

The purpose for obtaining data in this study is to quantify safety implications of the four human-ADS teaming use cases described above. Specifically, this project will provide data to assess the safety benefits and disbenefits associated with human-ADS teaming scenarios: (i) driver use, workload, fatigue, alertness, and distraction when teaming with an ADS; (ii) remote assistant/driver use, workload, fatigue, alertness, and distraction while actively monitoring and/or controlling an ADS-equipped truck; (iii) driver re-engagement to the driving task after taking over from ADS or remote driver control; and (iv) fleet acceptance and future integration possibilities.

Additionally, data from this study will support the analysis of potential requests for relief from FMCSA's HOS regulations under 49 U.S.C. 31315 and 49 CFR part 381. Answers to these research questions will provide insight into the potential safety implications and human factors associated with human-ADS team driving applications.

The study includes data collection from a series of questionnaires and a driving-simulator focused experiment. The collected survey data will support the simulator experiment data. The survey data will be used in two ways: in the assessment of driving performance data as covariates in the model (to control for certain demographic variables, such as age, gender, and experience, and to control for previous perceptions of safety technologies) and to answer research questions on the human factors and the relationship the safety benefits of each of the four human-ADS team driving applications. Data on workload, fatigue, alertness, inattention, and performance will be collected from the simulator experiment. Eligible drivers will hold a valid commercial driver's license, currently drive a CMV, be 21 years of age or older, and pass the motion sickness history screening questionnaire.

We anticipate 80 participants in total will complete the driving simulator study. Data will be collected over one study session lasting up to 17 hours. Questionnaire data will be collected prior to the simulator study, during the simulator study, and after the simulator study. All questionnaires will be preloaded in an app format for drivers to complete on a tablet.

The analysis methodology uses a multifaceted approach to address research questions on driver workload, fatigue, alertness, distraction, and rate of safety-critical events. The principal statistical method for analyzing the data will include mixed models to account

for multiple, correlated data points from a single participant. Eye-tracking data will be used to assess driver workload, fatigue, alertness, distraction, and reaction time. These data will be described using summary statistics and advanced plotting techniques to visually compare drivers and remote drivers during in-vehicle driving, vehicle monitoring, and remote assistance/driving. A generalized linear mixed model (GLMM) will be used to assess differences in average fatigue, workload, alertness, distraction, and reaction times between in-vehicle driving and remote driving operation types. In the transportation safety field, GLMMs are often used to analyze driver behavior and assess relationships between driving scenarios and behaviors. Finally, rates of safety-critical events, including unintentional lane deviations (which are surrogates for fatigue and alertness), will be analyzed using a Poisson or negative binomial mixed-effect regression model. Poisson or negative binomial regression models are standard practice for the assessment of events over a unit of exposure in the field of transportation safety.

FMCSA published the 60-day **Federal Register** notice on June 8, 2023, and the comment period closed on August 7, 2023 (88 FR 37597). A total of three comments were received from the public. The first comment was submitted by the American Property Casualty Insurance Association (APCIA). APCIA supported the study, indicating that the study will provide important data on how human-ADS teaming may affect driver workload, fatigue, and alertness. Additionally, APCIA's comment discussed the challenges associated with developing insurance policies for ADS-equipped CMVs, which will be dependent on access to information to identify vehicles with ADS and their functions. FMCSA agrees that results from this study will provide important data on how human-ADS teaming applications affect drivers' workload and attention; however, it is not within the scope of this study to examine how the public and insurers can access information on a CMV's ADS and its functions.

