

of the Federal Transit Laws.

Accordingly, FTA hereby provides notice of the availability of the facility further described below. Any Federal agency interested in acquiring the affected facility should promptly notify the FTA. If no Federal agency is interested in acquiring the existing facility, FTA will make certain that the other requirements specified in 49 U.S.C. 5334(h)(1)(A) through (C) are met before permitting the asset to be transferred.

#### **Additional Description of Land or Facility**

The total property consists of a mostly rectangular shaped 15,029 square foot area parcel, which is currently paved and improved with a one and one-half story concrete ferry terminal building, along with a portion of a pedestrian bridge. The property is located along the west bank of the Mississippi River along Tchoupitoulas Street and Jackson Street Avenue. The property is located in an area surrounded by wharf facilities operated by the Port of New Orleans. The interior and exterior of the building is in need of significant repair. The property is no longer being used to support ferry service.

If no Federal agency is interested in acquiring the property, building, and improvements, FTA will make certain that the other requirements specified in 49 U.S.C. 5334(h)(1)(A) through (C) are met before permitting the asset to be transferred.

**Robert C. Patrick,**

*Regional Administrator, Federal Transit Administration Region VI.*

[FR Doc. 2016-25121 Filed 10-17-16; 8:45 am]

**BILLING CODE 4910-57-P**

## **DEPARTMENT OF TRANSPORTATION**

### **National Highway Traffic Safety Administration**

#### **Reports, Forms, and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review**

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

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection

and the expected burden. The **Federal Register** Notice with a 60-day comment period was published on March 8, 2016 (81 FR 12196). The agency received one comment. This comment was supportive of the proposed survey and did not provide any suggestions for the survey's implementation or design.

**DATES:** Comments must be submitted on or before November 17, 2016.

**ADDRESSES:** Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, Attention NHTSA Desk Officer.

#### **FOR FURTHER INFORMATION CONTACT:**

Alan Block, Office of Behavioral Safety Research (NPD-310), National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., W46-499, Washington, DC 20590. Mr. Block's phone number is 202-366-6401 and his email address is [Alan.Block@dot.gov](mailto:Alan.Block@dot.gov).

#### **SUPPLEMENTARY INFORMATION:**

*Title:* Awareness & Availability of Child Passenger Safety Information Resources (AACPSIR).

*Type of Request:* New information collection requirement.

*Abstract:* NHTSA's Fatality Analysis Reporting System shows that in 2014 an average of 3 children under the age of 15 were killed and an estimated 458 children were injured each day in traffic crashes. Child restraint systems (CRSs) are effective at reducing the risk of injury during motor vehicle crashes. Child safety seats have been shown to reduce fatal injury by 71 percent for infants (under 1 year old) and by 54 percent for toddlers (1 to 4 years old) in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively. However, a 2002 NHTSA study estimated a misuse rate of 73 percent. If booster seats for older children were removed, the misuse figure exceeded 80 percent. The LATCH (Lower Anchors and Tethers for Children) child restraint technology was new at the time of the 2002 study, and few of the observed restraints were LATCH systems. While the purpose of LATCH is to make it easier for parents to correctly install child restraints, a 2006 NHTSA study still found loose or twisted straps/tethers and incorrect attachments when using LATCH. Subsequent research has found that incorrect use of a CRS places the child at an increased risk of both fatal and non-fatal injuries.

Incorrect selection of a CRS appropriate for the child's height and weight, and premature promotion, are additional factors that increase the risk

of injury to a child in the event of a crash. While infants should always ride in rear-facing car seats, NHTSA's 2013 National Survey of the Use of Booster Seats (NSUBS) observed 10 percent of children under age 1 were not in rear-facing car seats; most of these infants were prematurely graduated to forward-facing car seats. Children 1 to 3 years old should ride either in rear-facing or front-facing car seats, but NSUBS found that 9 percent of children 1 to 3 years old were prematurely graduated to booster seats and 3 percent to seat belts. Children ages 4 to 7 should either ride in forward-facing car seats or booster seats. However, 24 percent were observed in seat belts, and 9 percent were unrestrained.

Many information resources are available to aid parents and caregivers with proper CRS selection, installation, and use, including hands-on instruction. Research has shown that hands-on instruction on CRS installation, such as that provided by NHTSA and Safe Kids Worldwide at Child Car Seat Inspection Stations nationwide, is effective in reducing misuse. Unfortunately, this resource seems to be underutilized. Only about one out of ten drivers interviewed for NHTSA's National Child Restraint Use Special Study reported having their CRS inspected at an inspection station. At present, it is unclear what deters and what encourages use of CRS inspection stations and Child Passenger Safety Technicians.

To help increase correct use of CRS and utilization of inspection stations, approval is requested to conduct a national web-based survey to estimate parent and caregiver general knowledge of child passenger safety (CPS) information resources, awareness and use of CRS inspection stations, and barriers to CRS inspection station use. The survey will also examine the relationship between parent and caregiver confidence in installing CRSs, risk perception, and intent to visit an inspection station. The proposed survey is titled, "Awareness & Availability of Child Passenger Safety Information Resources" (AACPSIR).

