

DEPARTMENT OF STATE

[Public Notice 12985]

60-Day Notice of Proposed Information Collection: Annual Brokering Report**ACTION:** Notice of request for public comment.

SUMMARY: The Department of State is seeking Office of Management and Budget (OMB) approval for the information collection described below. In accordance with the Paperwork Reduction Act of 1995, we are requesting comments on this collection from all interested individuals and organizations. The purpose of this notice is to allow 60 days for public comment preceding submission of the collection to OMB.

DATES: The Department will accept comments from the public up to June 5, 2026.

ADDRESSES: You may submit comments by any of the following methods:

- *Web:* Persons with access to the internet may comment on this notice by going to www.Regulations.gov. You can search for the document by entering "Docket Number: DOS-2026-0399" in the Search field. Then click the "Comment Now" button and complete the comment form.
- *Email:* DDTCTPublicComments@state.gov.

- *Regular Mail:* Send written comments to: Directorate of Defense Trade Controls, Attn: Andrea Battista, 2401 E St. NW, Suite H-1205, Washington, DC 20522-0112.

You must include the DS form number (if applicable), information collection title, and the OMB control number in any correspondence.

FOR FURTHER INFORMATION CONTACT: Direct requests for additional information regarding the collection listed in this notice, including requests for copies of the proposed collection instrument and supporting documents, to Andrea Battista, who may be reached at battistaal@state.gov or 202-992-0973.

SUPPLEMENTARY INFORMATION:

- *Title of Information Collection:* Annual Brokering Report.
- *OMB Control Number:* 1405-0141.
- *Type of Request:* Extension of a Currently Approved Collection.
- *Originating Office:* Directorate of Defense Trade Controls (DDTC).
- *Form Number:* No Form.
- *Respondents:* Respondents are any person/s who engages in the United States in the business of manufacturing or exporting or temporarily importing defense articles.
- *Estimated Number of Respondents:* 1,142.

- *Estimated Number of Responses:* 1,142.

- *Average Time per Response:* 2 hours.

- *Total Estimated Burden Time:* 2,284 hours.

- *Frequency:* Annually.
- *Obligation to Respond:* Required to Obtain or Retain Benefit.

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.

- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.

- Enhance the quality, utility, and clarity of the information to be collected.

- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

Abstract of Proposed Collection

In accordance with part 129 of the ITAR, U.S. and foreign persons required to register as a broker shall provide annually a report to DDTC enumerating and describing brokering activities by quantity, type, U.S. dollar value, purchaser/recipient, and license number for approved activities and any exemptions utilized for other covered activities. This information is currently used in the review of munitions export and brokering license applications and to ensure compliance with defense trade statutes and regulations. As appropriate, such information may be shared with other U.S. Government entities.

Methodology

Brokering Reports are submitted annually with Statement of Registration renewals.

Applicants are referred to ITAR part 129 for guidance on information to submit regarding proposed brokering activity.

Michael J. Vaccaro,

Deputy Assistant Secretary, Directorate of Defense Trade Controls, Department of State.

[FR Doc. 2026-06631 Filed 4-3-26; 8:45 am]

BILLING CODE 4710-05-P

SURFACE TRANSPORTATION BOARD**Release of Waybill Data**

The Surface Transportation Board has received a request from University of Wisconsin, (WB26-13-03/27/26) for permission to use select data from the Board's 1996-2025 inclusive, unmasked Carload Waybill Samples for railroad shipments of corn soybeans, and wheat. A copy of this request may be obtained from the Board's website under docket no. WB26-13.

The waybill sample contains confidential railroad and shipper data; therefore, if any parties object to these requests, they should file their objections with the Director of the Board's Office of Economics within 14 calendar days of the date of this notice. The rules for release of waybill data are codified at 49 CFR 1244.9.

Any inquiries on this request should be directed to waybill@stb.gov.

Regena Smith-Bernard,

Clearance Clerk.

[FR Doc. 2026-06583 Filed 4-3-26; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION**Federal Motor Carrier Safety Administration**

[Docket No. FMCSA-2025-0787]

Agency Information Collection Activities; Approval of a New Information Collection Request: Quantifying the Benefits of Creating New Truck Parking Spaces

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. This notice invites comments on a proposed information collection titled *Quantifying the Benefits of Creating New Truck Parking Spaces*. This research study will collect approximately 1,000 survey responses from truck drivers about their experiences with finding truck parking spaces to estimate the monetary benefits of creating new truck parking spaces. Eight public comments were received in response to the 60-day **Federal Register** notice.

DATES: Comments on this notice must be received on or before May 6, 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: Dan Britton, Office of Research and Registration, FMCSA, W58–213, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; (202) 366–9980; dan.britton@dot.gov.

SUPPLEMENTARY INFORMATION:

Title: Quantifying the Benefits of Creating New Truck Parking Spaces.

