Building, Ground Floor of the U.S. Department of Transportation. The Docket Management Facility location address is U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

Note: If you mail or hand-deliver your comments, we recommend that you include the DOT Docket Number, your name and a mailing address, an email address or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

Instructions: All submissions received must include the agency name and specific DOT Docket Number. All comments received will be posted without change to the docket at *www.regulations.gov,* including any personal information provided. For detailed instructions on submitting comments, or to submit comments that are confidential in nature, see the section entitled Public Participation.

FOR FURTHER INFORMATION CONTACT: Ye Tian, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Mail Stop 2, MAR–620, Washington, DC 20590. Telephone: (202) 366–5400. Email: *smallvessels@dot.gov*

SUPPLEMENTARY INFORMATION: Pursuant to 46 U.S.C. 12121(b), the U.S. Coast Guard may issue a certificate of documentation with a coastwise trade endorsement for eligible, small passenger vessels authorized to carry no more than 12 passengers for hire if MARAD, after notice and an opportunity for public comment, determines the use of the small passenger vessel in the coastwise trade will not adversely affect United States vessel builders or the coastwise trade business of any person that employs vessels built in the United States in that business.[1]

MARAD has received an eligibility determination request. Further details about the requester's vessel and its proposed operations may be found in the determination request posted in the DOT Docket Number listed in the **ADDRESSES** section above at *https://www.regulations.gov.* Interested parties may comment on the undue adverse effect this action may have on U.S. vessel builders or coastwise trade businesses in the U.S. that employ U.S.-built vessels in those businesses. Comments should refer to the vessel name, state the commenter's interest in the request, and demonstrate, with supporting documentation, the undue adverse effect on U.S. vessel builders and coastwise trade businesses.

[1] The U.S. Coast Guard and MARAD have authority under 46 U.S.C. 12121(b) through the Secretary of the Department of Homeland Security and the Secretary of the Department of Transportation, respectively.

Public Participation

How do I submit comments?

Please submit comments, including the attachments, following the instructions provided under the above heading entitled **ADDRESSES**. It may take a few hours or even days for comments to be reflected on the docket. Comments must be written in English. Provide concise comments and attach additional documents as necessary. There is no limit on the length of the attachments.

Where do I go to read public comments, and find supporting information?

The docket online is located at *https://www.regulations.gov,* keyword search the DOT Docket Number list in the **ADDRESSES** section above or visit the Docket Management Facility (see **ADDRESSES** for hours of operation). Please periodically check the Docket for new submissions and supporting material.

Will my comments be made available to the public?

Yes. Your entire comment, including your personal identifying information, will be made publicly available.

May I submit comments confidentially?

You may request that MARAD treat your comments as commercially confidential by submitting them 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 treatment highlighting the CCI portions. If possible, please provide a summary of your submission that can be made available to the public.

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

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2026–23509 Filed 11–17–26; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

[Docket No. DOT–OST–2026–4489]

Agency Information Collection Activities; Renewal of a Previously Approved Information Collection: Confidential Close Call Transit Data

AGENCY: Bureau of Transportation Statistics (BTS), Department of Transportation (DOT).

ACTION: 60-Day notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, BTS announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public comment. BTS is requesting approval to renew an existing ICR 2138–0044, Confidential Close Call Transit Data. The renewal of this ICR will enable BTS to continue collecting confidential close call transit data for the Washington Metropolitan Area Transit Authority (WMATA). The collection includes safety information from WMATA personnel involved in the operation, maintenance, and other duties involving bus and rail.

DATES: Comments are encouraged and will be accepted until January 19, 2027.

ADDRESSES: To ensure that your comments are not entered more than once into the docket, submit comments by only one of the following methods:

- *Federal eRulemaking Portal:* Go to *https://www.regulations.gov* and follow the instructions for sending your comments electronically. Docket Number: [DOT–OST–2026–4489].
- *Mail:* Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, 5th Floor, Room W58–213, Washington, DC 20590–0001.
- *Hand Delivery:* Deliver to mail address above between 9 a.m. and 5 p.m. EST, Monday through Friday, except Federal holidays.

Instructions: All submissions must include the Agency name and docket number. Note that all comments received will be posted without change to *https://www.regulations.gov,* including any personal information provided. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or comments received, go to *https://www.regulations.gov,* and follow the online instructions for accessing the docket, or go to the street address listed above.

