

Identified as property in which SAI SABURI CONSULTING SERVICES PRIVATE LIMITED, a person whose property and interests in property are blocked pursuant to E.O. 13846, has an interest.

8. NEEL (3E2234) LPG Tanker Panama flag; Vessel Year of Build 1998; Vessel Registration Identification IMO 9157478; MMSI 352002246 (vessel) [IRAN-EO13846](Linked To: SAI SABURI CONSULTING SERVICES PRIVATE LIMITED).

Identified as property in which SAI SABURI CONSULTING SERVICES PRIVATE LIMITED, a person whose property and interests in property are blocked pursuant to E.O. 13846, has an interest.

9. ARTEMIS III (HQZY4) Crude Oil Tanker Honduras flag; Vessel Year of Build 1996; Vessel Registration Identification IMO 9102241; MMSI 334983000 (vessel) [IRAN-EO13846](Linked To: BREEZE MARINE ASSET MANAGEMENT INC).

Identified as property in which BREEZE MARINE ASSET MANAGEMENT INC, a person whose property and interests in property are blocked pursuant to E.O. 13846, has an interest.

10. RIEVERIA I (T7BC7) Crude Oil Tanker San Marino flag; Vessel Year of Build 2004; Vessel Registration Identification IMO 9286229; MMSI 268245201 (vessel) [IRAN-EO13846](Linked To: ISLE INNOVATION INC).

Identified as property in which ISLE INNOVATION INC, a person whose property and interests in property are blocked pursuant to E.O. 13846, has an interest.

Hugo Y. Yon,

Principal Deputy Assistant Secretary, Bureau of Economic and Business Affairs, U.S. Department of State.

[FR Doc. 2026-01818 Filed 1-29-26; 8:45 am]

BILLING CODE 4710-09-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36872]

Central of Georgia Railroad Company—Trackage Rights Exemption—Southern Electric Railroad Company

Central of Georgia Railroad Company (CGA), a Class III rail carrier,¹ has filed a verified notice of exemption under 49 CFR 1180.2(d)(7) to acquire approximately 2.64 miles of trackage

¹ CGA states that it is a wholly owned subsidiary of Norfolk Southern Railway Company (NSR).

rights on a line of railroad of Southern Electric Railroad Company (SERC) between milepost SA18.2 at Blanford, Ga., and a connection with private industry track in the vicinity of SERC's track crossing of the CSX

Transportation, Inc. (CSXT) main track in Rincon, Ga. CGA describes four segments on this line: Trackage Segment A, extending from the NSR main line to the centerline of State Highway 21; Trackage Segment B, extending from the centerline of State Highway 21 to P.S. Prop. Lead Track; Trackage Segment C, extending from P.S. Prop. Lead Track to Fort Howard T/O; and Trackage Segment D, extending from Fort Howard T/O to P.S. Plant McIntosh Loop Track. (Verified Notice, Ex. B.)

According to the verified notice, CGA and SERC will enter into a second amendment² to their existing trackage rights agreement.³ CGA states that the trackage rights will allow CGA to operate trains in line-haul service and/or switch and/or make or break up trains carrying traffic (i) originating from or destined to points on Trackage Segment A, (ii) destined to Plant McIntosh located on Trackage Segment D, (iii) destined to Georgia-Pacific's facility located on Trackage Segment C, and/or (iv) originating from or destined to the Georgia International Rail Park, located on Trackage Segment A, or for emergency use where provided.

The transaction may be consummated on or after February 14, 2026, the effective date of the exemption (30 days after the verified notice was filed).

As a condition to this exemption, any employees affected by the acquisition of the trackage rights will be protected by the conditions imposed in *Norfolk & Western Railway—Trackage Rights—Burlington Northern, Inc.*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast*

² CGA states that the agreement is being finalized and that CGA will submit an executed copy within 10 days of its execution pursuant to 49 CFR 1180.6(a)(7)(ii).

³ CGA states that it, SERC, and CSXT created a Memo for Operations on September 16, 1996, which was several months before the trackage rights agreement dated December 3, 1996, was entered into. According to CGA, based on available records, it appears operations commenced in 1997. CGA states that it searched extensively and could find no record that it ever sought authority for the trackage rights, which have been in place for nearly 28 years. CGA further states that there was an initial amendment of the original rights in June 2011, which was likewise inadvertently not submitted for approval. The June 2011 amendment primarily expanded the permissible purposes for which CGA could use the tracks. CGA explains that while negotiating the second amendment, CGA discovered its prior omissions, and CGA has filed its verified notice of exemption to correct the mistake going forward. Copies of the 1996 trackage rights agreement and June 2011 amendment were filed under seal with CGA's verified notice.

Railway—Lease & Operate—California Western Railroad, 360 I.C.C. 653 (1980).

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 for stay must be filed no later than February 6, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36872, 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 CGA's representative, William A. Mullins, Mullins Law Group PLLC, 2001 L Street NW, Suite 720, Washington, DC 20036.

According to CGA, 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: January 27, 2026.

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

Regena Smith-Bernard,

Clearance Clerk.

