

driving tasks in at least some circumstances. ADS hold enormous potential benefits for safety, mobility, and the efficiency of our transportation system.

The Voluntary Guidance adopts the SAE International (SAE) published Standard J3016, “Taxonomy and Definitions for Terms Related to On-Road Motor Vehicle Automated Driving Systems” definitions for levels of automation. The SAE definitions divide vehicles into levels based on “who does what, when.” Generally:

- *SAE Level 0, No Driving Automation*; the driver performs all driving tasks.
- *SAE Level 1, Driver Assistance*; the vehicle is controlled by the driver but some driving assist features may be included in the vehicle design. *SAE Level 2, Partial Driving Automation*; the vehicle has combined automated functions, like acceleration and steering, but the driver must remain engaged with the driving task and monitor the environment at all times.
- *SAE Level 3, Conditional Driving Automation*; the driver is a necessity but is not required to monitor the environment. The driver must be ready to take control of the vehicle at all times with notice. *SAE Level 4, High Driving Automation*; the vehicle can perform all driving functions under certain conditions. The driver may have the option to control the vehicle. *SAE Level 5, Full Driving Automation*; the vehicle can perform all driving functions under all conditions.

Using the SAE levels described above, the Department draws a distinction between Levels 0–2 and 3–5 based on whether the human driver or the automated system is primarily responsible for monitoring the driving environment. The term “automated vehicle systems” represents SAE Levels 3–5 vehicles that are responsible for monitoring the driving environment. For this task, the Agency’s primary focus is SAE Levels 3–5 ADS, as delineated in its **Federal Register** notice of March 26, 2018, *Request for Comments Concerning FMCSRs Which May Be a Barrier to the Safe Testing and Deployment of ADS-Equipped CMVs on Public Roads* (<https://federalregister.gov/d/2018-05788>). The comment period closed on May 10, 2018.

Public discussions regarding ADS have become more prominent in recent months as developers continue efforts to demonstrate and test the viability of advanced driver assistance systems on large commercial vehicles. FMCSA encourages the development of these advanced safety technologies for use on

commercial vehicles, while recognizing the need to work with the States to ensure that, from an operations standpoint, all testing and use of these advanced safety systems is conducted in a manner that ensures the safe operation of ADS-equipped CMVs.

FMCSA tasked the MCSAC in June 2017 with providing recommendations regarding the framework for considering temporary exemptions that entities may seek to operate an ADS-equipped CMV on a public roadway.

#### *Task 17-2: FY 2018–2022 Strategic Plan*

FMCSA is drafting a new strategic plan for release in 2018. The new strategic plan will provide a high-level overview of our mission, vision, strategic goals and outlook for FY2018–2022 based on Department’s goals for the next several years. The Department released its Strategic Plan for FY 2018–2022 in February 2018 (<https://www.transportation.gov/dot-strategic-plan>). The MCSAC has been tasked with providing feedback on the current FMCSA strategic goals and objectives and recommendations for additional goals, objectives, programs, and initiatives that the members believe should be highlighted in the next strategic plan to align with DOT’s plan.

#### *Task 17-3: Regulatory Review*

In June 2017, FMCSA tasked the MCSAC with providing recommendations to the Agency concerning implementation of Executive Orders 13771, “Reducing Regulation and Controlling Regulatory Costs” (82 FR 9339, February 3, 2017) and 13777, “Enforcing the Regulatory Reform Agenda” (82 FR 12285, March 1, 2017). The Agency requests that the MCSAC identify regulations that it believes to be (1) outdated, unnecessary, or ineffective or (2) impose costs that exceed benefits. The MCSAC’s recommendations would be based on the members’ understanding of the regulatory requirements, how the rules have been implemented by the industry and enforcement officials, and crash, injury, and fatality data. FMCSA will provide technical assistance to the MCSAC members, as needed.

