

retaliation may file a complaint with the Director, Office of the Ombudsman, Federal Deposit Insurance Corporation, 3501 Fairfax Drive, Suite E-2022, Arlington, Virginia 22226, explaining the circumstances and the basis for such belief or evidence and requesting that the complaint be investigated and appropriate disciplinary or remedial action taken. The Office of the Ombudsman will work with the appropriate Division Director to resolve the allegation of retaliation.

Federal Deposit Insurance Corporation.
By order of the Board of Directors.
Dated at Washington, DC, January 22, 2026.

Jennifer M. Jones,
Deputy Executive Secretary.

[FR Doc. 2026-01433 Filed 1-23-26; 8:45 am]
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FEDERAL MARITIME COMMISSION

[FMC-2026-0067]

Renewal of an Agency Information Collection of a Previously Approved Collection; 60-Day Public Comment Request; Containerized Freight Statistics—Imports and Exports; 3072-0074

AGENCY: Federal Maritime Commission.
ACTION: Sixty-day notice; request for comment.

SUMMARY: The Federal Maritime Commission (Commission) intends to seek re-approval, with revision, for Collection of Information 3072-0074 (Container vessel imports and exports) from the Office of Management and Budget (OMB). In accordance with the Paperwork Reduction Act of 1995 the Commission is requesting comments on this collection from all interested individuals and organizations prior to submitting our request to OMB.

DATES: Comments must be submitted or before March 27, 2026.

ADDRESSES: The Commission is accepting comments using the Federal eRulemaking Portal at www.regulations.gov. The docket for this notice, which includes a copy of the information collection instruction and submitted comments, can be found at www.regulations.gov under Docket No. FMC-2026-0067. Follow the instructions provided on *Regulations.gov* for submitting comments.

FOR FURTHER INFORMATION CONTACT:
Direct requests for additional information regarding the collection listed in this notice to Michael Johnson, (202) 523-5796, mjohanson@fmc.gov.

SUPPLEMENTARY INFORMATION: The Commission invites the general public and other Federal agencies to comment on the continuing information collection 0372-0074 (Container vessel imports and exports), as required by the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*). We invite comments on: (1) the necessity and utility of the proposed information collection for the proper performance of the agency's functions; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the information to be collected; and (4) the use of the automated collection techniques or other forms of information technology to minimize the information collection burden. Comments submitted in response to this notice will be included or summarized in our request for Office of Management and Budget (OMB) approval of the information collection. All comments are part of the public record and subject to disclosure. Please do not include any confidential or inappropriate material in your comments.

Information Collection Open for Comment

Title: Container vessel imports and exports.

OMB Approval Number: 3072-0074.
Form Number: Not applicable.

Request Type: Revision of a currently approved collection.

Abstract: The Ocean Shipping Reform Act of 2022 (OSRA 2022) mandates that: “The Federal Maritime Commission shall publish on its website a calendar quarterly report that describes the total import and export tonnage and the total loaded and empty 20-foot equivalent units per vessel (making port in the United States, including any territory or possession of the United States) operated by each ocean common carrier covered under this chapter. Ocean common carriers under this chapter shall provide to the Commission all necessary information, as determined by the Commission, for completion of this report.” 46 U.S.C. 41110. To comply with this quarterly reporting requirement the Commission will request information on tonnage and 20-foot equivalent units from each identified common carrier on a monthly basis. The information will be used to compile and publish a quarterly report on total import and export tonnage and total loaded and empty 20-foot equivalent units per vessel operated by common carriers.

Needs and Uses: The Commission will use collected data to publish a quarterly report as directed by 46 U.S.C. 41110.

Respondents: The thirty (30) largest vessel-operating common carriers by containerized cargo volume transporting 20-foot equivalent units (total across imports and exports, regardless of whether they are laden) in or out of the United States in ocean borne foreign commerce. (The Commission estimates that these thirty (30) largest carriers are responsible for transporting 98 percent of the market share of containerized freight moving in international commerce to and from the United States.)

Estimated Number of Annual Respondents: 30.

Estimated Time per Response: 6 hours and 40 minutes.

Frequency: Information will be collected monthly.

Total Annual Burden: 2,401 hours.

For the Commission.

David Eng,
Secretary.

