specific 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: Patricia Hagerty, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23–461, Washington, DC 20590. Telephone: (202) 366–0903. Email: *patricia.hagerty@dot.gov.*

SUPPLEMENTARY INFORMATION: As described in the application, the intended service of the vessel LEI LANA is:

—*Intended Commercial Use of Vessel:* Requester intends to offer passenger cruises to watch fireworks.
—*Geographic Region Including Base of Operations:* Hawaii. Base of Operations: Honolulu, HI.
—*Vessel Length and Type:* 54′ Motorboat.

The complete application is available for review identified in the DOT docket as MARAD 2023–0222 at *https://www.regulations.gov.* Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR part 388, that the employment of the vessel in the coastwise trade to carry no more than 12 passengers will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, MARAD will not issue an approval of the vessel's coastwise endorsement eligibility. Comments should refer to the vessel name, state the commenter's interest in the application, and address the eligibility criteria given in section 388.4 of MARAD's regulations at 46 CFR part 388.

Public Participation

How do I submit comments?

Please submit your comments, including the attachments, following the instructions provided under the above heading entitled **ADDRESSES**. Be advised that it may take a few hours or even days for your comment to be reflected on the docket. In addition, your comments must be written in English. We encourage you to provide concise comments and you may 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?

Go to the docket online at *https://www.regulations.gov,* keyword search MARAD–2023–0222 or visit the Docket Management Facility (see **ADDRESSES** for hours of operation). We recommend that you periodically check the Docket for new submissions and supporting material.

Will my comments be made available to the public?

Yes. Be aware that your entire comment, including your personal identifying information, will be made publicly available.

May I submit comments confidentially?

If you wish to submit comments under a claim of confidentiality, you should submit the information you claim to be confidential commercial information by email 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 claim highlighting or denoting the CCI portions. If possible, please provide a summary of your submission that can be made available to the public.

In the event 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: 49 CFR 1.93(a), 46 U.S.C. 55103, 46 U.S.C. 12121)

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2023–27183 Filed 12–11–23; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2023–0063]

Agency Information Collection Activities; Notice and Request for Comment; Human Interaction With Driving Automation Systems

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Notice and request for comments on a request for approval of a new collection of information.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) invites public comments about our intention to request approval from the Office of Management and Budget (OMB) for a new information collection. Before a Federal agency can collect certain information from the public, it must receive approval from OMB. Under procedures established by the Paperwork Reduction Act of 1995 (the PRA), before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections. The proposed collection of information described below supports research addressing safety-related aspects of drivers' interactions with driving automation systems.

DATES: Comments must be submitted before *February 12, 2024.*

ADDRESSES: You may submit comments identified by the docket number NHTSA–2023–0063 through any of the following methods:

- *Electronic submissions:* Go to the Federal eRulemaking Portal at *http://www.regulations.gov.* Follow the online instructions for submitting comments.
- *Fax:* (202) 493–2251.
- *Mail or Hand Delivery:* Docket Management, 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. To be sure someone is there to help you, please call (202) 366–9322 before coming.

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

Privacy Act: Anyone is able to 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.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit *http://www.dot.gov/privacy.html.*

Docket: For access to the docket to read comments received, go to *http://www.regulations.gov,* or the street address listed above. Follow the online instructions for accessing the dockets.

FOR FURTHER INFORMATION CONTACT: For additional information, contact: Eric Traube, Office of Vehicle Safety Research, Human Factors/Engineering Integration Division, NSR–310, West Building, W46–424, 1200 New Jersey Ave. SE, Washington, DC 20590; *eric.traube@dot.gov.*

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following: (a) 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; (b) 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; (c) how to enhance the quality, utility, and clarity of the information to be collected; and (d) how to minimize the burden of the collection of information on those who are to respond, including 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. In compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information for which the agency is seeking approval from OMB.

Title: Human Interaction with Driving Automation Systems.

OMB Control Number: New.

Form Numbers: There are multiple forms for this collection including: Eligibility Questionnaire, NHTSA Form 1742; Informed Consent Study 1, NHTSA Form 1743; Informed Consent Study 2, NHTSA Form 1744; Informed Consent Study 3, NHTSA Form 1745; Pre-Drive Questionnaire, NHTSA Form 1746; Wellness Questionnaire, NHTSA Form 1747; In-Drive Questionnaire, NHTSA Form 1748; Post-Drive Questionnaire, NHTSA Form 1749.

Type of Request: New information collection.

Type of Review Requested: Regular.

Requested Expiration Date of Approval: Three years from date of approval.

