—Report of the Marine Environment Protection Committee
—Report of the Legal Committee
—Report of the Facilitation Committee
—Report of the Technical Cooperation Committee
—Global maritime training institutions:
  ○ World Maritime University
  ○ IMO International Maritime Law Institute
—External relations:
  ○ Relations with the United Nations and the specialized agencies
  ○ Relations with intergovernmental and non-governmental organizations
  ○ International Days established by IMO
  ○ IMO Awards
—Protection of vital shipping lanes
—Report on the status of conventions
—Place, date and duration of the next session of the Council (C 138)
—Supplementary agenda items, if any

Please note: The IMO may, on short notice, adjust the Council 137 agenda to accommodate any constraints associated with the meeting. Although no changes to the agenda are anticipated, if any are necessary, notice of the changes will be provided to those who RSVP.

Those who plan to participate may contact the meeting coordinator, LCDR Amy Gayman, by email at *Amy.E.Gayman@uscg.mil,* by phone at (571) 608–8882, or in writing at United States Coast Guard (CG–5PS), ATTN: LCDR Amy Gayman, 2703 Martin Luther King Jr. Ave. SE Stop 7509, Washington DC 20593–7509, by June 26th, 2026. Members of the public needing reasonable accommodation should advise LCDR Amy Gayman no later than June 26th, 2026. Requests made after that date will be considered but might not be possible to fulfill.

Additional information regarding this and other IMO public meetings may be found at: *https://www.dco.uscg.mil/IMO.*

(Authority: 22 U.S.C. 2656 and 5 U.S.C. 552)

Emily C. Miletello,

Coast Guard Liaison Officer, Office of Ocean and Polar Affairs, Department of State.

[FR Doc. 2026–12211 Filed 6–16–26; 8:45 am]

BILLING CODE 4710–09–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36940]

3i RR Holdings GP LLC, et al. and Regional Rail, LLC—Control Exemption—Massachusetts Central Railroad Corporation

3i RR Holdings GP LLC; 3i RR Holdings Partnership L.P.; 3i RR Intermediate Holdings LLC; 3i RR LLC; Regional Rail Holdings, LLC; and Regional Rail Sub Holdings LLC (collectively, 3i RR) and Regional Rail, LLC (Regional Rail),[1] each a noncarrier, have filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to acquire control of Massachusetts Central Railroad Corporation (MCER). MCER is a Class III rail carrier that owns or operates approximately 25 miles of rail line between Palmer, Mass., and South Barre, Mass., and is currently controlled by The John J. Pondelli, Jr. Family Trust (the Trust).

According to the verified notice, Regional Rail will acquire all of the issued and outstanding shares of MCER pursuant to a Stock Purchase Agreement to be entered into with MCER and the Trust.[2] Upon consummation, Regional Rail would obtain direct control, and 3i RR would obtain indirect control, of MCER.

According to the verified notice: (1) the rail lines of MCER do not connect with the lines of the rail carriers controlled by 3i RR and Regional Rail; (2) the transaction is not part of a series of anticipated transactions that would result in such a connection; and (3) no Class I carrier is involved in the transaction. Therefore, the proposed transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. *See* 49 CFR 1180.2(d)(2).

The earliest the transaction may be consummated is July 1, 2026, the effective date of the exemption (30 days after the verified notice was filed).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than June 24, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36940, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on 3i RR's and Regional Rail's representative, Thomas J. Litwiler, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606–3208.

According to 3i RR and Regional Rail, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at *www.stb.gov.*

Decided: June 12, 2026.

By the Board, Scott M. Zimmerman, Acting Chief Counsel, Office of Chief Counsel.

Kenyatta Clay,

Clearance Clerk.

[FR Doc. 2026–12120 Filed 6–16–26; 8:45 am]

BILLING CODE 4915–01–P

[1] According to the verified notice, Regional Rail currently directly controls 14 Class III rail carriers. Regional Rail, in turn, is controlled by 3i RR.