#### **II. Meeting Participation**

The meeting will be open to the public for its entirety. Oral comments from the public will be heard throughout the meeting, at the discretion of the MCSAC chairman and designated federal officer. Members of the public may submit written comments on the topics to be considered during the meeting by Wednesday, July 18, 2018, to Federal

Docket Management System (FDMC) Docket Number FMCSA–2006–26367 using any of the following methods:

- *Federal eRulemaking Portal*: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax*: 202–493–2251.
- *Mail*: Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, Washington, DC 20590.
- *Hand Delivery*: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC, between 9 a.m. and 5 p.m., ET Monday through Friday, except Federal holidays.

Issued on: June 21, 2018.

**Larry W. Minor,**  
*Associate Administrator for Policy.*

[FR Doc. 2018–14029 Filed 6–28–18; 8:45 am]

**BILLING CODE 4910–EX–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Maritime Administration**

**[Docket No. MARAD–2018–0104]**

#### **Requested Administrative Waiver of the Coastwise Trade Laws: Vessel BELLA LUNA; Invitation for Public Comments**

**AGENCY:** Maritime Administration, DOT.  
**ACTION:** Notice.

**SUMMARY:** The Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

**DATES:** Submit comments on or before July 30, 2018.

**ADDRESSES:** Comments should refer to docket number MARAD–2018–0104. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590. You may also send comments electronically via the internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays. An electronic version of this document and all documents

entered into this docket is available at <http://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:**

Bianca Carr, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23-453, Washington, DC 20590. Telephone 202-366-9309, Email [Bianca.carr@dot.gov](mailto:Bianca.carr@dot.gov).

**SUPPLEMENTARY INFORMATION:** As described by the applicant the intended service of the vessel BELLA LUNA is:

—INTENDED COMMERCIAL USE OF VESSEL: “Passenger Charter; Pleasure Cruise”

—GEOGRAPHIC REGION: “Illinois”

The complete application is given in DOT docket MARAD-2018-0104 at <http://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 issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter’s interest in the waiver application, and address the waiver criteria given in section 388.4 of MARAD’s regulations at 46 CFR part 388.

**Privacy Act**

In accordance with 5 U.S.C. 553(c), DOT/MARAD solicits comments from the public to better inform its rulemaking process. DOT/MARAD posts these comments, without edit, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice, DOT/ALL-14 FDMS, accessible through [www.dot.gov/privacy](http://www.dot.gov/privacy). In order to facilitate comment tracking and response, we encourage commenters to provide their name, or the name of their organization; however, submission of names is completely optional. Whether or not commenters identify themselves, all timely comments will be fully considered. If you wish to provide comments containing proprietary or confidential information, please contact the agency for alternate submission instructions.

**Authority:** 49 CFR 1.93(a), 46 U.S.C. 55103, 46 U.S.C. 12121.

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Dated: June 26, 2018.

By order of the Maritime Administrator.

**T. Mitchell Hudson, Jr.,**

*Secretary, Maritime Administration.*

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**BILLING CODE 4910-81-P**

North Carolina, South Carolina, Georgia, Florida”

The complete application is given in DOT docket MARAD-2018-0106 at <http://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 issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter’s interest in the waiver application, and address the waiver criteria given in section 388.4 of MARAD’s regulations at 46 CFR part 388.

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**Authority:** 49 CFR 1.93(a), 46 U.S.C. 55103, 46 U.S.C. 12121.

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Dated: June 26, 2018.

By order of the Maritime Administrator.

**T. Mitchell Hudson, Jr.,**

*Secretary, Maritime Administration.*

[FR Doc. 2018-14066 Filed 6-28-18; 8:45 am]

**BILLING CODE 4910-81-P**

**SUPPLEMENTARY INFORMATION:** As described by the applicant the intended service of the vessel PRELUDE is:

—INTENDED COMMERCIAL USE OF VESSEL: “Charter vessel for teaching catamaran sailing instructors”

—GEOGRAPHIC REGION: “Maryland, Delaware, Virginia, Rhode Island,