Summary of the Collection of Information

The National Highway Traffic Safety Administration (NHTSA) has proposed to perform research involving the collection of information from the public as part of a multi-year effort to learn about how humans interact with driving automation systems (DAS). This research will support NHTSA in understanding the potential safety challenges associated with human-DAS interactions, particularly in the context of mixed traffic interactions where some vehicles have DAS and others do not. Within mixed traffic environments, vehicles may also have DAS that perform more or less of the driving task (*i.e.,* different levels of automation) and come with their own sets of expectations and limitations.

The research will involve human subjects testing using a driving simulator. The goal is to understand how drivers interact with driving automation systems, specifically in situations where the automation behaves unlike a human driver. The project will measure interactions between humans and driving automation systems by (1) examining driving performance measures (such as takeover time and reaction time), (2) measuring understanding of the automation through questionnaires, (3) measuring trust in automation using questionnaires, and (4) measuring risk taking through questionnaires and a simple behavioral task on a computer. This research will add to NHTSA's state of knowledge and is not immediately intended to inform regulations or policy.

The research will be conducted in three parts, referred to as Study 1, Study 2, and Study 3. All study procedures will be approved by the University of Iowa Institutional Review Board (IRB). Data collection will begin upon receipt of PRA clearance and will involve human-subjects data collection using the driving simulators at the University of Iowa Driving Safety Research Institute (DSRI).

The data collections will be performed once to obtain the target number of valid test participants. Study participants will be members of the general public and participation will be voluntary with monetary compensation provided. Participants will include licensed drivers aged 18 to 65 who are healthy and able to drive without assistive devices. Participants will be recruited using the DSRI registry and through email blasts to University of Iowa community.

The objective of the first study is to understand how humans interact with DAS in mixed traffic environments, driving environments where some vehicles have automated capabilities, and some vehicles are driven manually. In the first study, participants will participate in pairs with each participant driving a separate driving simulator but interacting in the same driving environment. Participants will experience one of two driving automation systems. Both members of the participant pair will provide informed consent, a pre-drive questionnaire, a training presentation, a familiarization drive, wellness questionnaires to screen for simulator sickness, a study drive, in-drive ratings of trust, a post-drive questionnaire, and a risk-propensity assessment. During the simulator drives, one member of the pair will perform a continuous drive along a specified route. The other member of the pair will complete three short drives where they interact with the other participant at specific points throughout the drive. The simulator will collect vehicle data (*e.g.,* brake inputs, steering wheel angle) and data about the surrounding environment (*e.g.,* distance to surrounding vehicles and lane markings). After the drives, participants will complete a questionnaire to assess their understanding of the DAS and their trust in and acceptance of the DAS. Data will be analyzed to understand how human drivers interact with DAS in mixed traffic situations and to understand how humans understand and perceive automation in different situations.

Study 2 will focus on understanding the impact of different levels of automated system capability, defined by how well the automation can perform different driving behaviors. In the second study, participants will complete a drive in a driving simulator with a driving automation system. The study drive will contain situations to which the DAS must respond.

Participants will be randomly assigned to one of three systems with different capabilities, defined by how well the automation can navigate the set of test situations. The simulator will collect vehicle data (*e.g.,* brake inputs, steering wheel angle) and data about the surrounding environment (*e.g.,* distance to surrounding vehicles and lane markings). After the drives, participants will complete a questionnaire to assess their understanding of the DAS and their trust in and acceptance of the DAS as well as a risk-propensity assessment. Data will be analyzed to understand how human drivers interact with DAS in mixed traffic situations and to understand how humans understand and perceive automation in different situations.

Study 3 will be similar to Study 2 but will focus on how the decision-making behaviors of the automated driving systems impact user experience and driving performance. In the third study, participants will complete a drive in a driving simulator with a driving automation system. The study drive will contain situations to which the DAS must respond. Participants will be randomly assigned to one of three systems with different capabilities, defined by how well the automation can navigate the set of test situations. Procedures for the three studies are identical apart from the study drive experienced.

These three studies will involve information collection through participant screening questions, a pre-drive questionnaire, a wellness questionnaire to measure simulator sickness symptoms, assessment of driving performance in a driving simulator with a situational trust questionnaire administered at points during the study drives, a post-drive questionnaire, and a behavioral assessment of risk-taking propensity called the balloon analogue risk task (BART).