[2] Public and confidential versions of the Stock Purchase Agreement were filed with the verified notice. The confidential version was submitted under seal concurrently with a motion for protective order, which was addressed in a separate decision.

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2026–0694]

Agency Information Collection Activities: Request for Comments for a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) to approve a new information collection. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by July 17, 2026.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 0694 by any of the following methods:

Website: For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to *http://www.regulations.gov.* Follow the online instructions for submitting comments.

Fax: 1–202–493–2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Christina Currier, *christina.currier@dot.gov,* or Stephanie James, *stephanie.james@dot.gov,* Office of Infrastructure, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 7 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: We published a **Federal Register** Notice with a 60-day public comment period on this information collection on March 13, 2026, at [91 FR 12483]. The notice received 1 comment. The comment and FHWA's response are below:

The South Dakota Department of Transportation (SDDOT) submitted a formal response that focuses on clarifying who is required to report, reducing reporting frequency, and addressing technical challenges in data collection.

FHWA Response

On Applicability and Respondents: The notice defines ''Respondents'' as 50 State DOTs, local/state governments, territories, and educational institutions that may apply. The collection is specifically titled ''Performance Measures for Highway Construction Training Program (HCTP) Grant,'' supporting the interpretation that these measures apply only to recipients of the HCTP grant.

On Reporting Frequency: The NOFO required quarterly and annual performance measure reporting and the sixteen current recipients have not expressed concerns about this frequency as it is common in the workforce development industry.

On Administrative Burden: The FHWA estimates the ''Average Burden per Response'' to be 20 minutes per form. SDDOT's comment suggests that the actual time required to gather and verify contractor data (such as median wages and six-month retention) may significantly exceed this 20-minute estimate. FHWA understands that specific data may be difficult to obtain but requests that recipients provide readily available data.

Title: Performance Measures for Highway Construction Training Program (HCTP) Grant.

Background: The demand for highway construction, maintenance, and operations workers is growing, while at the same time, emerging technologies require these workers to have new skills. According to a 2022 national survey by the Associated General Contractors of America (AGC), more than 70 percent of construction firms reported difficulty finding qualified trade and craft workers and 90 percent reported difficulty filling salaried positions. Government agencies, trade organizations, private agencies, and local and Tribal communities nationwide need new, collaborative approaches to meeting this challenge.

The predecessor to the HCTP, the Transportation Education Development Program, was originally established as a pilot program in 2005 by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (Pub. L. 109–59) to provide grants to institutions of higher education to enhance transportation education and workforce development through ''partnership[s]with industry and State departments of transportation (State DOT).'' Now codified at 23 U.S.C. 504(f), amendments in Infrastructure Investment Jobs Act (IIJA) changed the program name to Transportation Education and Training Development and Deployment Program, expanded the type of entities eligible for grants and the activities that can be funded, and for the first time made State DOTs eligible grant recipients. The program will now be known as HCTP.

In 2016, FHWA collaborated with the American Association of State Highway and Transportation Officials, AGC, the American Road & Transportation Builders Association, and the U.S. Department of Labor's Employment and Training Administration to establish the Highway Construction Workforce Partnership (HCWP) Pilot Program. The two-year HCWP Pilot Program brought together working groups of highway, education, and workforce system representatives in six cities and six states to recruit, train, and place individuals into highway occupations.

In 2021, HCWP was selected as a focus program for the FHWA's Every Day Counts-6 (EDC–6) Program, a State-based model to identify and rapidly deploy proven but under-used innovations. The program was renamed the Strategic Workforce Development (SWD) Initiative and was also a focus program in EDC–7. The SWD has been adopted by 43 States. These programs developed valuable resources for workforce development stakeholders, which can be found in the SWD Toolkit available at *https://www.fhwa.dot.gov/innovativeprograms/centers/workforce_dev/hcwp/toolkit/.* The HCTP grants will continue to build on the lessons learned through the HCWP and the SWD Initiative. This opportunity represents $4,226,871 in funding available to applicants at no more than $300,000 for each award.

