transport Division website located at the following web address: [http://www.unece.org/trans/danger/publi/ghs/ghs\\_welcome\\_e.html](http://www.unece.org/trans/danger/publi/ghs/ghs_welcome_e.html).

The UNSCEGHS bases its decisions on Working Papers. The Working Papers for the 35th session of the UNSCEGHS are located at: <https://www.unece.org/trans/main/dgdb/dgsubc4/c42018.html>.

Informal Papers submitted to the UNSCEGHS provide information for the Sub-committee and are used either as a mechanism to provide information to the Sub-committee or as the basis for future Working Papers. Informal Papers for the 35th session of the UNSCEGHS are located at: <https://www.unece.org/trans/main/dgdb/dgsubc4/c4inf35.html>.

In addition to participating at the public meeting, interested parties may submit comments on the Working and Informal Papers for the 35th session of the UNSCEGHS to the docket established for International/Globally Harmonized System (GHS) efforts at <http://www.regulations.gov>, Docket No. OSHA–2016–0005.

*The PHMSA Meeting:* The **Federal Register** notice and additional detailed information relating to PHMSA’s public meeting will be available upon publication at: <http://www.regulations.gov> (Docket No. PHMSA–2018–0024; Notice No. 2018–07), and on the PHMSA website at: <https://www.phmsa.dot.gov/international-program/international-program-overview>.

The primary purpose of PHMSA’s meeting is to prepare for the 53rd session of the UNSCE TDG. This session represents the third meeting scheduled for the 2017–2018 biennium. UNSCE TDG will consider proposals for the 21st Revised Edition of the *United Nations Recommendations on the Transport of Dangerous Goods* (Model Regulations), which may be implemented into relevant domestic, regional, and international regulations from January 1, 2021. Copies of working documents, informal documents, and the meeting agenda may be obtained from the United Nations (UN) Transport Division’s website at: <https://www.unece.org/trans/main/dgdb/dgsubc3/c32018.html>.

During this meeting, PHMSA is also soliciting input relative to preparing for the 53rd session of the UNSCE TDG as well as potential new work items which

may be considered for inclusion in its international agenda. Following the 53rd session of the UNSCE TDG, a copy of the Sub-Committee’s report will be available at the UN Transport Division’s website at: <http://www.unece.org/trans/main/dgdb/dgsubc3/c3rep.html>.

Additional information regarding the UNSCE TDG and related matters can be found on PHMSA’s website at <https://www.phmsa.dot.gov/international-program/international-program-overview>.

*Authority and Signature:* This document was prepared under the direction of Loren Sweatt, Deputy Assistant Secretary of Labor for Occupational Safety and Health, U.S. Department of Labor, pursuant to sections 4, 6, and 8 of the Occupational Safety and Health Act of 1970 (29 U.S.C. 653, 655, 657), and Secretary’s Order 1–2012 (77 FR 3912), (Jan. 25, 2012).

Signed at Washington, DC, on May 11, 2018.

**Loren Sweatt,**

*Deputy Assistant Secretary of Labor for Occupational Safety and Health.*

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**BILLING CODE 4510–26–P**

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## OFFICE OF MANAGEMENT AND BUDGET

### Maritime Regulatory Reform

**AGENCY:** Office of Information and Regulatory Affairs, Office of Management and Budget.

**ACTION:** Request for information (RFI).

**SUMMARY:** Consistent with Executive Order 12866 and the Regulatory Right to Know Act, the Office of Information and Regulatory Affairs (OIRA), within the Office of Management and Budget is seeking public input on how the Federal government may prudently manage regulatory costs imposed on the maritime sector. Multiple Federal agencies regulate the U.S. maritime sector consistent with their statutory authorities. OIRA seeks public comment on how existing agency requirements affecting the maritime sector can be modified or repealed to increase efficiency, reduce or eliminate unnecessary or unjustified regulatory burdens, or simplify regulatory compliance while continuing to meet statutory missions. This RFI is meant to inform agencies’ development of regulatory reform proposals. Additionally, OIRA intends to make all submissions publicly available on [www.regulations.gov](http://www.regulations.gov).

**DATES:** Written comments and information are requested on or before July 16, 2018.

**ADDRESSES:** Interested persons are encouraged to submit comments, identified by “Maritime Regulatory Reform RFI,” by any of the following methods: *Federal Rulemaking Portal*: <http://www.regulations.gov>. Follow the instructions for submitting comments. Email: [OMB.DeregulatoryRFI@OMB.eop.gov](mailto:OMB.DeregulatoryRFI@OMB.eop.gov). Include “Maritime Regulatory Reform RFI” in the subject line of the message.

**FOR FURTHER INFORMATION CONTACT:** Shannon Joyce, Office of Information and Regulatory Affairs, 725 17th Street NW, Washington, DC 20503. Telephone: 202-395-5897.