The National Highway Traffic Safety Administration's (NHTSA) mission is to save lives, prevent injuries, and reduce economic costs associated with motor vehicle crashes. As new vehicle technologies are developed, it is prudent to ensure that they do not create any unintended decrease in safety. The safe deployment of driving automation systems, particularly when deployed in mixed traffic where some vehicles are controlled by automation and some are controlled manually, requires an understanding of how humans respond to and perceive different automation behavior. This work seeks to examine how drivers interact with driving automation systems in a wide sample of contexts and different levels of automation.

The collection of information will consist of:

1. *Eligibility Questionnaire (NHTSA Form 1742).*
2. *Informed Consent Study 1 (NHTSA Form 1743).*
3. *Informed Consent Study 2 (NHTSA Form 1744).*
4. *Informed Consent Study 3 (NHTSA Form 1745).*
5. *Pre-Drive Questionnaire (NHTSA Form 1746).*
6. *Wellness Questionnaire (NHTSA Form 1747).*
7. Driving Behavior Assessment (Pre-Drive PowerPoint Training, Familiarization Drive, Study Drive with *In-Drive Questionnaire (NHTSA Form 1748*).
8. *Post-Drive Questionnaire (NHTSA Form 1749).*
9. Balloon Analogue Risk Task (BART).

The information to be collected will be used for the following purposes:

1. *Eligibility Questionnaire (NHTSA Form 1742)*—Necessary for determining individuals' suitability for study participation based on driving experience and history, general health, and ability to safely drive in the simulator without health concerns. The Eligibility Questionnaire will solely be used to determine individuals' suitability for study participation and will not be analyzed in any way. These criteria will remain the same across studies.

2. *Informed Consent Study 1 (NHTSA Form 1743)*—Necessary for obtaining informed written consent from the participant to participate in the study. The form describes all study procedures, data storage and use, and potential risks from the study.

3. *Informed Consent Study 2 (NHTSA Form 1744)*—Necessary for obtaining informed written consent from the participant to participate in the study. The form describes all study procedures, data storage and use, and potential risks from the study.

4. *Informed Consent Study 3 (NHTSA Form 1745)*—Necessary for obtaining informed written consent from the participant to participate in the study. The form describes all study procedures, data storage and use, and potential risks from the study.

5. *Pre-Drive Questionnaire (NHTSA Form 1746)*—Necessary for collecting data used to measure participants' understanding (*i.e.,* mental model) of DAS and their pre-drive trust in the DAS. Collecting these data before and after the drives will let us measure how exposure to the DAS impacts understanding and trust. Demographic information (*e.g.,* age, sex, gender, race, ethnicity) will also be collected. This pre-drive questionnaire will remain the same across all three studies.

6. *Wellness Questionnaire (NHTSA Form 1747)*—Necessary for evaluating simulator sickness symptoms to determine individuals' ability to complete the study drive in the driving simulator. This questionnaire will be administered pre-drive (to obtain baseline ratings), after the familiarization drive, and after the study drive. This wellness questionnaire will remain the same across all three studies.

7. Driving Behavior Assessment (Study Drive) with *In-Drive Questionnaire (NHTSA Form 1748)*—Before the study drive, participants will complete training via a PowerPoint presentation on a computer in a private study room. The presentation will introduce the simulator, the familiarization and study drive procedures, the DAS, and the non-driving email task. The familiarization drive is necessary to acclimate the participant to the driving simulator and perform a real-time determination for simulator sickness while training the participant on how to use the driving automation system. The study drive is necessary for gathering driving performance information for the purpose of assessing how drivers interact with automated systems and the impact of these interactions on safety. The in-drive questionnaire is necessary for understanding drivers' trust in the DAS at various points during the study drive. In Study 1, this information is collected after the events where the pair of research participants interact with one another. In Studies 2 & 3, this information is collected after the four events where the behavior of the automation varies across the different conditions. The information will be used to measure trust in the DAS following specific events. These questions will remain the same across all three studies.

8. *Post-Drive Questionnaire (NHTSA Form 1749)*—Necessary for collecting data used to measure participants' understanding (*i.e.,* mental model) of DAS and their post-drive trust in the DAS, as well as general risk-taking behavior while driving. This post-drive questionnaire will remain the same across all three studies.

