Susan S. Thomas,

Executive Assistant Commissioner, Office of Trade.

[FR Doc. 2026–11565 Filed 6–9–26; 8:45 am]

BILLING CODE 9111–14–P

DEPARTMENT OF HOMELAND SECURITY

U.S. Customs and Border Protection

Accreditation and Approval of AmSpec, LLC (Mickleton, NJ) as a Commercial Gauger and Laboratory

AGENCY: U.S. Customs and Border Protection, Department of Homeland Security.

ACTION: Notice of accreditation and approval of AmSpec, LLC (Mickleton, NJ) as a commercial gauger and laboratory.

SUMMARY: Notice is hereby given, pursuant to CBP regulations, that AmSpec, LLC (Mickleton, NJ), has been approved to gauge petroleum and certain petroleum products and accredited to test petroleum and certain petroleum products for customs purposes for the next three years as of September 29, 2025.

DATES: AmSpec, LLC (Mickleton, NJ) was approved and accredited as a commercial gauger and laboratory as of September 29, 2025. The next inspection date will be scheduled for September 2028.

FOR FURTHER INFORMATION CONTACT: Dr. Justin Shey, Laboratories and Scientific Services, U.S. Customs and Border Protection, 1331 Pennsylvania Avenue NW, Suite 1501–A North, Washington, DC 20004, tel. 202–344–1060.

SUPPLEMENTARY INFORMATION: Notice is hereby given pursuant to 19 CFR 151.12 and 19 CFR 151.13, that AmSpec, LLC, 410 Southgate Ct., Mickleton, NJ 08056, has been approved to gauge petroleum and certain petroleum products and accredited to test petroleum and certain petroleum products for customs purposes, in accordance with the provisions of 19 CFR 151.12 and 19 CFR 151.13.

AmSpec, LLC (Mickleton, NJ) is approved for the following gauging procedures for petroleum and certain petroleum products from the American Petroleum Institute (API):

API Chapters	Title
3	Tank Gauging.
7	Temperature Determination.
8	Sampling.
12	Calculation of Petroleum Quantities.
17	Marine Measurement.

AmSpec, LLC (Mickleton, NJ) is accredited for the following laboratory analysis procedures and methods for petroleum and certain petroleum products set forth by the U.S. Customs and Border Protection Laboratory Methods (CBPL) and American Society for Testing and Materials (ASTM):

CBPL No.	ASTM	Title
27–01	D287	Standard Test Method for API Gravity of Crude Petroleum and Petroleum Products (Hydrometer Method).
27–02	D1298	Standard Test Method for Density, Relative Density, or API Gravity of Crude Petroleum and Liquid Petroleum Products by Hydrometer Method.
27–03	D4006	Standard Test Method for Water in Crude Oil by Distillation.
27–04	D95	Standard Test Method for Water in Petroleum Products and Bituminous Materials by Distillation.
27–05	D4928	Standard Test Method for Water in Crude Oils by Coulometric Karl Fischer Titration.
27–06	D473	Standard Test Method for Sediment in Crude Oils and Fuel Oils by the Extraction Method.
27–07	D4807	Standard Test Method for Sediment in Crude Oil by Membrane Filtration.
27–08	D86	Standard Test Method for Distillation of Petroleum Products at Atmospheric Pressure.
27–11	D445	Standard Test Method for Kinematic Viscosity of Transparent and Opaque Liquids (and Calculation of Dynamic Viscosity).
27–13	D4294	Standard Test Method for Sulfur in Petroleum and Petroleum Products by Energy-Dispersive X-ray Fluorescence Spectrometry.
27–14	D2622	Standard Test Method for Sulfur in Petroleum Products by Wavelength Dispersive X-Ray Fluorescence Spectrometry.
27–46	D5002	Standard Test Method for Density, Relative Density, and API Gravity of Crude Oils by Digital Density Analyzer.
27–48	D4052	Standard Test Method for Density, Relative Density, and API Gravity of Liquids by Digital Density Meter.
27–50	D93	Standard Test Methods for Flash Point by Pensky-Martens Closed Cup Tester.
27–53	D2709	Standard Test Method for Water and Sediment in Middle Distillate Fuels by Centrifuge.
27–54	D1796	Standard Test Method for Water and Sediment in Fuel Oils by the Centrifuge Method (Laboratory Procedure).
27–57	D7039	Standard Test Method for Sulfur in Gasoline and Diesel Fuel by Monochromatic Wavelength Dispersive X-Ray Fluorescence Spectrometry.
27–58	D5191	Standard Test Method for Vapor Pressure of Petroleum Products and Liquid Fuels (Mini Method).