[FR Doc. 2026-01834 Filed 1-29-26; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. FD 36904]

Port of Moses Lake—Acquisition Exemption—Moses Lake, Wash

The Port of Moses Lake (Port), a Class III common carrier and municipality in the State of Washington, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire from the Columbia Basin Railroad Company (CBRW) a 0.5-mile stub-ended rail segment extending between a point near Forbes Road and continuing north, terminating just south of Grant County International Airport at approximately milepost 18.3 (formerly milepost 19.97) in Moses Lake, Wash. (the Line).

The verified notice states that the Line is connected to a larger endeavor known as the Northern Columbia Basin Railroad Project (the Project). According to the verified notice, the Port acquired the Line as part of a transaction for another CBRW line, referred to as Segment 3, that connects with the Line.

The Port's authority to acquire Segment 3 was previously approved in *Port of Moses Lake—Acquisition Exemption—Moses Lake, Wash. (Aug. 2009 Decision)*, FD 34936 (Sub-No. 1) (STB served Aug. 27, 2009). The *Aug. 2009 Decision* did not authorize the Port to acquire the Line. The Port states that it consummated its acquisition of Segment 3 and the Line on March 10, 2025. According to the Port, it is seeking authority to purchase the Line in accordance with the Board's September 12, 2025 decision in FD 34936 (Sub-No. 1). The Port states that CBRW will be the operator of the Line and that CBRW will seek an operation exemption before operations begin on the completed Project.

The Port certifies that the proposed transaction does not involve an interchange commitment. The Port also certifies that its projected annual revenues are not expected to exceed \$5 million and that the proposed transaction will not result in the Port becoming a Class I or Class II rail carrier.

The transaction may be consummated on or after February 20, 2026, the effective date of the exemption (30 days after the verified notice was filed).

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 for stay must be filed no later than February 13, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36904, 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 the Port's representative, Sandra L. Brown, Thompson Hine LLP, 1919 M Street NW, Suite 700, Washington, DC 20036.

According to the Port, 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: January 28, 2026.

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

Stefan Rice,

Clearance Clerk.

[FR Doc. 2026-01887 Filed 1-29-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2025-0622]

Agency Information Collection Activities; Approval of a New Information Collection Request: Restoring Integrity to the Issuance of Non-Domiciled Commercial Drivers Licenses (CDL)

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

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for review and approval. On September 29, 2025, FMCSA issued an interim final rule to restore the integrity of the commercial driver's license (CDL) issuance processes by significantly limiting the authority for SDLAs to issue and renew non-domiciled commercial learner's permits (CLPs) and CDLs to individuals domiciled in a foreign jurisdiction. That interim final rule included a new collection of information, OMB Control Number: 2126-0087, "Non-Domiciled Commercial Driver's License Records," which was approved by OIRA in September 2025 on an emergency basis. That emergency approval expires on February 28, 2026. FMCSA will submit this information collection request for a full three-year approval.

DATES: Comments on this notice must be received on or before March 2, 2026.

ADDRESSES: Written comments and recommendations for the proposed information collection should be submitted within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

FOR FURTHER INFORMATION CONTACT:

Philip Thomas, Deputy Associate Administrator, Office of Safety, FMCSA,

1200 New Jersey Avenue SE, Washington, DC 20590-0001; (202) 366-9554; Philip.Thomas@dot.gov.

SUPPLEMENTARY INFORMATION:

Title: Non-Domiciled Commercial Driver's License Records.

OMB Control Number: 2125-0087.

Type of Request: Renewal.

Respondents: SDLAs issuing non-domiciled CDLs.

Estimated Number of Respondents: 51.

Estimated Time per Response: 15 minutes.

Expiration Date: February 28, 2026.

Frequency of Response: Ongoing.

Estimated Total Annual Burden: 1500 hours.

Background:

This information collection request (ICR) covers the collection and retention of the documentation provided to a SDLA during the application process for a non-domiciled CLP or CDL. The requirements found in this ICR were promulgated in an interim final rule (IFR), published on September 29, 2025 (90 FR 46509). FMCSA received approval for the ICR on September 28, 2025, and that approval is set to expire on February 28, 2026. On November 13, 2025, the U.S. Court of Appeals for the District of Columbia Circuit issued a stay pending review of the IFR. (*see Lujan v FMCSA*, 2025 WL 3182504). FMCSA is seeking a full three-year approval of the ICR, despite the stay, in order to ensure that the collection will be able to be enforced as soon as the stay is lifted or, alternately, as soon as FMCSA is able to issue a final rule.

The IFR and this ICR are based on the broad authority of the Commercial Motor Vehicle Safety Act of 1986 (CMVSA, 49 U.S.C. 31301, *et seq.*), as amended, which was also the basis on which FMCSA relied in establishing the CDL program and the performance standards with which State CDL programs must comply. The statute requires the Secretary of Transportation (Secretary), after consultation with the States, to prescribe uniform minimum standards "for testing and ensuring the fitness of an individual operating a commercial motor vehicle" (49 U.S.C. 31305(a)). In addition, the statute requires States that issue non-domiciled CDLs to do so in accordance with regulations established by the Secretary (49 U.S.C. 31311(a)(12)(B)(ii)). The Administrator of FMCSA is delegated authority under 49 U.S.C. 113(f) and 49 CFR 1.87 to carry out the functions vested in the Secretary by 49 U.S.C. chapters 311, 313, and 315 as they relate to CMV operators, programs, and safety.

The IFR and this ICR are also consistent with the concurrent