

DoD procedures are outlined in DoD Directive 5122.11.

V. Regulatory Compliance Analysis

A. Executive Order 12866, “Regulatory Planning and Review,” and Executive Order 13563, “Improving Regulation and Regulatory Review”

Executive Orders 12866 and 13563 direct agencies to assess all costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits (including potential economic, environmental, public health and safety effects, distributive impacts, and equity). Executive Order 13563 emphasizes the importance of quantifying both costs and benefits, of reducing costs, of harmonizing rules, and of promoting flexibility. This final rule is not a significant regulatory action under Executive Order 12866.

B. Executive Order 14192, “Unleashing Prosperity Through Deregulation”

This rule is not an Executive Order 14192 regulatory action because this rule is not significant under Executive Order 12866.

C. Congressional Review Act (CRA) (5 U.S.C. 801 *et seq.*)

This action is subject to the CRA (5 U.S.C. 801 *et seq.*), and DoD will submit a rule report to each House of Congress and to the Comptroller General of the United States. This action is not a “major rule” as defined by 5 U.S.C. 804(2).

D. Public Law 96-354, “Regulatory Flexibility Act” (5 U.S.C. 601 *et seq.*)

The Assistant to the Secretary of Defense for Public Affairs certified that this rule is not subject to the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) because the rule only addresses the operations of Stripes, and it would not, if promulgated, have a significant economic impact on a substantial number of small entities.

E. Sec. 202, Public Law 104-4, “Unfunded Mandates Reform Act” (UMRA)

This action does not contain an unfunded mandate of \$100 million or more (in 1995 dollars) in any one year as described in UMRA, 2 U.S.C. 1531-1538, and does not significantly or uniquely affect small governments.

F. Public Law 96-511, “Paperwork Reduction Act” (44 U.S.C. 3501 *et seq.*)

This rule does not impose reporting or recordkeeping requirements under the Paperwork Reduction Act of 1995.

G. Executive Order 13132, “Federalism”

This action will not have federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999), because it is not expected to have a substantial direct effect on States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Accordingly, the requirements of Executive Order 13132 do not apply to this action.

H. Executive Order 13175, “Consultation and Coordination With Indian Tribal Governments”

This action will not have Tribal implications as specified in Executive Order 13175 (65 FR 67249, November 9, 2000), because it is not expected to have substantial direct effects on Indian Tribes, significantly or uniquely affect the communities of Indian Tribal governments and does not involve or impose any requirements that affect Indian Tribes. Accordingly, the requirements of Executive Order 13175 do not apply to this action.

List of Subjects in 32 CFR Part 246

Government publications, Newspapers and magazines.

PART 246—[REMOVED]

■ Accordingly, by the authority of 5 U.S.C. 301, 32 CFR part 246 is removed.

Dated: January 13, 2026.

Aaron T. Siegel,
Alternate OSD Federal Register Liaison Officer, Department of Defense.
[FR Doc. 2026-00695 Filed 1-14-26; 8:45 am]

BILLING CODE 6001-FR-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

46 CFR Part 350

[Docket No. MARAD-2026-0004]

RIN 2133-AC00

Seamen’s Service Awards; Amendment Replacing Gulf of Mexico With Gulf of America

AGENCY: Maritime Administration (MARAD), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: This final rule amends MARAD’s regulations governing Seamen’s Service Awards. The amendment changes the name “Gulf of Mexico” to “Gulf of America”

consistent with Executive Order (E.O.) 14172, *Restoring Names that Honor American Greatness*. The amendment also provides factual clerical changes, such as updating citations to authority and physical office names and addresses.

DATES: This final rule is effective January 15, 2026.

FOR FURTHER INFORMATION CONTACT:

David Hatcher, Office of Sealift Support, at (202) 366-0688 or *David.Hatcher1@dot.gov*. The mailing address for the Maritime Administration, Office of Sealift Support is 1200 New Jersey Avenue SE, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

An electronic copy of this document may also be downloaded by accessing the Office of the Federal Register’s home page at: www.federalregister.gov.