9. Balloon Analogue Risk Task (BART)—Necessary for measuring objective risk-taking propensity. For this computerized task, participants are presented with 20 different balloons (20 trials) and told that ''the actual number of pumps for any particular balloon will

vary.'' Participants are instructed to attempt to earn as many points as possible. At the beginning of each trial, the participant decides how many pumps they thought the balloon would hold and input this number. Each balloon inflates for 3 seconds and then either pops or stays intact depending on whether the participant's wager was above or below the predetermined explosion point for that balloon. If the balloon is pumped past its explosion point, it will pop, and the participant earns no points for that balloon. If the balloon is not pumped past the explosion point, the participant keeps the number of pumps as points. After each outcome, a new deflated balloon appears on the screen and points earned will be added to the total. Each balloon could earn a maximum of 128 points with an explosion point equally likely to occur on any given pump participant to the constraint that within each sequence of 10 balloons the average explosion point was on pump 64. The task will remain the same across the three studies and is a standardized online tool.

Affected Public

Individuals aged 18+ from Eastern Iowa and the surrounding areas who have volunteered to take part in driving studies will be contacted for participation. They will be randomized evenly by sex, though some imbalance will be permitted to be inclusive of individuals who do not identify on the gender spectrum or as a result of differences in how sex may be identified on drivers' licenses across States. Efforts will be made to enroll a diverse age sample that broadly represents the age of the driving population and includes those at greater risk of crashing (*e.g.,* less than 25 years of age and greater than 65 years of age). Businesses are ineligible for the sample and will not be contacted.

Estimated Number of Respondents

To obtain the target number of 224 valid test participants. Assuming typical data loss rates for simulator testing with human participants, it is anticipated that 300 participants will need to be run in order to obtain 224 valid participant datasets. This will ensure sufficient statistical power in each of the three studies to detect differences between conditions.

Information for the three studies will be obtained in an incremental fashion to permit the determination of which individuals have the necessary characteristics for study participation. All interested candidates will complete the Eligibility Questionnaire. From the subset of individuals found to meet the criteria in the Eligibility Questionnaire, a subset will be chosen with the goal of achieving a sample providing a balance of sex to be scheduled for study participation. Some imbalance will be allowed to be inclusive of all identities since not all individuals will identify on the gender spectrum. Participants will complete the Pre-Drive Questionnaire before a familiarization drive and the Wellness Questionnaire immediately after the drive to screen for simulator sickness. Participants who pass the screening will complete the remainder of the study procedures, including the In-Drive Questionnaire, the Post-Drive Questionnaire, and the Balloon Analogue Risk Task.

Data collection will involve approximately 700 respondents for the Eligibility Questionnaire (with approximately 400 potentially meeting eligibility criteria) and 300 respondents for the Pre-Drive Questionnaire, Wellness Questionnaire, the Driving Behavior Assessment, the Post-Drive Questionnaire, and the Balloon Analogue Risk Task. A summary of the estimated numbers of individuals that will complete the noted question sets is provided in the following table.

ESTIMATED NUMBER OF TOTAL RESPONDENTS

Information collection	NHTSA form No.	Participants (*i.e.,* respondents)
Eligibility Questionnaire	1742	700.
Informed Consent Study 1	1743	180.
Informed Consent Study 2	1744	60.
Informed Consent Study 3	1745	60.
Pre-Drive Questionnaire	1746	300 (180 Study 1, 60 Study 2, 60 Study 3).
Wellness Questionnaire	1747	300 (180 Study 1, 60 Study 2, 60 Study 3).
Driving Behavior Assessment (Pre-Drive PowerPoint Training, Familiarization Drive, Study Drive with In-Drive Questionnaire).	1748	300 (180 Study 1, 60 Study 2, 60 Study 3).
Post-Drive Questionnaire	1749	300 (180 Study 1, 60 Study 2, 60 Study 3).
Balloon Analogue Risk Task	.....	300 (180 Study 1, 60 Study 2, 60 Study 3).

Frequency: One-time collection.

Estimated Total Annual Burden Hours: The total estimated burden for the study is 903.3 hours. Averaging that over three years of the collection approval is 301.1 hours.

Eligibility Questionnaire (NHTSA Form 1742) is estimated to take 11 minutes (averaging those who complete the questionnaire and those who do not complete the questionnaire). Informed Consent Study 1 (NHTSA Form 1743) is estimated to take 20 minutes. Informed Consent Study 2 (NHTSA Form 1744) is estimated to take 20 minutes. Informed Consent Study 3 (NHTSA Form 1745) is estimated to take 20 minutes. Pre-Drive Questionnaire (NHTSA Form 1746) is estimated to take 15 minutes. Wellness Questionnaire (NHTSA Form 1747) is estimated to take 5 minutes and taken three times. Driving Behavior Assessment (Pre-Drive PowerPoint Training, Familiarization Drive, Study Drive with In-Drive Questionnaire (NHTSA Form 1748) is estimated to take 80 minutes. Post-Drive Questionnaire (NHTSA Form 1749) is estimated to take 20 minutes. Balloon Analogue Risk Task (BART) is estimated to take 5 minutes.