OMB Control Number: 2126–TBD.

Type of Request: New ICR.

Respondents: Commercial truck drivers.

Estimated Number of Respondents: 1,000.

Estimated Time per Response: 25 minutes.

Expiration Date: N/A. This is a new ICR.

Frequency of Response: Each survey participant will provide only one survey response.

Estimated Total Annual Burden: 416 hours (0.416 hours per response × 1,000 respondents).

Background

The nationwide shortage of truck parking spaces is a significant source of frustration for truck drivers, increasing expenses for the trucking industry and decreasing t safety for all road users. The American Transportation Research Institute conducts an annual survey of trucking industry stakeholders (*Critical Issues in the Trucking Industry*), and the 2024 survey found that, for the second year in a row, the lack of available truck parking was the second highest industry concern overall, and the number one concern among truck drivers. The lack of truck parking often forces truck drivers to choose between violating federal hours-of-service laws and using unsafe, illegal parking spaces.

Many government, safety, and industry organizations are working to create more truck parking spaces, but there is a lack of research on the actual precise monetary benefits of new truck parking spaces. These benefits include decreasing carriers’ costs, increasing drivers’ well-being, and reducing the number of crashes. To help State and local policymakers make informed decisions about the construction of

truck parking spaces, FMCSA is conducting a research study, titled *Quantifying the Benefits of Creating New Truck Parking Spaces*, which will survey truck drivers about their parking habits and experiences, gaining the exact information needed to quantify the benefits of new truck parking spaces.

Although researchers have conducted many other surveys on truck parking, none have reliably estimated the statistics needed, including how often and how long truck drivers (a) park in unauthorized spaces, (b) stop driving early to obtain a parking space, (c) drive off their routes to find parking, and (d) drive past hours-of-service limits to find parking. The results of this survey will be combined with related research to produce estimates of the benefits of creating new truck parking spaces in different areas, which could be beneficial to the many government and private organizations that decide where to build new truck parking spaces.

The main objective of this project is to estimate the benefits of new truck parking spaces, but the project will also answer four related research questions:

1. How many trucks are parked in authorized and unauthorized areas per day, on average? In other words, how large is the nationwide shortage of truck parking spaces?
2. What are the most cost-effective methods for increasing truck parking capacity?
3. Which truck parking information management systems are used most often and are most effective?
4. What percentage of drivers routinely make reservations, pay for parking, or use various other truck parking services?

Several thousand truck drivers, from a wide range of sectors, will be asked to complete the 25-minute online survey, with a goal of obtaining approximately 1,000 complete responses.

Title 23, United States Code (U.S.C.), Chapter 4, Section 403 authorizes the Secretary to use funds appropriated to carry out this section to conduct research and development activities, including demonstration projects and the collection and analysis of highway and motor vehicle safety data and related information with respect to all aspects of highway and traffic safety systems and conditions relating to vehicle, highway, driver, passenger, motorcyclist, bicyclist, and pedestrian characteristics; accident causation and investigations; and human behavioral factors and their effect on highway and traffic safety, including driver education, impaired driving and distracted driving; and research on,

evaluations of, and identification of best practices related to driver education programs (including driver education curricula, instructor training and certification, program administration, and delivery mechanisms) and make recommendations for harmonizing driver education and multistage graduated licensing systems; and the effect of State laws on any aspects, activities, or programs described in subparagraphs (A) through (E) (see 23 U.S.C. 403(b)(1)(A)(i)–(ii), 23 U.S.C. 403(b)(1)(B)(i)–(iii), 23 U.S.C. 403(b)(1)(E), 23 U.S.C. 403(b)(1)(F)).

FMCSA published a notice in the **Federal Register** with a 60-day public comment period to announce this proposed information collection on November 28, 2025 (90 FR 54850). A total of eight comments were received from the public. Five of the comments were from truck drivers (one of whom created a truck parking business), two were from industry organizations (American Trucking Associations and Truckload Carriers Association), and one was from a private company (Samsara). Each commenter agreed that truck parking is a significant issue for the commercial trucking industry. Seven of the eight commenters were supportive of the study, while one commenter (an anonymous truck driver) was skeptical of government involvement in truck parking and preferred to let private truck stop companies solve the truck parking shortage entirely.

Anthony Peetz and an anonymous commenter mentioned how the truck parking situation has changed over the past several decades and provided examples of how the trucking industry’s needs have surpassed what infrastructure and the private sector are currently able to provide. Anthony Peetz and the American Trucking Associations mentioned the growth in paid parking spaces and the frustration truck drivers often feel when their only options are paid spaces and unauthorized spaces. FMCSA’s study will focus on the benefits of truck parking spaces in general and does not intend to assess the advantages and disadvantages of paid and free spaces.