**SUPPLEMENTARY INFORMATION:**

**I. Background**

*A. Executive Order 13771*

On January 30, 2017, the President issued Executive Order 13771, “Reducing Regulation and Controlling Regulatory Costs.” That Order stated, “[T]he policy of the executive branch is to be prudent and financially responsible in the expenditure of funds, from both public and private sources.” The Order stated, “[I]t is essential to manage the costs associated with the governmental imposition of private expenditures required to comply with Federal regulations.” On February 24, 2017, the President issued Executive Order 13777, “Enforcing the Regulatory Reform Agenda.” The Order, among other things, directed each agency to establish a Regulatory Reform Task Force (RRTF) to make recommendations to the agency head regarding the repeal, replacement, or modification of existing regulations, consistent with applicable law. At a minimum, each RRTF is directed to attempt to identify regulations that:

- (i) Eliminate jobs, or inhibit job creation;
- (ii) are outdated, unnecessary, or ineffective;
- (iii) impose costs that exceed benefits;
- (iv) create a serious inconsistency or otherwise interfere with regulatory reform initiatives and policies;
- (v) are inconsistent with the requirements of Information Quality Act, or the guidance issued pursuant to that Act, in particular those regulations that rely in whole or in part on data, information, or methods that are not publicly available or that are insufficiently transparent to meet the standard for reproducibility; or
- (vi) derived from or implement Executive Orders or other Presidential

directives that have been subsequently rescinded or substantially modified.

Although agencies are directed by Executive Order 12866 to promulgate rules “only upon a reasoned determination that the benefits of the intended regulation justify its costs,” it is difficult to predict all of the consequences of a rule, including its costs and benefits, until it has been put into place. In addition, circumstances surrounding a rule often change because of changes in technology, information availability, market conditions, or other reasons. The regulatory programs of two agencies may apply to the same population in a way that is redundant, or the programs of one agency may complicate compliance with the programs of another agency as an unintended consequence.

To facilitate implementation of these Executive Orders in the maritime sector, OIRA is seeking public comment on how best to achieve meaningful burden reduction in the maritime sector—across all agencies operating in this space—while continuing to fulfill agencies’ statutory responsibilities and objectives. OIRA is also interested in understanding how regulations from the United States might be better coordinated with the regulations and requirements of other countries, especially Canada and Mexico, in shared bodies of water. Although some agencies that regulate the maritime sector have previously sought regulatory reform ideas, this RFI seeks broader input on regulations across all agencies regulating the maritime sector. OIRA intends to communicate regulatory reform suggestions suggested by the public to the RRTFs at the appropriate federal agencies for their consideration and to aid the agencies in the coordination of interagency streamlining of regulatory requirements.

*B. Definition of the Maritime Sector*

For purposes of this initiative, the maritime sector includes all enterprises related to maritime commerce, including: (1) Designing, building, acquiring, repairing, or scrapping vessels; (2) operating, manning, or maintaining vessels, port facilities, or shipyards; (3) operating shipping lines, customs brokerage services, shipping and freight forwarding services, or maritime activities related to resource extraction, renewable energy, cable laying, or marine research.

OIRA is particularly interested in learning more about experiences with regulations involving cargo or passenger vessels, but welcomes any comment falling under the definition above.

The maritime sector is subject to regulation by multiple federal agencies, including but not limited to, the Federal Maritime Commission, the Department of Transportation, the Department of Homeland Security, the Department of Defense, the Department of Labor, the Department of Commerce, the Environmental Protection Agency, the Council on Environmental Quality, and the Department of the Interior.

**II. Request for Information**

OIRA seeks information from members of the public on maritime regulations promulgated by agencies of the Federal government. The goal is to identify existing rules that are inefficient, obsolete, unnecessary, redundant, or otherwise not justified. OIRA seeks views from the public on specific rules or information requirements that should be altered, streamlined, or eliminated.

To allow OIRA to more effectively evaluate maritime regulatory reform suggestions, OIRA requests that comments include:

- Supporting data or other information such as cost information;
- Specific suggestions regarding repeal, replacement, or modification, including, if possible, citations to the relevant sections of the Code of Federal Regulations;
- Insight into the experiences of the regulated public regarding regulatory redundancy, compliance inefficiencies, outdated requirements, etc.;
- Information regarding difficulties for small- and medium-sized enterprises that may not have been initially taken into consideration when the regulatory program was promulgated; or
- Information regarding the possibility of increased regulatory cooperation between the United States and foreign partners, especially Canada and Mexico, to relieve burden on the industry.

OIRA provides the following list of questions to guide public input. This non-exhaustive list is meant to assist in the formulation of comments and is not intended to restrict the issues that may be addressed. In addressing these questions or others, OIRA requests that commenters specify the regulation, guidance document, or form or reporting requirement at issue, providing legal citation or form number where known and available. OIRA also requests that commenters provide, in as much detail as possible, an explanation of why the regulatory requirement should be modified, streamlined, or repealed, as well as specific suggestions of ways agencies can do so while achieving their regulatory objectives.

