

facilitation, liability and compensation-related conventions (7.1)

—Validated model training courses (6.2)

—Development of amendments to SOLAS chapter II-2 and the FSS Code concerning detection and control of fires in cargo holds and on the cargo deck of containerships (7.15)

—Development of provisions to consider prohibiting the use of fire-fighting foams containing fluorinated substances, in addition to PFOS, for fire-fighting on board ships (7.41)

—Comprehensive review of the Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (resolution MSC.402(96)) to address challenges with their implementation (7.29)

—Amendments to the LSA Code for thermal performance of immersion suits (7.19)

—Evaluation of adequacy of fire protection, detection and extinction arrangements in vehicle, special category and ro-ro spaces in order to reduce the fire risk of ships carrying new energy vehicles (7.37)

—Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels (3.8)

—Biennial status report and provisional agenda for SSE 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 SSE 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, LT Huston Helwig, by email at *Huston.Helwig@uscg.mil*, by phone at (206) 827-1553, or in writing at ATTN: LT Huston Helwig, 2703 Martin Luther King Jr. Ave. SE, Stop 7509, Washington, DC 20593-7509, by February 23, 2026. Members of the public needing reasonable accommodation should advise LT Huston Helwig no later than February 23, 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. 2026-02209 Filed 2-3-26; 8:45 am]

**BILLING CODE 4710-09-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

[Docket No. FAA-2024-0661]

**FAA Aircraft Noise Complaint and Inquiry System (Noise Portal); Correction**

**AGENCY:** Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

**ACTION:** Notice; correction.

**SUMMARY:** On January 20, 2026, FAA published a notice regarding the FAA Aircraft Noise Complaint and Inquiry System (Noise Portal) that omitted the docket number. This document corrects that omission.

**FOR FURTHER INFORMATION CONTACT:**

Nitin Rao, Manager, National Engagement Strategy and Policy Division (ARA-200), Federal Aviation Administration, by email at: *9-APL-ANCIR-Comments@faa.gov*; or by phone: 202-267-0965.

**SUPPLEMENTARY INFORMATION:**

**Correction**

In the **Federal Register** of January 20, 2026, in FR Doc. 2026-00943, on page 2416, in the second column, in the document heading, correct the docket number to read: [Docket No. FAA-2024-0661].

**Nitin Rao,**

*Manager, National Engagement Strategy and Policy Division, Federal Aviation Administration.*

[FR Doc. 2026-02231 Filed 2-3-26; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

[Docket No. DOT-OST-2026-0430]

**Office of the Assistant Secretary for Research and Technology; Request for Information—Research To Support Establishing a National Strategy for Transportation Digital Infrastructure**

**AGENCY:** Department of Transportation (DOT).

**ACTION:** Request for information (RFI).

**SUMMARY:** The U.S. Department of Transportation (U.S. DOT), Office of the

Assistant Secretary for Research and Technology (OST-R), is seeking information from the public, industry, technology developers, State, local, and tribal transportation agencies, researchers, and other stakeholders. The focus of this request is to seek public and stakeholder input on the research and development activities needed to modernize the nation's transportation system through the application of digital infrastructure at scale. Responses will inform a coordinated national strategy for the development and deployment of Transportation Digital Infrastructure (TDI). This strategy will serve as the framework for the next generation of the transportation system across all modes (highway, rail, air, maritime, transit, pipeline) supporting multimodal operations, safety, asset management, and the accelerated deployment of new and emerging technologies.

**DATES:** Written submissions must be received by March 6, 2026.

**Submission Instructions:** Responses should be submitted electronically as a Microsoft Word document, preferably no greater than 10 MB in file size. Recommended format for responses includes Times New Roman 12-point font and 1 inch page margins. Responses should be emailed to *TDI-Strategy-RFI@dot.gov* (with the Subject Line of “TDI Strategy RFI Response <Institution Name>”). No Confidential Business Information or Sensitive Security Information should be submitted in response to this RFI. Respondents are not required to answer every question. Submissions may be as brief or detailed as appropriate and should focus on areas where the respondent has relevant experience.

**FOR FURTHER INFORMATION CONTACT:** For questions about this RFI, please email *TDI-Strategy-RFI@dot.gov*. You may also contact Alasdair Cain, Director of Research, Development and Technology Coordination, Office of the Assistant Secretary for Research and Technology (202-366-0934) or by email at *alasdair.cain@dot.gov*.

**SUPPLEMENTARY INFORMATION:** This RFI seeks information that will assist OST-R in carrying out its transportation research and development responsibilities under 49 U.S.C. Chapter 65, “Research Planning”. This RFI is neither a request for proposals nor a notice of funding opportunity.

Respondents are requested to supply the following information at a minimum in their written responses:

A. Name of the responding entity (“respondent”).

B. Respondent's Contact information, including that individual's title, name,

address, telephone number and email address.

C. The respondent's input to U.S. DOT transportation digital infrastructure research and planning needs relating to any or all of the questions below.

