

Respondent's grant applications, articles, and posters in question examined the differential effects of endothelin receptor antagonists on traumatic brain injury-induced hypoperfusion of cerebral blood flow, neuronal cell injury, and cognition in rat animal models.

Respondent recklessly included falsely described images in the following grant applications:

- R01 NS064976–01A1 submitted to NINDS, NIH (unfunded)
- R01 NS064976–01A2 submitted to NINDS, NIH (funded)
- R01 NS065824–01 submitted to NINDS, NIH (unfunded)

Respondent recklessly included falsely described images in the following publications and posters:

- “Differential effects of endothelin receptor A and B antagonism on cerebral hypoperfusion following traumatic brain injury.” *Neurological Research* 32(2):209–14, 2010 Mar (“NR2010”). Retracted in *Neurological Research* 39(5):472, 2017 May.
- “Clazosentan, a novel endothelin A antagonist, improves cerebral blood flow and behavior after traumatic brain injury.” *Neurological Research* 33(2):208–13, 2011 Mar (“NR2011–1”). Retracted in *Neurological Research* 39(5):472, 2017 May.
- 2009 poster for a Department of Veterans Affairs (VA) presentation: “Using endothelin-A antagonists to ameliorate hypoperfusion and cognitive deficits following brain trauma: towards a clinical trial” (“VA2009”).
- 2010 poster for a VA presentation: “Endothelin-1 receptor A antagonists improve neurologic and cognitive outcome following TBI” (“VA2010”).

The following findings of research misconduct were proven by a preponderance of the evidence. Respondent recklessly included:

- falsely described Fluoro-Jade stained images of rat brain cells in:
  - Figure 8 (left panel) in R01 NS064976–01A1
  - Figure 8B (left panel) in R01 NS064976–01A2
  - Figures 4A–F in R01 NS065824–01
  - Figure 3 (right and left panels) in NR2011–1
  - Figure 5C in NR2010
  - Figure 3 (panel 3) and Figure 6 (right and left panels) in VA2009
  - Figure 3 (panel 3) and Figure 6 (right and left panels) in VA2010
- falsely described systolic blood pressure curves in Figures 4A and 4B in NR2010
- falsely described cerebral blood flow graphs in:
  - Figure 5 (left panel) in R01

- NS064976–01A1
  - Figure 5 (left panel) in R01 NS064976–01A2
  - Figure 3A in NR2010
  - Figure 5 in VA2009
  - Figure 5 in VA2010
- falsely described Western blot images in one of the following three grant applications (because at least one of the three must be false): Figure 1 (me+TBI panel for VEGF) in R01 NS065824–01, Figure 2B in R01 NS064976–01A1, and Figure 2B in R01 NS064976–01A2
- falsely described Western blot images in:
  - Figure 2A in R01 NS064976–01A1
  - Figure 2A in R01 NS064976–01A2
- a falsely described image of lectin labeled rat brain section in Figure 2C in R01 NS065824–01

Thus, the research misconduct findings set forth above became effective, and the following administrative actions have been implemented for a period of five (5) years, beginning on July 13, 2018:

- (1) Dr. Kreipke is debarred from any contracting or subcontracting with any agency of the United States Government and from eligibility or involvement in nonprocurement programs of the United States Government referred to as “covered transactions” pursuant to HHS’ Implementation (2 CFR part 376) of Office of Management and Budget (OMB) Guidelines to Agencies on Governmentwide Debarment and Suspension (2 CFR part 180); and
- (2) Dr. Kreipke is prohibited from serving in any advisory capacity to PHS including, but not limited to, service on any PHS advisory committee, board, and/or peer review committee, or as a consultant.

**Wanda K. Jones,**

*Interim Director, Office of Research Integrity.*

[FR Doc. 2018–16693 Filed 8–3–18; 8:45 am]

**BILLING CODE 4150–31–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[Docket Number USCG–2018–0193]

### Polar Icebreaker Program; Preparation of Environmental Impact Statement

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of Availability and request for comments.