[FR Doc. 2026-01443 Filed 1-23-26; 8:45 am]

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FEDERAL MARITIME COMMISSION

[FMC-2026-0100]

Investigation Into Ocean Common Carriers' Practices and Restrictions on Chassis Usage

AGENCY: Federal Maritime Commission.
ACTION: Request for public comments.

SUMMARY: The Federal Maritime Commission is investigating reports that ocean common carriers may be in violation of the Shipping Act by unjustly and unreasonably restricting truckers and shippers from negotiating and dealing with chassis providers through service contract terms or other means, and seeks information from shippers, motor carriers, and other transportation service providers as well as the public about whether such practices are occurring and if so, how they are affecting the ocean supply chain.

DATES: Submit comments on or before March 27, 2026.

ADDRESSES: You may submit comments, identified by FMC-2026-0100 by the following method:

Federal eRulemaking Portal: Your comments must be written and in English. You may submit your comments electronically through the Federal Rulemaking Portal at www.regulations.gov. To submit comments on that site, search for Docket No. FMC-2026-0100 and follow the instructions provided. To request that comments or portions thereof remain

confidential, submit a request addressed to David Eng, Secretary at *Secretary@fmc.gov*.

FOR FURTHER INFORMATION CONTACT: For questions regarding submitting comments or the treatment of any confidential information, contact David Eng, Secretary; Phone: (202) 523-5725; Email: *Secretary@fmc.gov*.

SUPPLEMENTARY INFORMATION:

I. Background

The Commission has received information that ocean common carriers are relying on service contract terms or other means to mandate that motor carriers (truckers) and shippers use the ocean common carriers' designated chassis provider. The information received appears to indicate that these practices are being applied to cargo transported under merchant haulage arrangements under which the trucker or shipper is responsible for arranging and paying for overland transportation between a port and inland facilities. If these reports are accurate, ocean common carriers employing such practices (through service contract terms or other means) may be violating the Shipping Act. Practices and rules that ocean common carriers apply in handling and transporting cargo must be just and reasonable and cargo transported under service contracts must comply with the applicable statutory and regulatory requirements. The Commission is investigating possible non-compliance under its authority to enforce the Shipping Act and in carrying out its goals of ensuring "an efficient, competitive, and economical transportation system in the ocean commerce of the United States." 46 U.S.C. 40101(2).

The Shipping Act requires all ocean common carriers to establish and follow rules and practices for handling and transporting cargo that are just and reasonable. 46 U.S.C. 41102(c). Rules and practices that restrict truckers and shippers to the ocean common carriers' designated chassis provider have been found to be unreasonable under section 41102(c). *Intermodal Motor Carriers Conference v. OCEMA*, FMC Docket No. 20-14, 2024 WL 641501 (FMC Feb. 13, 2024). In *Intermodal*, the Commission found that rules adopted by an association of ocean common carriers and used by individual ocean common carriers to designate exclusive chassis providers for merchant haulage violated section 41102(c) and ordered the Respondents named in that action to immediately cease adopting or enforcing those rules at facilities servicing four regions of the United States: Chicago,

Savannah, Memphis, and the Port of Los Angeles/Long Beach. When the Commission received reports that ocean common carriers named as respondents in *Intermodal* were not complying with the cease and desist order, it initiated an investigation which remains open. *In the Matter of Inquiry Regarding Compliance with the Cease and Desist Order in Docket No. 20-14*, Special Investigation No. 24-02.

Restrictions imposed through carrier association rules, service contracts, or other means which directly or indirectly deprive truckers and shippers of the ability to negotiate and deal with chassis providers, particularly for merchant haulage, violate section 41102(c) if they are unjust or unreasonable. Depending on how they are imposed or implemented, such restrictions may also violate Shipping Act provisions and Commission regulations governing ocean common carriers' service contracts with shippers. These restrictions impede truckers' and shippers' ability to negotiate rates and chassis usage terms and engage the chassis provider offering the most favorable terms. For merchant haulage in particular, truckers and shippers should have the opportunity to negotiate chassis usage terms (e.g., rates or allotted free time) or desired specifications (e.g., supply of equipment with upgraded or particular safety features). That opportunity preserves their ability to operate efficiently and economically and rely on chassis usage arrangements tailored to their needs.