The estimated annual time and cost burdens across all three study data collections are summarized in the table below. To calculate the opportunity cost associated with the forms and other relevant activities necessary for this collection of new information, NHTSA looked at average hourly earnings for employees on private nonfarm payrolls. NHTSA estimated the total opportunity costs associated with these burden hours by looking at the average wage for total private employees on private nonfarm payrolls. The Bureau of Labor Statistics (BLS) estimates that the average hourly wage for this group is $33.82.

ESTIMATED TIME PER RESPONSE AND TOTAL TIME

Information collection component	Respondents	Time per response (min)	Total burden time (hours)	Total opportunity cost (dollars)
Eligibility questionnaire	700	11	128.3	4,340.00
Informed Consent Document (All Studies)	300	20	100	3,382.00
Pre-Drive Questionnaire	300	15	75	2,536.50
Wellness Questionnaire	300	5 × 3 responses	75	2,536.50
Driving Behavior Assessment (Pre-Drive PowerPoint Training, Familiarization Drive, Study Drive with In-Drive Questionnaire).	300	80	400	13,528.00
Post-Drive Questionnaire	300	20	100	3,382.00
Balloon Analogue Risk Task	300	5	25	846.00
Total			903.3	30,551.00

Estimated Total Annual Burden Cost: The respondents will not incur any reporting or recordkeeping cost from the information collection. Respondents will incur a one-time cost for local travel to and from DSRI, which is estimated not to exceed approximately $39.30 (based on the standard mileage rate for business-related driving in 2023 and a round trip distance of 60 miles). These transportation costs are offset by participant compensation.

Public Comments Invited: You are asked to comment on any aspects of this information collection, including (a) whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; 49 CFR 1.49; and DOT Order 1351.29A.

Cem Hatipoglu,

Associate Administrator, Vehicle Safety Research.

[FR Doc. 2023–27197 Filed 12–11–23; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT–OST–2023–0143]

Information Collection Activities; Requests for Comments

AGENCY: Office of the Secretary (OST), DOT.

ACTION: Notice and request for public comment and submission to OMB for clearance of renewed approval of information collection.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this notice announces that the Information Collection Request (ICR) abstracted below will be forwarded to the Office of Management and Budget (OMB) for review and comments. The ICR describes the nature of the information collection and its expected burden. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on September 29, 2023. No public comments were received. The purpose of this Notice is to allow 30 days for public comment.

DATES: Comments to this notice must be received by January 11, 2024.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to *www.reginfo.gov/public/do/PRAMain.* Find this information collection by selecting ''Currently under Review—Open for Public Comments'' or by using the search function. Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal identification information, will be available for public view.

FOR FURTHER INFORMATION CONTACT: Mike Huntley, Office of Drug and Alcohol Policy and Compliance, Office of the Secretary, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590; 202–366–3784 (voice), 202–366–3897 (fax), or *ODAPCWebmail@dot.gov* (email).

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2105–0529.

Title: Procedures for Transportation Workplace Drug and Alcohol Testing Programs.

Type of Review: Clearance of a renewal of an information collection.

Form Numbers: DOT F 1385; DOT F 1380.

Respondents: The information will be used by transportation employers, Department representatives, and a variety of service agents.

Abstract: Under the Omnibus Transportation Employee Testing Act of 1991, DOT is required to implement a drug and alcohol testing program in various transportation-related industries. This specific requirement is elaborated in 49 CFR part 40, Procedures for Transportation Workplace Drug and Alcohol Testing Programs. This request for a renewal of the information collection for the program includes 45 burden items including the U.S. Department of Transportation Alcohol Testing Form (ATF) [DOT F 1380] and the DOT Drug and Alcohol Testing Management Information System (MIS) Data Collection Form [DOT F 1385].

The ATF includes the employee's name, the type of test taken, the date of the test, and the name of the employer. Data on each test conducted, including test results, is necessary to document that the tests were conducted and is used to take action, when required, to ensure safety in the workplace. The MIS form includes employer specific drug and alcohol testing information such as the reason for the test and the cumulative number of test results for the negative, positive, and refusal tests. No employee specific data is collected. The MIS data is used by each of the affected DOT Agencies (*i.e.,* Federal Aviation Administration, Federal Transit Administration, Federal Railroad Administration, Federal Motor Carrier Safety Administration, and the Pipeline and Hazardous Materials Safety