Background

This action conforms 46 CFR part 350 to Executive Order 14172 by changing “Gulf of Mexico” to “Gulf of America” in the name of a seaman’s service award during World War II specified in the regulations.¹ The rule would also provide necessary clerical updates to DOT’s regulations, such as updating citations to authority, physical office addresses, and office names.

Regulatory Analyses and Notices

Administrative Procedure Act

MARAD issues this final rule without prior notice and the opportunity for public comment and the 30-day delayed effective date ordinarily prescribed by the Administrative Procedure Act (APA). Pursuant to 5 U.S.C. 553(b)(B), general notice and the opportunity for public comment are not required with respect to a rulemaking when an “agency for good cause finds (and incorporates the finding and a brief statement of reasons therefor in the rules issued) that notice and public procedure thereon are impracticable, unnecessary, or contrary to the public interest.” MARAD has determined that there is good cause to waive the opportunity for prior notice and comment, finding it unnecessary with respect to a geographic name change effectuated previously by Executive direction and for factual clerical changes such as updating citations to authority, physical office addresses, and

¹ MARAD is unable to revise 46 CFR 350.47(d) to update the term “Gulf of Mexico” to “Gulf of America” because the term “Gulf of Mexico” within the regulation is statutorily mandated in the term “Gulf of Mexico Fisheries” (see 16 U.S.C. 1852 (b)(2)(D)(i)).

office names. Neither of these updates imposes any regulatory requirements or costs on members of the public. MARAD waives the 30-day delay in effective date under 5 U.S.C. 553(d) for the same reasons.

Executive Orders 12866, 13563, 14192 and DOT Rulemaking Procedures

Executive Order (E.O.) 12866, as supplemented by E.O. 13563, provides for determining whether a regulatory action is “significant” and therefore subject to Office of Management and Budget (OMB) review and to the requirements of E.O. 12866.

Today’s final rule is not significant and has not been reviewed by OMB under E.O. 12866. This rule is limited to conforming the agency’s implementing regulation at 46 CFR part 350 to a geographic name change previously effectuated by Executive direction and making clerical updates to citations of authority, physical office addresses, office names. This rule does not result in any changes to costs or benefits.

Executive Order 14192, titled “*Unleashing Prosperity through Deregulation*,” directs that, unless prohibited by law, whenever an executive department or agency publicly proposes for notice and comment or otherwise promulgates a new regulation, it must identify at least two existing regulations to be repealed. In addition, any new incremental costs of all new regulations must be significantly less than zero. Only those rules deemed significant under section 3(f) of Executive Order 12866, “*Regulatory Planning and Review*,” are subject to these requirements. Per OMB Memo M-25-20, E.O. 14192 applies to a rulemaking action that is “a significant regulatory action as defined in Section 3(f) of E.O. 12866 that has been finalized and that imposes total costs greater than zero.” As discussed above, this rule provides clerical updates to the regulation and changes the name “Gulf of Mexico” to the “Gulf of America.” Accordingly, this action is neither a regulatory nor a deregulatory rule under Executive Order 14192.

Regulatory Flexibility Act

Pursuant to the Regulatory Flexibility Act (RFA), MARAD has considered the impacts of this rulemaking action on small entities (5 U.S.C. 601 *et seq.*). Rules that are exempt from notice and comment are also exempt from the RFA requirements, including conducting a regulatory flexibility analysis, when among other things the agency for good cause finds that notice and public procedure are impracticable,

unnecessary, or contrary to the public interest. See 5 U.S.C. 603(a). Because, as discussed above, this rule is exempt from the APA notice and comment requirements, MARAD is not required to conduct a regulatory flexibility analysis.