*Affected Public:* The potential respondents would be people aged 18 years or older who regularly transport children between the ages of 0 and 9 in their personal vehicles. NHTSA would send survey requests to a sufficient number of households to obtain 1,400 completed web-based interviews. The requests would be sent via postal mail. The screener would ask the member of the household who most frequently drives children to complete the survey. NHTSA considers this to be the person

in the household most likely to seek CPS information and pursue hands-on instruction on CRS use at an inspection station, and therefore the most appropriate respondent for this survey. Each respondent would complete a single survey; there will be no request for additional follow-up information or response.

**Estimated Total Annual Burden:** The total respondent burden for this data collection would be 990 hours. NHTSA will contact a maximum of 32,000 households via an invitation letter to obtain 1,400 completed interviews. Of the 32,000 households contacted, NHTSA estimates that 7,680 potential respondents would log onto the Web site and take a 5 minute eligibility screener for an estimated burden of 640 hours. Of those who take the eligibility screener, NHTSA estimates that 1,400 would complete the full survey, which would average 15 minutes in length, for an estimated burden of 350 hours.

**Comments are invited on the following:**

- 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;
- The accuracy of the agency's estimate of the burden of the proposed information collection;
- Ways to enhance the quality, utility, and clarity of the information to be collected; and
- 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.

A comment to OMB is most effective if OMB receives it within 30 days of publication.

**Authority:** 44 U.S.C. Section 3506(c)(2)(A).

Issued on: October 13, 2016.

**Jeff Michael,**

*Associate Administrator, Research and Program Development.*

[FR Doc. 2016-25122 Filed 10-17-16; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2016-0114; Notice No. 2016-19]

### Hazardous Materials: International Standards on the Transport of Dangerous Goods

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice is to inform interested persons that PHMSA will conduct a public meeting on Tuesday, November 15, 2016, in preparation for the 50th session of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods (UNSCOE TDG) to be held in Geneva, Switzerland from November 28 to December 6, 2016. During this public meeting, PHMSA will be requesting comments relative to potential new work items that may be considered for inclusion in the international agenda.

**DATES:** Tuesday, November 15, 2016; from 9:00 a.m. to 12:00 p.m.

**ADDRESSES:** DOT Headquarters, West Building, Oklahoma City Conference Room, 1200 New Jersey Avenue SE., Washington, DC 20590.

**Advanced Meeting Registration:** DOT requests that attendees pre-register for this meeting by completing the form at <https://www.surveymonkey.com/r/CRPK2YY>. 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. Specific information on such access will be posted when available at <http://www.phmsa.dot.gov/hazmat/regs/international> under "Upcoming Events."

#### FOR FURTHER INFORMATION CONTACT:

Steven Webb or Aaron Wiener, Office of Hazardous Materials Safety, Department of Transportation, Washington, DC 20590, telephone 202-366-8553.

**SUPPLEMENTARY INFORMATION:** The primary purpose of this meeting is to prepare for the 50th session of the UNSCOE TDG. This session represents the final meeting scheduled for the 2015-2016 biennium. UNSCOE will consider proposals for the 20th Revised Edition of the *United Nations Recommendations on the Transport of Dangerous Goods Model Regulations* (Model Regulations), which may be implemented into relevant domestic, regional, and international regulations from January 1, 2019. Copies of working documents, informal documents, and the meeting agenda may be obtained from the United Nations Transport Division's Web site at <http://www.unece.org/trans/main/dgdb/dgsubc3/c3age.html>.

General topics on the agenda for the UNSCOE TDG meeting include:

- Explosives and related matters;
- Listing, classification, and packing;

- Electric storage systems;
- Transport of gases;
- Global harmonization of transport of dangerous goods regulations with the Model Regulations;
- Guiding principles for the Model Regulations;
- Cooperation with the International Atomic Energy Agency (IAEA);
- New proposals for amendments to the Model Regulations;
- Issues relating to the Globally Harmonized System of Classification and Labeling of Chemicals (GHS); and
- Miscellaneous pending issues.

Following the 50th session of the UNSCOE TDG, a copy of the Sub-Committee's report will be available at the United Nations Transport Division's Web site at <http://www.unece.org/trans/main/dgdb/dgsubc3/c3rep.html>. PHMSA's Web site at <http://www.phmsa.dot.gov/hazmat/regs/international> provides additional information regarding the UNSCOE TDG and related matters.

Signed in Washington, DC, on October 13, 2016.

**Rachel Meidl,**

*Deputy Associate Administrator for Hazardous Materials Safety, Pipeline and Hazardous Materials Safety Administration.*

[FR Doc. 2016-25181 Filed 10-17-16; 8:45 am]

**BILLING CODE 4910-60-P**

## DEPARTMENT OF THE TREASURY

### Office of the Comptroller of the Currency

[Docket ID OCC-2016-0027]

### Mutual Savings Association Advisory Committee

**AGENCY:** Department of the Treasury, Office of the Comptroller of the Currency (OCC).

**ACTION:** Notice.

**SUMMARY:** The OCC has determined that the renewal of the charter of the OCC Mutual Savings Association Advisory Committee (MSAAC) is necessary and in the public interest. The OCC hereby gives notice of the renewal of the charter.

**DATES:** The charter of the OCC MSAAC has been renewed for a two-year period that began on September 21, 2016.

**FOR FURTHER INFORMATION CONTACT:** Michael R. Brickman, Designated Federal Officer, 202-649-5420, Office of the Comptroller of the Currency, 400 7th Street SW., Washington, DC 20219.

**SUPPLEMENTARY INFORMATION:** Notice of the renewal of the MSAAC charter is hereby given, with the approval of the