Restrictions that ocean common carriers impose through service contract terms must also comply with Shipping Act provisions governing those contracts. See 46 U.S.C. 40502. Any cargo that an ocean common carrier is not transporting under its published tariff must be transported under a service contract with the shipper. 46 U.S.C. 41104(a)(2). Service contracts must be in writing (other than a bill of lading or cargo receipt) and contain the essential terms listed in section 40502. See 46 U.S.C. 40102(21). They must also be filed with the Commission through the Service Contract Filing System (SERVCON). 46 U.S.C. 40502; 46 CFR part 530. Filed service contracts are confidential but ocean common carriers must publish and make available to the public in tariff format a "concise statement" of the essential terms. 46 U.S.C. 40502. Ocean common carriers must also comply with restrictions set forth in 46 U.S.C. 41104(a) that specifically apply to cargo transported or handled under service contracts.

II. Investigation Into Reports of Non-Compliance

The Commission is now looking into information that ocean common carriers may be violating Shipping Act prohibitions against unjust or unreasonable practices, or failing to comply with other Shipping Act requirements by imposing restrictions that directly or indirectly impede truckers' and shippers' ability to deal with chassis providers they select, particularly for merchant haulage. As an initial step in this investigation, the Commission seeks comments from shippers, transportation service providers, chassis equipment providers, other interested stakeholders, and the public about whether such practices and restrictions are currently occurring, how they are being implemented or imposed, and how they are affecting or restricting truckers' or shippers' ability to independently select, negotiate and deal with chassis providers. This investigation is being conducted pursuant to the Commission's authority under section 40101(2) to enforce the Shipping Act, regulate the practices, policies and actions of ocean common carriers and to ensure "an efficient, competitive, and economical transportation system in the ocean commerce of the United States," and is being carried out under the Commission's procedures for nonadjudicatory investigations at 46 CFR part 502, subpart R.

The Commission is interested in any information relevant to restrictions of any kind imposed by ocean common carriers on chassis provider selection or negotiations for chassis usage. Information related to any of the following specific topics will be particularly useful to the investigation: (1) whether and the extent to which truckers can choose the chassis provider in the markets covered by the *Intermodal* cease and desist order (Los Angeles/Long Beach, Savannah, Memphis, and Chicago); (2) whether ocean common carriers have designated a single chassis provider which truckers must use in the Memphis and Chicago service regions; (3) information relating to the "merchant haulage" exception if that is a term used in service contracts with shippers or beneficial cargo owners (BCOs); (4) in a merchant haulage movements, information about provisions related to chassis control, chassis condition, and equipment returns; (5) information concerning whether there is an adequate supply of chassis available for merchant haulage; (6) whether ocean common carriers reimburse truckers for time and costs

associated with chassis splits; (7) how situations where there is an inadequate supply of chassis for current needs are addressed; (8) means by which ocean common carriers notify railroads at wheeled or partially wheeled railyards about which containers/cargo are being transported under merchant haulage and which chassis to use for those containers; (9) means of communicating with chassis providers using the Los Angeles/Long Beach Pool of Pools to designate and distinguish between carrier haulage and merchant haulage containers/cargo and coordinate billing accordingly; (10) estimates of the number/percentage of trucker-owned chassis used in the Memphis, Savannah, Chicago and Los Angeles/Long Beach markets; and (11) more generally, any information concerning new or ongoing ocean common carrier practices of any kind that are used or applied to affect, restrict, or inhibit chassis provider selection or negotiations and how those practices affect the chassis provisioning market at ports or inland facilities anywhere in the United States. This information will allow the Commission to assess current conditions and determine whether Shipping Act violations may be occurring and what further action, if any, is warranted.

By the Commission.

David Eng,
Secretary.

[FR Doc. 2026-01466 Filed 1-23-26; 8:45 am]

BILLING CODE 6730-02-P

FEDERAL RESERVE SYSTEM

Formations of, Acquisitions by, and Mergers of Bank Holding Companies

The companies listed in this notice have applied to the Board for approval, pursuant to the Bank Holding Company Act of 1956 (12 U.S.C. 1841 *et seq.*) (BHC Act), Regulation Y (12 CFR part 225), and all other applicable statutes and regulations to become a bank holding company and/or to acquire the assets or the ownership of, control of, or the power to vote shares of a bank or bank holding company and all of the banks and nonbanking companies owned by the bank holding company, including the companies listed below.