This collection request, included in the NOFO for the HCTP Grant requirements, provides a resource to track the progress of the awarded programs through the period of performance of up to two years. The following performance measures are quarterly and are as follows: the number of entrants, the number of completed programs, the number of job placements, the median wages at time of hire and their progression at 180 days into the job placement, the number of trainees retained, and, if an educational institution, the number of enrollees in a particular curriculum. There are two remaining performance measures to be submitted annually. They are both related to educational institutions and the number of credentials attained with the corresponding skill gains in post-secondary educational opportunities.

Respondents: 50 State DOTs, local and state governments, District of Columbia, Commonwealth of Puerto Rico, United States territories of American Samoa, Guam, N. Marina Is., and the Virgin Islands (4 territories), and educational institutions may apply.

Frequency: Performance Measures for the HCTP Grant must be submitted quarterly and annually, respectively.

Estimated Average Burden per Response: 2 hours per response.

Estimated Total Annual Burden Hours: 160 hours total burden.

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 FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.48.

Issued on: June 12, 2026.

Jazmyne Lewis,

Information Collection Officer.

[FR Doc. 2026–12134 Filed 6–16–26; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2026–0892]

Commercial Driver's License: Virginia Department of Motor Vehicles; Application for Exemption

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of application for exemption; request for comments.

SUMMARY: FMCSA requests public comment on the application of the Virginia Department of Motor Vehicles (VA DMV) for an exemption from the Commercial Driver's License (CDL) requirements to permit the Commonwealth of Virginia to extend the validity of CDLs and Commercial Learner's Permits (CLPs) during State-declared emergencies. FMCSA is required by statute to publish a notice explaining each exemption request. This notice does not indicate what decision FMCSA will ultimately reach on the request. After reviewing the application, safety analyses, and public comments submitted, FMCSA will grant or deny the exemption.

DATES: Comments must be received on or before July 17, 2026.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2026–0892 by any of the following methods:

- *Federal eRulemaking Portal: www.regulations.gov.* See the Public Participation and Request for Comments section below for further information.
- *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W58–213, West Building, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* 1200 New Jersey Avenue SE, W58–213, West Building, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Fax: (202) 493–2251. Each submission must include the Agency name and the docket number (FMCSA–2026–0892) for this notice. Note that DOT posts all comments received without change to *www.regulations.gov,* including any personal information included in a comment. Please see the Privacy Act heading below.

Privacy Act: In accordance with 49 U.S.C. 31315(b), DOT solicits comments from the public to better inform its exemption process. DOT posts these comments, including any personal information the commenter provides, to *www.regulations.gov,* as described in the system of records notice DOT/ALL–14 FDMS (Federal Docket Management System (FDMS)), which can be reviewed at *https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices.* The comments are posted without edit and are searchable by the name of the submitter.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Clemente, FMCSA Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards, *richard.clemente@dot.gov.* If you have questions on viewing or submitting material to the docket, contact Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation and Request for Comments

FMCSA encourages you to participate by submitting comments and related materials.

A. Submitting Comments

If you submit a comment, please include the docket number for this notice (FMCSA–2026–0892), indicate the specific section of this document to which the comment applies, and provide a reason for your suggestions or recommendations. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so the Agency can contact you if it has questions regarding your submission.

To submit your comment online, go to *https://www.regulations.gov/docket/FMCSA-2026-0892/document,* click on this notice, click ''Comment,'' and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable.

B. Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the notice contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the notice, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as ''PROPIN'' to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the notice. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at *brian.g.dahlin@dot.gov.* At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this notice.

C. Viewing Comments and Documents

To view comments, as well as any documents mentioned in this preamble as being available in the docket, go to *https://www.regulations.gov,* insert FMCSA–2026–0892 in the keyword box, select the document tab and choose the document to review. To view comments, click this notice, then click ''Browse Comments.'' If you do not have access to the internet, you may view the docket by visiting Dockets Operations in room W58–213 of the DOT West Building, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from the Federal Motor Carrier Safety Regulations (FMCSRs). FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an