

used; (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 through the use of automated, electronic collection techniques or other forms of information technology.

Please direct your written comments on this 60-Day Collection Notice to Austin Gerig, Director/Chief Data Officer, Securities and Exchange Commission, c/o Tanya Ruttenberg via email to [PaperworkReductionAct@sec.gov](mailto:PaperworkReductionAct@sec.gov) by March 24, 2026. There will be a second opportunity to comment on this SEC request following the **Federal Register** publishing a 30-Day Submission Notice.

Dated: January 20, 2026.

**Sherry R. Haywood,**

*Assistant Secretary.*

[FR Doc. 2026-01211 Filed 1-22-26; 8:45 am]

**BILLING CODE 8011-01-P**

## DEPARTMENT OF STATE

[Public Notice: 12925]

### **TITLE: Notice of Public Meeting To Prepare for International Maritime Organization HTW 12 Session**

The Department of State will conduct a public meeting at 10:00 a.m. on Wednesday, February 11, 2026, by teleconference. The primary purpose of the meeting is to prepare for the twelfth session of the International Maritime Organization's (IMO) Sub-Committee on Human Element, Training and Watchkeeping (HTW) to be held in London, United Kingdom, from Monday, February 23, 2026, to Friday, February 27, 2026.

The agenda items to be considered include:

- Adoption of the agenda
- Decisions of other IMO bodies
- Validated model training courses
- Role of the human element
- Reports on unlawful practices associated with certificates of competency
- Comprehensive review of the 1978 STCW Convention and Code
- Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels
- Scoping exercise and enhancement of the effectiveness of provisions on fatigue and seafarers' hours of work and rest
- Biennial status report and provisional agenda for HTW 13
- Election of Chair and Vice-Chair for 2027

—Any other business  
—Report to the Maritime Safety Committee

*Please note:* The IMO may, on short notice, adjust the HTW 12 agenda to accommodate any constraints associated with the meeting. Although no changes to the agenda are anticipated, if any are necessary, they will be provided to those who RSVP.

Those who plan to participate may contact the meeting coordinator, Mrs. Megan Johns Henry at [megan.c.johns@uscg.mil](mailto:megan.c.johns@uscg.mil), by phone at (571) 610-3303, or in writing at 2703 Martin Luther King Jr. Ave. SE, Stop 7509, Washington, DC 20593-7509, not later than February 5, 2026. Members of the public needing reasonable accommodation should advise Mrs. Megan Johns Henry no later than February 5, 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, U.S. Department of State.*

[FR Doc. 2026-01291 Filed 1-22-26; 8:45 am]

**BILLING CODE 4710-09-P**

## SURFACE TRANSPORTATION BOARD

[Docket No. AB 511 (Sub-No. 8X)]

### **Central Railroad Company of Indianapolis—Abandonment Exemption—in Howard County, Ind.**

Central Railroad Company of Indianapolis (CERA) has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon two rail lines extending approximately 1.77 miles in the City of Kokomo, Howard County, Ind., consisting of the Tipton Industrial Lead from milepost 54.3 to milepost 55.6, and a segment of the Marion Subdivision from milepost 180.87 to milepost 181.26 (the Lines).<sup>1</sup> The Lines traverse U.S. Postal Service Zip Code 46903.

The verified notice states that the Tipton Industrial Lead segment of the Lines connects to a segment of rail line that is currently under a trail use agreement, *see Cent. R.R. Co. of Indianapolis—Aban. Exemption—in*

<sup>1</sup> CERA states that its initial consultation letter to the environmental agencies and the State Historic Preservation Office identified the endpoint of the Marion Subdivision as milepost 180.82 but that upon further review, CERA decided to abandon 0.05-miles less of that segment.

*Howard Cnty., Ind.*, Docket No. AB 511 (Sub-No. 6X), and contains three stations. The verified notice further states that the Marion Subdivision is stub-ended and includes seven stations. CERA states that following abandonment, the City of Kokomo intends to acquire the Lines for trail use.