The American Trucking Associations, Samsara, and an anonymous commenter mentioned costs associated with the lack of truck parking spaces, including carrier operating costs, crashes involving trucks parked in unauthorized spaces, and driver well-being. FMCSA is including all of the costs mentioned by commenters in the study, as well as others not mentioned in the comments (such as the costs of travel that occurs

when a driver goes off his/her main route to search for parking).

Samsara mentioned the potential for telematics data to be helpful. FMCSA agrees and is indeed considering utilizing telematics data for the study.

The American Trucking Associations and Gary D. Terhune mentioned the facilities that are sometimes available at truck parking locations (restrooms, trash cans, vending machines, etc.). FMCSA agrees that those amenities are important, but estimating their benefits would be beyond the scope of this study.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) whether the proposed collection is necessary for the performance of FMCSA's functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority of 49 CFR 1.87.

David M. Sutula,

Acting Associate Administrator, Office of Research and Registration.

[FR Doc. 2026-06597 Filed 4-3-26; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number MARAD-2026-0496]

Request for Information: Icebreaker Collaboration Effort (ICE) Pact

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

ACTION: Notice and request for information.

SUMMARY: This notice requests information from the public to assist MARAD in determining which shipyards in the U.S. have the capacity to construct ships capable of operating in ice conditions and to identify what factors would be necessary to further develop and construct icebreaker ships in the U.S. Information gathered in response to the request could be used to increase the capacity of the U.S. to design, produce, and maintain polar icebreakers through trilateral collaboration with Canada and Finland, while supporting each country's shipbuilding industrial base.

DATES: Comments must be received on or before June 5, 2026.

ADDRESSES: To ensure that you do not duplicate your docket submissions, please submit all comments by only one of the following ways:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov>, search the docket number listed above and follow the online instructions for submitting comments.

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W12-140, Washington, DC 20590-0001.

- *Hand Delivery:* Suite W12-140 of the Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590 between 9:00 a.m. and 5:00 p.m. E.T., Monday through Friday, except Federal Holidays. The telephone number is 202-366-9329.

Instructions: You must include the agency name and the docket number at the beginning of your comments. All comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

Note: Input submitted online via www.regulations.gov is not immediately posted to the site. It may take several business days before your submission is posted.

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>.

FOR FURTHER INFORMATION CONTACT: Mr. David Heller, Deputy Associate Administrator for Shipbuilding and Industry Expansion, 202-366-1850, or via email at david.heller@dot.gov. Office hours for MARAD are from 8:00 a.m. to 4:30 p.m., E.T., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: On November 19, 2025, representatives of the United States, Canada, and Finland signed a Joint Statement of Intent (JSOI) outlining their intentions for advancing the Icebreaker Collaboration Effort, or ICE Pact. This trilateral framework aims to enhance collaboration on the production of polar ice breakers and related capabilities, while fostering stronger security and economic ties among the three nations. The initiative focuses on bolstering the signatory nations' shipbuilding industries and industrial capacity, through information exchange and workforce development in the context of polar icebreaker

construction and other polar capabilities.

ICE Pact comprises four key components: enhanced information sharing and technical exchange between the three countries, collaboration on workforce development, an invitation for allies and partners to purchase icebreakers built in U.S., Canadian, or Finnish shipyards, and collaborating on research and development. Recognizing the capital-intensive nature of shipbuilding, the framework emphasizes the importance of long-term, multi-ship orderbooks to ensure the viability of shipyards. By leveraging their shipbuilding capacities, the United States, Canada, and Finland aim to not only meet their own needs but also support partner nations in accessing polar regions at an affordable cost.

The framework also supports directly the fielding of needed polar capabilities. This is particularly important to the U.S. Coast Guard's Polar Security Cutter (PSC) and Arctic Security Cutter (ASC) programs, through which the U.S. Coast Guard seeks to build new heavy and medium icebreakers. On October 8, 2025, President Trump issued a memorandum titled "Construction of Arctic Security Cutters," wherein he determined the current fleet of American icebreakers to be insufficient to meet operational demands. President Trump directed the leveraging of ICE Pact to inform a plan that would build a select number of ASCs abroad, in a phased manner that promotes the on-shoring of expertise necessary to build follow-on icebreakers domestically. These vessels will serve as vital national assets, ensuring access to polar regions and fulfilling crucial missions such as defense readiness, all while operating alongside the icebreakers of allied nations in the extreme environmental conditions of the high latitudes.

To focus workforce development initiatives, the Department of Homeland Security, in consultation with the Departments of Transportation and Labor, developed and released in November 2025 the Icebreaker Collaboration Effort U.S. National Workforce Development Plan. This plan serves as a framework for coordinating U.S. government efforts in supporting the development of the skilled trades and occupations across various sectors, including the domestic maritime industrial base, necessary to build icebreakers domestically.

Request for Information (RFI)

MARAD requests relevant comments and information from U.S. shipyards involved in the design, manufacture, export, and research and development