Executive Order 13132, Federalism

MARAD has examined this final rule pursuant to E.O. 13132 (64 FR 43255, August 10, 1999) and concluded that no additional consultation with States, local governments, or their representatives is mandated beyond the rulemaking process. The Agency has concluded that the rulemaking would not have sufficient federalism implications to warrant consultation with State and local officials or the preparation of a federalism summary impact statement. The final rule will not have, pursuant to E.O. 13132 section 1(a): “substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.”

The Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4) requires agencies to prepare a written assessment of the costs, benefits, and other effects of proposed or final rules that include a Federal mandate likely to result in the expenditure by State, local, or tribal governments, in the aggregate, or by the private sector, of more than \$100 million annually, adjusted annually for inflation. This action will not result in additional expenditures by State, local, or tribal governments or by any members of the private sector. Therefore, MARAD has not prepared an economic assessment pursuant to the Unfunded Mandates Reform Act.

Regulation Identifier Number (RIN)

A regulation identifier number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in the Spring and Fall of each year. The RIN number contained in the heading of this document can be used to cross-reference this action with the Unified Agenda.

Paperwork Reduction Act

Under the Paperwork Reduction Act of 1995, a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. This final rule includes no new collection of information and will not change any existing collections of

information as it does not actually waive any regulatory requirements.

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>.

List of Subjects in 46 CFR Part 350

Decoration, Seamen.

Accordingly, the Department of Transportation amends 46 CFR Part 350 as follows:

PART 350—SEAMEN’S SERVICE AWARDS

- 1. Revise the authority citation for part 350 to read as follows:

Authority: 46 U.S.C. chapter 519; 49 U.S.C. 322(a); 49 CFR 1.93.

- 2. Revise § 350.1 to read as follows:

§ 350.1 Purpose.

The purpose of this part is to prescribe regulations to implement 46 U.S.C. chapter 519 to authorize the issue of decorations, medals, and other recognition for service in the U.S. merchant marine, and for other purposes, and to provide for the replacement of awards previously issued for service in the U.S. merchant marine under prior law.

- 3. Amend § 350.2 by revising paragraph (c) to read as follows:

§ 350.2 Special medals and awards.

* * * * *

(c) *Inquiries.* Direct all inquiries concerning eligibility and procedures for the issuance of these medals to Maritime Administrator, Attention: Seamen’s Service Awards, Maritime Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590.

- 4. Amend § 350.3 by revising paragraph (a)(7) to read as follows:

§ 350.3 Other original recognition of service.

* * * * *

(a) * * *

(7) *Atlantic War Zone Bar and Medal*, awarded to merchant seamen who served in the Atlantic War Zone, including the North Atlantic, South Atlantic, Gulf of America, Caribbean, Barents Sea, and the Greenland Sea,

between December 7, 1941, and November 8, 1945.

- * * * * *
- 5. Amend § 350.4 by:
 - a. Revising paragraph (c); and
 - b. Removing paragraphs (d) and (e).

The revision reads as follows:

§ 350.4 Eligibility for awards.

* * * * *

(c) *Inquiries.* The information establishing eligibility, along with a written request must be directed to Maritime Administrator, Attention: Seamen's Service Awards, Maritime Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590.

- 6. Revise § 350.5 to read as follows:

§ 350.5 Replacement decorations.

Decorations that have been previously issued may be replaced at cost upon written request made to Maritime Administrator, Attention: Seamen's Service Awards, Maritime Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590.

(Authority: 46 U.S.C. Chapter 519; 49 U.S.C. 322(a); 49 CFR 1.93)

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.

Secretary, Maritime Administration.

[FR Doc. 2026-00753 Filed 1-14-26; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA-2026-0001]

RIN 2127-AM79

Federal Motor Vehicle Safety Standards: Anti-Ejection Glazing for Bus Portals; Mandatory Applicability Beginning October 30, 2027

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

ACTION: Final rule; partial grant of a petition for reconsideration.