CERA has certified that: (1) no local freight traffic has moved over the Lines for at least two years; (2) the Lines are stub-ended at both endpoints and, therefore, no overhead traffic exists; (3) no formal complaint filed by a user of rail service on the Lines (or by a state or local government on behalf of such user) regarding cessation of service over the Lines is pending with either the Surface Transportation Board (Board) or any U.S. District Court or has been decided in favor of a complainant within the two-year period; and (4) the requirements at 49 CFR 1105.7(b) and 1105.8(c) (notice of environmental and historic reports), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to government agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received,<sup>2</sup> this exemption will be effective on February 22, 2026, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>3</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2), and interim trail use/railbanking requests under 49 CFR 1152.29 must be filed by February 2, 2026.<sup>4</sup> Petitions to

<sup>2</sup> Persons interested in submitting an OFA must first file a formal expression of intent to file an offer, indicating the type of financial assistance they wish to provide (*i.e.*, subsidy or purchase) and demonstrating that they are preliminarily financially responsible. *See* 49 CFR 1152.27(c)(2)(i).

<sup>3</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. *See Exemption of Out-of-Serv. Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>4</sup> Filing fees for OFAs and trail use requests can be found at 49 CFR 1002.2(f)(25) and (27), respectively.

reopen and requests for public use conditions under 49 CFR 1152.28 must be filed by February 12, 2026.

All pleadings, referring to Docket No. AB 511 (Sub-No. 8X), 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 CERA's representative, Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Avenue NW, Suite 1300 South, Washington, DC 20004.

If the verified notice contains false or misleading information, the exemption is void ab initio.

CERA has filed a combined environmental and historic report that addresses the potential effects, if any, of the abandonment on the environment and historic resources. OEA will issue a Draft Environmental Assessment (Draft EA) by January 30, 2026. The Draft EA will be available to interested persons on the Board's website, by writing to OEA, or by calling OEA at (202) 245-0294. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245. Comments on environmental or historic preservation matters must be filed within 15 days after the Draft EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), CERA shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the Lines. If consummation has not been effected by CERA's filing of a notice of consummation by January 23, 2027, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

Decided: January 20, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

**Andrea Pope-Matheson,**  
Clearance Clerk.

[FR Doc. 2026-01238 Filed 1-22-26; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2020-0087]

#### Notice of Petition for Amendment of Waiver of Compliance

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** This document provides the public notice that Illinois Central Railroad Company, on behalf of itself and all US-based railroad subsidiaries of Canadian National Railway Company (CN), petitioned FRA for an amendment of relief from certain regulations concerning training requirements.

**DATES:** FRA must receive comments on the petition by February 23, 2026. FRA will consider comments received after that date to the extent practicable.

#### ADDRESSES:

*Comments:* Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

*Instructions:* All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

*Docket:* For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

#### FOR FURTHER INFORMATION CONTACT:

Check Kam, Rail Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202-366-2139, email: [check.kam@dot.gov](mailto:check.kam@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated August 13, 2025, CN petitioned FRA for an amendment of its existing relief from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 232, Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End-of-Train Devices. The relevant Docket Number is FRA-2020-0087.

Specifically, CN was granted relief from § 232.203(b)(8), *Training requirements*, to use three-dimensional simulations using web-based or desktop software to satisfy the "hands-on" portion of required training, in connection with periodic refresher training, by letter dated May 2, 2023. In this petition, CN requests that three of the conditions of the May 2, 2023 letter be amended.

FRA's first condition states that simulation training applies only to locomotive engineers and conductors responsible for performing Class I air brake tests, but CN seeks to expand the waiver to include field supervisors and employees performing repairs to freight cars. The third condition states that CN must alternate between refresher training cycles using simulation training and operational testing/field hands-on training, and CN seeks approval to use simulation training in every training cycle. Finally, the sixth condition allows CN employees to opt out of simulation training; CN seeks to remove that provision, except for certain circumstances. In support of its request, CN finds the first condition insufficient in training its field supervisors "and other employees responsible for either inspecting and testing air brakes" and asserts that the third and sixth conditions have "become arbitrary."

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov).

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by February 23, 2026 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

#### Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA's dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to inform its processes. DOT posts these