**SUMMARY:** The U.S. Coast Guard, as lead agency, announces the availability of a draft Programmatic Environmental Impact Statement (EIS) in accordance

with the National Environmental Policy Act (NEPA) for the Polar Icebreaker Program’s design and build of up to six polar icebreakers. The U.S. Coast Guard requests public comments on the draft EIS.

**DATES:** Comments must be submitted to the online docket via <http://www.regulations.gov> on or before September 20, 2018.

**ADDRESSES:** You may submit comments identified by docket number USCG–2018–0193 using the Federal portal at <http://www.regulations.gov>. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this notice of intent, email Mr. Ahmed Majumder, Deputy Program Manager, Polar Icebreaker Program, U.S. Coast Guard; email [PIBEnvironment@uscg.mil](mailto:PIBEnvironment@uscg.mil).

### SUPPLEMENTARY INFORMATION:

#### I. Table of Abbreviations

CFR Code of Federal Regulations  
CGC Coast Guard Cutter  
EIS Environmental Impact Statement  
FR Federal Register  
NEPA National Environmental Policy Act  
PIBs Polar Icebreakers  
U.S.C. United States Code

#### II. Background and Purpose

The U.S. Coast Guard’s current fleet of polar icebreakers (PIBs) consists of two heavy icebreakers, Coast Guard Cutter (CGC) POLAR STAR and CGC POLAR SEA, and one medium icebreaker, CGC HEALY. The U.S. Coast Guard’s heavy icebreakers have both exceeded their designed 30 year service life. CGC POLAR STAR was commissioned in 1976 and CGC POLAR SEA in 1978. CGC POLAR STAR began reactivation in 2010 and completed a service life extension in 2013 to allow CGC POLAR STAR to operate for an additional seven to ten years. CGC POLAR SEA has remained out of service since 2010 and is not expected to be reactivated. The current PIB program acquisition strategy is approved to construct up to three heavy PIBs and may (at a future date) potentially expand to include up to three medium icebreakers, with planned service design lives of 30 years each. The first of these new PIBs is expected to be delivered in 2023. Because the first new PIB would not be operational in the Polar Regions until at least 2023, new information may become available after the completion of this EIS. In that case, supplemental NEPA documentation may, as appropriate, be prepared in

support of individual proposed actions. Examples of new information may include, but are not limited to, changes to a species listing status or any other applicable laws and directives, and information regarding mission, training, homeporting, maintenance, and eventual decommissioning of the new PIBs.

A new PIB would be designed to carry out the U.S. Coast Guard's primary missions supported by the current polar icebreaker fleet. Expected missions include Ice Operations, Defense Readiness, Aids to Navigation, Living Marine Resources, Marine Safety, Marine Environmental Protection, Other Law Enforcement, Ports, Waterways, and Coastal Security, and Search and Rescue.

In executing its various missions, the U.S. Coast Guard protects the public, the environment, and U.S. economic and security interests in any maritime region, including international waters and the Nation's coasts, ports, and inland waterways, as required to support national security. Legislation and executive orders assign the U.S. Coast Guard a wide range of responsibilities applicable to Polar Regions. The U.S. Coast Guard derives its authority for the use of icebreaking from several statutes governing execution of its missions. These include 14 U.S.C. 81 (Coast Guard establishment, maintenance, and operation of aids to navigation), 14 U.S.C. 88 (Coast Guard saving of life and property), 14 U.S.C. 89 (Coast Guard law enforcement), 14 U.S.C. 90 (Arctic maritime transportation), 14 U.S.C. 91 (controlling anchorage and movement of vessels), 14 U.S.C. 94 (conduct oceanographic research), and 14 U.S.C. 141 (cooperation with agencies, States, territories, and others). In addition, Executive Order 7521 (Use of Vessels for Icebreaking in Channels and Harbors), 1 FR 2184, Dec. 24, 1936, directs the U.S. Coast Guard to assist in keeping channels and harbors open to navigation by means of icebreaking operations.