The second comment was submitted by an individual. This comment expressed concerns for the safety of ADS-equipped CMVs and how ADS-equipped trucks will be compliant during a roadside inspection. FMCSA is actively engaged in many research and administrative activities to help improve the safety of CMV drivers and the general public, including research on ADS-equipped CMVs. There are many research questions that need to be

answered before ADS-equipped CMVs are deployed at scale. Some of these research questions are focused on the ADS technology itself to ensure that the ADS technology functions as intended and incorporates the appropriate redundant failsafe systems. Other research questions focus on the human factors associated with how drivers will interact and team with ADS and how law enforcement will ensure the safe operation of ADS-equipped CMVs. Results from this study, and other studies focused on ADS-equipped CMVs, will help to ensure the safety of ADS and drivers on the road.

The final comment was submitted by the Autonomous Vehicle Industry Association (AVIA). AVIA supported the study as a means to gather additional information that could be used, in part, to inform decisions in response to potential requests for relief from FMCSA's HOS under 49 U.S.C. 31315 and 49 CFR part 381. Additionally, AVIA requested that FMCSA amend the language in the study to align with terminology used in SAE J3016. Specifically, AVIA recommended replacing the term "remote monitor" with "remote assistant" and "remote operator" with "remote driver." FMCSA agrees that the use of consistent terminology is important when describing ADSs. FMCSA has revised those phrases to align with SAE J3016.

*Public Comments Invited:* 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; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority of 49 CFR 1.87.

**Thomas P. Keane,**

*Associate Administrator, Office of Research and Registration.*

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**BILLING CODE 4910-EX-P**

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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.

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**SUMMARY:** The U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the name of one person whose property and interests in property have been unblocked and removed from the List of Specially Designated Nationals and Blocked Persons (SDN List).

**DATES:** See **SUPPLEMENTARY INFORMATION** section.

**FOR FURTHER INFORMATION CONTACT:** OFAC: Bradley T. Smith, Director, tel.: 202-622-2490; Associate Director for Global Targeting, tel.: 202-622-2420; Assistant Director for Licensing, tel.: 202-622-2480; Assistant Director for Regulatory Affairs, tel.: 202-622-4855; or Assistant Director for Sanctions Compliance & Evaluation, tel.: 202-622-2490.

**SUPPLEMENTARY INFORMATION:**

**Electronic Availability**

The SDN List and additional information concerning OFAC sanctions programs are available on OFAC's website (<https://www.treasury.gov/ofac>).

**Notice of OFAC Action**

On March 5, 2024, OFAC determined that the following person would be removed from the SDN List and that their property and interests in property subject to U.S. jurisdiction are unblocked pursuant to Executive Order (E.O.) 13818. This person is no longer subject to the blocking provisions of Section 1(a) of E.O. 13818.

**Individual**

1. RONDON RIJO, Angel, Ave. Anaconda #83 Torre Caney Apt. 25, Santo Domingo, Dominican Republic; DOB 16 Jul 1950; POB Higuey, Dominican Republic; Gender Male; Passport SC2249384 (Dominican Republic) issued 14 Jan 2015 expires 14 Jan 2021; alt. Passport 3297843 (Dominican Republic) issued 14 Jan 2015 expires 14 Jan 2021; National ID No. 00101629970 (Dominican Republic) (individual) [GLOMAG].

Dated: March 5, 2024.

**Bradley T. Smith,**

*Director, Office of Foreign Assets Control.*

[FR Doc. 2024-04964 Filed 3-7-24; 8:45 am]

**BILLING CODE 4810-AL-P**

**DEPARTMENT OF THE TREASURY**

**Internal Revenue Service**

**Open Meeting of the Taxpayer Advocacy Panel Joint Committee**

**AGENCY:** Internal Revenue Service (IRS) Treasury.

**ACTION:** Notice of meeting.

**SUMMARY:** An open meeting of the Taxpayer Advocacy Panel Joint Committee will be conducted. The Taxpayer Advocacy Panel is soliciting public comments, ideas, and suggestions on improving customer service at the Internal Revenue Service. This meeting will be held via teleconference through the Microsoft Teams Platform.