The public portions of the applications listed below, as well as other related filings required by the Board, if any, are available for immediate inspection at the Federal Reserve Bank(s) indicated below and at the offices of the Board of Governors. This information may also be obtained on an expedited basis, upon request, by

contacting the appropriate Federal Reserve Bank and from the Board's Freedom of Information Office at <https://www.federalreserve.gov/foia/request.htm>. Interested persons may express their views in writing on the standards enumerated in the BHC Act (12 U.S.C. 1842(c)).

Comments received are subject to public disclosure. In general, comments received will be made available without change and will not be modified to remove personal or business information including confidential, contact, or other identifying information. Comments should not include any information such as confidential information that would not be appropriate for public disclosure.

Comments regarding each of these applications must be received at the Reserve Bank indicated or the offices of the Board of Governors, Benjamin W. McDonough, Deputy Secretary of the Board, 20th Street and Constitution Avenue NW, Washington, DC 20551-0001, not later than February 25, 2026.

A. Federal Reserve Bank of Richmond (Brent B. Hassell, Assistant Vice President) P.O. Box 27622, Richmond, Virginia 23261. Comments can also be sent electronically to Comments.applications@rich.frb.org:

1. *Burke & Herbert Financial Services Corp., Alexandria, Virginia*; to acquire LINKBANCORP, Inc., and thereby indirectly acquire LINKBANK, both of Camp Hill, Pennsylvania.

Board of Governors of the Federal Reserve System.

Erin Cayce,
Assistant Secretary of the Board.

[FR Doc. 2026-01426 Filed 1-23-26; 8:45 am]

BILLING CODE P

FEDERAL RESERVE SYSTEM

Change in Bank Control Notices; Acquisitions of Shares of a Bank or Bank Holding Company

The notificants listed below have applied under the Change in Bank Control Act (Act) (12 U.S.C. 1817(j)) and § 225.41 of the Board's Regulation Y (12 CFR 225.41) to acquire shares of a bank or bank holding company. The factors that are considered in acting on the applications are set forth in paragraph 7 of the Act (12 U.S.C. 1817(j)(7)).

The public portions of the applications listed below, as well as other related filings required by the Board, if any, are available for immediate inspection at the Federal Reserve Bank(s) indicated below and at the offices of the Board of Governors. This information may also be obtained

on an expedited basis, upon request, by contacting the appropriate Federal Reserve Bank and from the Board's Freedom of Information Office at <https://www.federalreserve.gov/foia/request.htm>. Interested persons may express their views in writing on the standards enumerated in paragraph 7 of the Act.

Comments received are subject to public disclosure. In general, comments received will be made available without change and will not be modified to remove personal or business information including confidential, contact, or other identifying information. Comments should not include any information such as confidential information that would not be appropriate for public disclosure.

Comments regarding each of these applications must be received at the Reserve Bank indicated or the offices of the Board of Governors, Benjamin W. McDonough, Deputy Secretary of the Board, 20th Street and Constitution Avenue NW, Washington, DC 20551-0001, not later than February 10, 2026.

A. Federal Reserve Bank of New York (Keith Goodwin, Head of Bank Applications) 33 Liberty Street, New York, New York 10045-0001. Comments can also be sent electronically to Comments.applications@ny.frb.org:

1. *The Josephine M. Capobianco Irrevocable Gift Trust, Glen Cove, New York*; to join the Capobianco Family Control Group, a group acting in concert, to retain voting shares of American Community Bancorp, Inc., and thereby indirectly retain voting shares of American Community Bank, both of Glen Cove, New York.

B. Federal Reserve Bank of Chicago (Colette A. Fried, Assistant Vice President) 230 South LaSalle Street, Chicago, Illinois 60690-1414. Comments can also be sent electronically to Comments.applications@chi.frb.org:

1. *Elizabeth A. Renner, Omaha, Nebraska and Mary Alexandra Dennis-Renner, Pasadena, California*; to join the Dennis Family Control Group, a group acting in concert, to acquire voting shares of Halbur Bancshares, Inc., and thereby indirectly acquire voting shares of Westside State Bank, both of Westside, Iowa.

Board of Governors of the Federal Reserve System.

Erin Cayce,
Assistant Secretary of the Board.

[FR Doc. 2026-01425 Filed 1-23-26; 8:45 am]

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