#### Specific Information Required

This RFI seeks feedback from the public, industry, technology developers, State, local and tribal transportation agencies, researchers, and other stakeholders on the research, development and deployment activities necessary to develop a comprehensive, national Transportation Digital Infrastructure (TDI) strategy. This includes identifying opportunities for improved data exchange and interoperability, cyber-resilience, asset management, and technology integration across varied U.S. geographies and operational environments. The insights gained through this RFI will inform a research agenda that supports the development, deployment, and scaling of digital infrastructure nationwide. The following presents key questions in four critical topic areas.

#### A. Research, Development and Deployment

1. How should Transportation Digital Infrastructure be defined?
2. What TDI research needs should be prioritized?
3. What travel corridors or regions should be prioritized for TDI development and deployment?
4. Are there existing testbeds, pilots or demonstrations that could be leveraged?
5. What TDI use cases or applications should be prioritized?
6. How should U.S. DOT leverage or expand existing programs to advance TDI development and deployment?

#### B. System Architecture, Interoperability and Standards

1. What are the key elements of a TDI system architecture that can accommodate the operation of all transportation modes including surface, maritime, and aviation?
2. How can TDI be integrated into infrastructure planning, construction and asset management processes?
3. What methods should be used for federating data sharing across States and regions?
4. What existing architecture frameworks or standards could be used to underpin TDI development and deployment (e.g., U.S. DOT's Architecture Reference for Cooperative and Intelligent Transportation (ARC-IT))?

5. What are the necessary latency and throughput requirements for safety-critical applications (e.g., Vehicle-to-Everything (V2X) communications, Automated Driving Systems (ADS), and Cooperative Driving Automation (CDA))?

6. What are the highest-priority research gaps and challenges to advancing interoperability across modes and sectors?

#### C. Artificial Intelligence and Automation

1. How should AI applications be leveraged to support TDI development and deployment?

2. How should TDI be best used to accelerate the development and deployment of autonomous vehicles, drones and other transformative technologies?

3. What are the highest-value, near-time AI and automation applications enabled by comprehensive sensing and data sharing?

4. How can AI applications be safely deployed to accommodate data exchange and data use across jurisdictional boundaries?

#### D. Data Governance, Privacy, and Cybersecurity

1. What data governance principles, access controls, and cybersecurity measures are needed to ensure trust, accountability, and privacy?

2. What models or frameworks should be used to ensure secure data exchange (e.g., data trusts, federated data sharing, and public Application Programming Interfaces (APIs))?

3. What are the most significant threat vectors introduced by extensive transportation system sensing and data integration, beyond traditional Information Technology (IT) and Operational Technology (OT) threats?

4. How should U.S. DOT apply the National Institute of Standards and Technology (NIST) Cybersecurity Framework (CSF) to TDI development and deployment?

5. How should TDI be aligned with federal data strategies and privacy frameworks?

6. How can legacy and proprietary data sources be effectively incorporated into a new national data exchange environment?

#### Confidential Business Information

Do not submit information disclosure of which is restricted by statute, such as trade secrets and commercial or financial information (hereinafter referred to as Confidential Business Information "CBI") in response to this RFI. Responses submitted to OST-R

cannot be claimed as CBI. Responses received by OST-R will waive any CBI claims for the information submitted.

Issued in Washington, DC, on January 30, 2026.

**Michael A. Halem,**

*Acting Assistant Secretary for Research and Technology.*

[FR Doc. 2026-02236 Filed 2-3-26; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF THE TREASURY

### Office of Foreign Assets Control

#### Notice of OFAC Sanctions Action

**AGENCY:** Office of Foreign Assets Control, Treasury.

**ACTION:** Notice.

**SUMMARY:** The U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the names of one or more persons that have been placed on OFAC's Specially Designated Nationals and Blocked Persons List (SDN List) based on OFAC's determination that one or more applicable legal criteria were satisfied. All property and interests in property subject to U.S. jurisdiction of these persons are blocked, and U.S. persons are generally prohibited from engaging in transactions with them.

**DATES:** This action was issued on January 30, 2026. See **SUPPLEMENTARY INFORMATION** for relevant dates.

**FOR FURTHER INFORMATION CONTACT:** OFAC: Associate Director for Global Targeting, 202-622-2420; Assistant Director for Sanctions Compliance, 202-622-2490 or <https://ofac.treasury.gov/contact-ofac>.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Availability

The SDN List and additional information concerning OFAC sanctions programs are available on OFAC's website: <https://ofac.treasury.gov>.

#### Notice of OFAC Action

On January 30, 2026, OFAC determined that the property and interests in property subject to U.S. jurisdiction of the following persons are blocked under the relevant sanctions authorities listed below.

#### Entities

1. ZEDCEX EXCHANGE LTD, 71-75 Shelton Street, London WC2H 9JQ, United Kingdom; website [www.zedcex.com](http://www.zedcex.com); Additional Sanctions Information—Subject to Secondary Sanctions; Secondary sanctions risk: section 1(b) of Executive Order 13224,