SUMMARY: This document partially grants a petition for reconsideration of the October 30, 2024 final rule that established Federal Motor Vehicle Safety Standard (FMVSS) No. 217a, “Anti-ejection glazing for bus portals; Mandatory applicability beginning October 30, 2027.” The standard intends to drive installation of advanced glazing

in over-the-road buses (motorcoaches) and other large buses to reduce occupant ejections. This final rule revises the minimum size requirement for applicable portals, adds a figure to illustrate a daylight opening periphery, and clarifies the target location for edge impact tests. This document denies all other portions of the petition for reconsideration, including revising the definition of “daylight opening.”

DATES:

Effective Date: This final rule is effective January 15, 2026.

Compliance Date: The compliance date of this final rule is October 30, 2027. Optional early compliance is permitted.

Petitions for Reconsideration: If you wish to petition for reconsideration of this rule, your petition must be received by March 2, 2026.

ADDRESSES: Petitions for reconsideration of this final rule must refer to the docket and notice number set forth above and be submitted to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Note that all petitions received will be posted without change to the docket for this rulemaking at www.regulations.gov, including any personal information provided.

Confidential Business Information: If you wish to submit confidential business information, see the instructions in the rulemaking analyses and notices section.

FOR FURTHER INFORMATION CONTACT: For non-legal issues, you may email Mr. James Myers, NHTSA Office of Crashworthiness Standards (James.Myers@dot.gov). For legal issues, you may email Mr. John Piazza, NHTSA Office of Chief Counsel (John.Piazza@dot.gov). You may contact these officials by phone at 202-366-1810 or by mail at the National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

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I. Background

On October 30, 2024, NHTSA published a final rule that established

FMVSS No. 217a, “Anti-ejection glazing for bus portals; Mandatory applicability beginning October 30, 2027” (89 FR 86255, Docket No. NHTSA-2024-0061). The purpose of this safety standard is to drive the installation of advanced glazing in over-the-road buses (motorcoaches) and other large buses¹ to reduce passenger and driver ejections. The standard is designed to ensure window glazing remains securely bonded to window frames, no potential ejection portals are created due to breaking of the glazing, and windows do not open during a crash, even if an occupant is thrown against the glazing. The October 30, 2024 final rule fulfilled a statutory mandate in the Motorcoach Enhanced Safety Act of 2012, which was incorporated and passed as part of the Moving Ahead for Progress in the 21st Century Act (MAP-21). Under section 32702 of MAP-21, “advanced glazing” means “glazing installed in a portal on the side or the roof of a motorcoach that is designed to be highly resistant to partial or complete occupant ejection in all types of motor vehicle crashes.”

To accomplish this safety objective, FMVSS No. 217a specifies minimum requirements that applicable bus window glazing must meet when it is contacted by an impactor launched at the window at a specified speed. The impactor and impact speed are designed to simulate an average size unrestrained adult male thrown from one side of a large bus and impacting a window on the opposite side of the bus in a rollover. Each side window and glass panel/window on the roof may be subject to any one of three impacts, as selected by NHTSA in a compliance test: (a) an impact near a latching mechanism or (for windows without latches) the center of the lower window edge of an intact window; (b) an impact at the center of the daylight opening of an intact window; and (c) an impact at the center of the daylight opening of a pre-broken window. No part of the window may displace past a pre-defined ejection reference plane during the impact, and the window must prevent passage of a 102-millimeter (mm) (4 inch) diameter sphere after the impact. In addition, emergency exits must remain operable after the impactor test.

¹ FMVSS No. 217a is applicable to over-the-road buses manufactured on or after October 30, 2027. The standard is also applicable to buses, other than over-the-road buses, that have a gross vehicle weight rating (GVWR) greater than 11,793 kilograms (kg) manufactured on or after October 30, 2027. This standard does not apply to school buses, transit buses, prison buses, and perimeter-seating buses.