(1) Are there regulations that have become unnecessary, ineffective, or are no longer justified, and if so what are they (e.g., vessel equipment, manning, or reporting requirements)?

(2) Are there rules or reporting requirements that have become outdated and, if so, how can they be modernized to better accomplish their objective?

(3) Are there requirements (e.g. flagging, certification, or training rules) that could be streamlined, reduced, or provided in an easier-to-access manner, such as online training and certification?

(4) Are there rules from different agencies that involve similar, overlapping activities such as training, drills, or inspections that might be consolidated or coordinated to reduce the regulatory burden on the industry?

(5) Are there reporting or other information collection requirements imposed by multiple regulatory agencies that involve similar, overlapping reporting that might be consolidated or coordinated to reduce the regulatory burden on the industry?

(6) Are there rules or reporting requirements imposed by the United States and other countries—especially Canada and Mexico—that are inconsistent with one another to the point of creating barriers to commerce? Are there reporting requirements between Canada and the United States, particularly on the Great Lakes, that are similar to the point that the two countries may be able to share information, to the extent permissible by law, to reduce the burden on industry?

(7) Are there rules that have not achieved their intended purpose or otherwise not operating as well as expected such that a modified, or different approach at lower cost should be considered?

(8) Are there rules that are preventing or creating barriers to the adoption of new, innovative technologies in the maritime industry?

(9) Are there rules preventing, curtailing, or causing the decision to outsource maritime related activities that would otherwise add value to the domestic economy? What types of economically beneficial maritime activities might be animated if these rules were abolished?

(10) Do agencies currently collect information that they do not need or use effectively?

(11) Are there regulations, reporting requirements, or regulatory processes that are unnecessarily complicated that could be made more efficient?

(12) Are there rules or reporting requirements that have been overtaken

by technological developments? Can new technologies be leveraged to modify, streamline, or do away with existing regulatory or reporting requirements?

(13) How can agencies that regulate the maritime sector best reduce regulatory costs while achieving the agencies' statutory objectives, and how can they best identify those rules that might be modified, streamlined, or repealed?

(14) What factors should agencies consider in selecting and prioritizing rules and reporting requirements for reform?

(15) How can agencies obtain and analyze accurate, objective information and data about the costs and benefits of existing regulations? Are there existing sources of data to use to evaluate the current effects of regulations?

This RFI is meant to inform agencies' development of regulatory reform proposals. OIRA intends to make all submissions publicly available on [www.regulations.gov](http://www.regulations.gov).

**Neomi Rao,**

*Administrator, Office of Information and Regulatory Affairs.*

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## **NATIONAL FOUNDATION ON THE ARTS AND THE HUMANITIES**

### **Institute of Museum and Library Services**

#### **Submission for OMB Review, Comment Request, Proposed Collection: IMLS Grant Application Forms**

**AGENCY:** Institute of Museum and Library Services, National Foundation on the Arts and the Humanities.

**ACTION:** Submission for OMB review, comment request.

**SUMMARY:** The Institute of Museum and Library Services announces the following information collection has been submitted to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act. This program helps to ensure that requested data can be provided in the desired format, reporting burden (time and financial resources) is minimized, collection instruments are clearly understood, and the impact of collection requirements on respondents can be properly assessed. This notice proposes the clearance of the IMLS Grant Application Forms for another three year period.

A copy of the proposed information collection request can be obtained by contacting the individual listed below in the **ADDRESSES** section of this notice.

**DATES:** Comments must be submitted to the office listed in the **FOR FURTHER INFORMATION CONTACT** section below on or before June 17, 2018.

OMB is particularly interested in comments that help the agency to:

- Evaluate whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;
- Evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;
- Enhance the quality, utility, and clarity of the information to be collected; and
- Minimize the burden of the collection of information on those who are to respond, including through the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submission of responses).

**ADDRESSES:** Comments should be sent to Office of Information and Regulatory Affairs, *Attn.:* OMB Desk Officer for Education, Office of Management and Budget, Room 10235, Washington, DC 20503, (202) 395-7316.

**FOR FURTHER INFORMATION CONTACT:** Dr. Sandra Webb, Director of Grant Policy and Management, Institute of Museum and Library Services, 955 L'Enfant Plaza North SW, Suite 4000, Washington, DC 20024-2135. Dr. Webb can be reached by Telephone: 202-653-4718 Fax: 202-653-4608, or by email at [swebb@imls.gov](mailto:swebb@imls.gov), or by teletype (TTY/TDD) for persons with hearing difficulty at 202-653-4614.

**SUPPLEMENTARY INFORMATION:** The Institute of Museum and Library Services is the primary source of federal support for the nation's libraries and museums. We advance, support, and empower America's museums, libraries, and related organizations through grant making, research, and policy development. Our vision is a nation where museums and libraries work together to transform the lives of individuals and communities. To learn more, visit [www.imls.gov](http://www.imls.gov).

*Current Actions:* To administer the IMLS processes of grants and cooperative agreements, IMLS uses standardized application forms, guidelines and reporting forms for