Privacy Act: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to *https://www.regulations.gov,* as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at *www.dot.gov/privacy.*

FOR FURTHER INFORMATION CONTACT: Allison Fischman, Bureau of Transportation Statistics, Office of the Assistant Secretary for Research and Technology, USDOT, *allison.fischman@dot.gov.*

SUPPLEMENTARY INFORMATION:

Title: Confidential Close Call Transit Data.

OMB Control Number: 2138–0044.

Type of Review: Renewal of information collection.

Respondents: WMATA employees.

Estimated Number of Respondents: 150.

Estimated Time per Response: 60 minutes.

Frequency: Annual.

Total Annual Burden Hours: 150 hours.

Abstract: The Confidential Close Call Program for Transit is a collaborative program between BTS, WMATA, the Amalgamated Transit Union (ATU) Local 689, the International Brotherhood of Teamsters (IBT) Local 922, and the Office & Professional Employees International Union (OPEIU) Local 2. The program provides a confidential platform to facilitate the voluntary reporting of close call events without fear of discipline. The program was established in 2013 for rail employees and expanded to include bus employees in 2016.

Collecting data on the nation's transportation system is an important component of BTS' mission and responsibility to the transportation community as stated in its authorizing statute (49 U.S.C. 6302). BTS, WMATA, and the labor organizations that represent WMATA employees share a common interest in promoting transit safety based on timely, accurate, and relevant data. BTS, a principal statistical agency within the U.S. Department of Transportation, serves as the independent third party for the program to collect, analyze, and maintain confidential close call data. Under the program, a close call is defined as any situation or circumstance that has the potential for safety consequences but did not result in an adverse safety event. Knowledge about a close call presents an opportunity to address unsafe work conditions and practices, prevent accidents, contribute to decision-making, and improve overall safety in the workplace.

BTS collects close call reports submitted by WMATA employees, conducts employee interviews, develops and maintains an analytical database containing reported data and other pertinent information, and provides statistical analysis to WMATA. Data shared with BTS by WMATA employees is treated confidentially and protected by BTS under the Confidential Information Protection and Statistical Efficiency Act of 2018 (CIPSEA), codified as amended at 44 U.S.C. 3561–3583. Only statistical and non-sensitive information will be made available through publications.

Voluntary reporting of close calls to a confidential system provides a tool to identify and correct weaknesses within WMATA and prevents accidents. Close call reporting fosters a voluntary, cooperative, non-punitive environment to communicate safety concerns. Through the analysis of the data that is reported, WMATA receives information about factors that contribute to unsafe events, which becomes the catalyst to develop new training programs and identify root causes of adverse events. The database also provides valuable information regarding precursors to safety risks and contributes to research and development of intervention programs aimed at averting accidents and fatalities.

Employees involved in reporting a close call incident are asked to fill out a report and participate in a brief, confidential interview. Employees submit the report electronically to BTS. Reporting employees will be asked to provide information such as: (1) name and contact information; (2) time and location of the event; (3) a short description of the event; (4) contributing factors to the close call; and (5) any other information that might be useful in determining a root cause for such events.

Data Confidentiality Provisions: Data collected under the Confidential Close Call Program are protected under CIPSEA. In accordance with CIPSEA, these data will be used exclusively for statistical purposes and will not be disclosed in identifiable form except with the informed consent of the respondent.

Annual Burden Discussion: It is estimated that the time to complete a close call report and participate in a brief confidential interview will be no than 60 minutes for a maximum total burden of 150 hours (150 reports * 60 minutes/60 = 150 hours). Reports are submitted when there is a qualifying event, *i.e.,* when a close call occurs.

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 BTS's functions; (2) the accuracy of the estimated burden; (3) ways for BTS 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. Comments received after the comment closing date will be included in the docket and will be considered to the extent practicable.

Allison Fischman,

Statistician, Bureau of Transportation Statistics, U.S. Department of Transportation.

[FR Doc. 2026–23403 Filed 11–17–26; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

[Docket ID OCC–2026–0793]

RIN 1557–ZA18

FEDERAL RESERVE SYSTEM

[Docket No. OP–1881]

FEDERAL DEPOSIT INSURANCE CORPORATION

RIN 3064–ZA58

NATIONAL CREDIT UNION ADMINISTRATION

[Docket No. NCUA–2026–1684]

RIN 3133–ZA54

Proposed Third-Party Risk Management Guidance; Extension of Comment Period

AGENCY: The Office of the Comptroller of the Currency (OCC), Treasury, the Board of Governors of the Federal