The U.S. Coast Guard proposes to conduct polar icebreaker operations and training exercises to meet Coast Guard mission responsibilities in the U.S. Arctic and Antarctic Regions of operation, in addition to vessel performance testing post-dry dock in the Pacific Northwest near the current polar icebreaker homeport of Seattle, Washington. The exact location for future homeporting has not been determined, but the current fleet of polar icebreakers is homeported in Seattle, Washington.

Polar Regions are becoming increasingly important to U.S. national

interests. The changing environment in these regions could lead to a rise in human activity and increased commercial ship, cruise ship, and naval surface ship operations, as well as increased exploration for oil and other resources, particularly in the Arctic. One of the U.S. Coast Guard's highest priorities is safety of life at sea. This entails the Arctic responsibilities described above as well as assisting with Antarctica logistics at McMurdo Station. Long-term projected increases in U.S. Coast Guard mission demand in the Polar Regions would require additional support from PIBs. A lack of infrastructure, polar environmental conditions, and long distances between operating areas and support bases all influence the U.S. Coast Guard's ability to provide comparable service and presence in Polar Regions as compared to that provided in other non-polar areas of operation with existing Coast Guard assets.

This EIS will analyze the potential impacts of up to six new PIBs, as this is the maximum number anticipated to be operational in the Polar Regions under the current PIB program acquisition strategy; A lesser number of icebreakers is expected to result in a similar or reduced impact than what will be discussed and evaluated in this EIS. Potential environmental stressors include acoustic (underwater acoustic transmissions, vessel noise, icebreaking noise, aircraft noise, and gunnery noise), and physical (vessel movement, aircraft or in-air device movement, in-water device movement, icebreaking, and marine expended materials).

### III. Scoping Process

The U.S. Coast Guard conducted scoping in accordance with Council on Environmental Quality (CEQ) regulations implementing the NEPA (40 CFR 1500 et seq.) through public comment and public meetings. A summary of the scoping process can be found in the draft EIS.

### IV. Public Participation and Request for Comments

We encourage you to submit comments (or related material) on the draft Programmatic Environmental Impact Statement. We will consider all submissions and may adjust our final action based on your comments. If you submit a comment, please include the docket number for this notice, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

We encourage you to submit comments through the Federal

eRulemaking Portal at <http://www.regulations.gov>. If your material cannot be submitted using <http://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions. Documents mentioned in this notice, and all public comments, are in our online docket at <http://www.regulations.gov> and can be viewed by following that website's instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted or a final EIS is published.

We accept anonymous comments. All comments received will be posted without change to <http://www.regulations.gov> and will include any personal information you have provided. For more about privacy and the docket, you may review a Privacy Act notice regarding the Federal Docket Management System in the March 24, 2005, issue of the **Federal Register** (70 FR 15086).

This notice is issued under authority of 5 U.S.C. 552(a).

Dated: June 31, 2018.

**Ahmed Majumder,**

*U.S. Coast Guard, Program Manager, Polar Icebreaker Program.*

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**BILLING CODE 9110-04-P**

## DEPARTMENT OF HOMELAND SECURITY

### Federal Emergency Management Agency

[Docket ID FEMA-2008-0010]

### Board of Visitors for the National Fire Academy

**AGENCY:** Federal Emergency Management Agency, DHS.

**ACTION:** Committee management; notice of open federal advisory committee meeting.

**SUMMARY:** The Board of Visitors for the National Fire Academy (Board) will meet on August 27-28, 2018, in Emmitsburg, Maryland. The meeting will be open to the public.

**DATES:** The meeting will take place on Monday, August 27, 8:00 a.m. to 5:00 p.m. Eastern Daylight Time and on Tuesday, August 28, 8:00 a.m. to 5:00 p.m. Eastern Daylight Time. Please note that the meeting may close early if the Board has completed its business.

**ADDRESSES:** The meeting will be held at the National Emergency Training Center, 16825 South Seton Avenue,