**DATES:** The meeting will be held Monday, April 22, 2024.

**FOR FURTHER INFORMATION CONTACT:** Conchata Holloway at 1-888-912-1227 or 214-413-6550.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given pursuant to section 10(a)(2) of the Federal Advisory Committee Act, 5 U.S.C. app. (1988) that an open meeting of the Taxpayer Advocacy Panel Joint Committee will be held Monday, April 22, 2024, at 1:30 p.m. eastern time via teleconference. The public is invited to make oral comments or submit written statements for consideration. For more information, please contact Conchata Holloway at 1-888-912-1227 or 214-413-6550, or write TAP Office, 1114 Commerce St. MC 1005, Dallas, TX 75242 or contact us at the website: <http://www.improveirs.org>.

The agenda will include the potential project referrals from the committees, and discussions on priorities the TAP will focus on for the 2024 year. Public input is welcomed.

Dated: February 28, 2024.

**Shawn Collins,**

*Acting Director, Taxpayer Advocacy Panel.*

[FR Doc. 2024-04919 Filed 3-7-24; 8:45 am]

**BILLING CODE 4830-01-P**

**UNIFIED CARRIER REGISTRATION PLAN**

**Sunshine Act Meetings**

**TIME AND DATE:** March 14, 2024, 12:00 p.m. to 3:00 p.m., Eastern time.

**PLACE:** This meeting will be accessible via conference call and via Zoom Meeting and Screenshare. Any interested person may call (i) 1-929-205-6099 (US Toll) or 1-669-900-6833 (US Toll), Meeting ID: 966 6892 4822, to listen and participate in this meeting. The website to participate via Zoom Meeting and Screenshare is <https://kellen.zoom.us/j/96668924822> or <https://tjIrcGhrD8iGNabak6mIFVDvOfos0dZG12K>.

**STATUS:** This meeting will be open to the public.

**MATTERS TO BE CONSIDERED:** The Unified Carrier Registration Plan Audit Subcommittee (the "Subcommittee") will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement. The subject matter of this meeting will include:

**Proposed Agenda**

**I. Call to Order—UCR Audit Subcommittee Chair**

The UCR Audit Subcommittee Chair will welcome attendees, call the meeting to order, call roll for the Audit Subcommittee, confirm whether a quorum is present, and facilitate self-introductions.

**II. Verification of Publication of Meeting Notice—UCR Executive Director**

The UCR Executive Director will verify the publication of the meeting notice on the UCR website and distribution to the UCR contact list via email followed by the subsequent publication of the notice in the **Federal Register**.

**III. Review and Approval of Subcommittee Agenda and Setting of Ground Rules—UCR Audit Subcommittee Chair**

*For Discussion and Possible Subcommittee Action*

The agenda will be reviewed, and the Subcommittee will consider adoption.

Ground Rules

Subcommittee action only to be taken in designated areas on the agenda.

**IV. Review and Approval of Minutes From the November 9, 2023 Subcommittee Meeting—UCR Audit Subcommittee Chair**

*For Discussion and Possible Subcommittee Action*

Draft minutes from the November 9, 2023 Subcommittee meeting via teleconference will be reviewed. The Subcommittee will consider action to approve.

**V. Discussion of the Auto-Renew Policy Developed for the Annual Renewal of UCR Registration—UCR Audit Subcommittee Chair, UCR Audit Subcommittee Vice-Chair, UCR Executive Director and SeikoSoft Representatives**

*For Discussion and Possible Subcommittee Action*

The UCR Audit Subcommittee Chair, UCR Audit Subcommittee Vice-Chair, UCR Executive Director, and SeikoSoft Representatives will lead a discussion on the issues involved in drafting the auto-renew policy for the voluntary annual automatic renewal of UCR registrations and options for SeikoSoft to design and implement a system that allows for the voluntary annual automatic renewal of UCR registrations using business rules developed by the Subcommittee. The Audit Subcommittee may take action to recommend that the UCR Board adopt specific language containing business and legal rules, and procedures regarding the implementation of auto-renew.