Anyone wishing to employ this entity to conduct laboratory analyses and gauger services should request and receive written assurances from the entity that it is accredited or approved by the U.S. Customs and Border Protection to conduct the specific test or gauger service requested. Alternatively, inquiries regarding the specific test or gauger service this entity is accredited or approved to perform may be directed to the U.S. Customs and Border Protection by calling (202) 344–1060. The inquiry may also be sent to *CBPGaugersLabs@cbp.dhs.gov.* Please reference the website listed below for a complete listing of CBP approved gaugers and accredited laboratories.

http://www.cbp.gov/about/labs-scientific/commercial-gaugers-and-laboratories

Patricia A. Coleman,

Acting Assistant Commissioner, Laboratories and Scientific Services.

[FR Doc. 2026–11564 Filed 6–9–26; 8:45 am]

BILLING CODE 9111–14–P

DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

[Docket No. TSA–2015–0001]

Temporary Exemption for Certain Over-the-Road Bus Owner/Operators That Provide Fixed-Route Service to the Public

AGENCY: Transportation Security Administration, DHS.

ACTION: Notice, temporary exemption.

SUMMARY: TSA is granting a temporary exemption from certain requirements in 49 CFR parts 1570 and 1584 for certain Over-The-Road Bus (OTRB) owner/operators that would otherwise be required to submit a security training program to TSA no later than 90 calendar days before commencing new or modified operations. For the duration of this exemption, covered OTRB owner/operators may provide fixed-route service that originates, travels through, or ends in a geographic location identified in Appendix A to 49 CFR part 1584 to support the Fédération Internationale de Football Association (FIFA) World Cup™ notwithstanding certain requirements that would otherwise apply. TSA will communicate this exemption directly to affected operators, industry associations, and relevant event organizers to ensure broad awareness.

DATES: This exemption is effective from June 10, 2026 through July 31, 2026, unless otherwise modified by TSA through a notice published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: David W. Cooper, Executive Director (acting), Surface Policy and Cyber Integration Division, Strategy, Policy & Engagement, at *David.cooper1@tsa.dhs.gov.*

SUPPLEMENTARY INFORMATION:

Background

The FIFA World Cup 2026 tournament will take place from June 11 to July 19, 2026. It will be jointly hosted by 16 cities, including events in the following 11 U.S. cities and States: Atlanta, GA (Mercedes-Benz Stadium, also known as Atlanta Stadium); Foxborough, MA (Gillette Stadium, also known as Boston Stadium); Arlington, TX (AT&T Stadium, also known as Dallas Stadium); Houston, TX (NRG Stadium, also known as Houston Stadium); Kansas City, MO (Arrowhead Stadium, also known as Kansas City Stadium); Los Angeles (SoFi Stadium, also known as Los Angeles Stadium); Miami (Hard Rock Stadium, also known as Miami Stadium); New York/New Jersey (MetLife Stadium, also known as New York New Jersey Stadium); Philadelphia (Lincoln Financial Field, also known as Philadelphia Stadium); San Francisco Bay Area (Levi's Stadium, also known as San Francisco Bay Area Stadium); and Seattle (Lumen Field, also known as Seattle Stadium). Additional events will be held in Mexico and Canada.

Under TSA's regulations, OTRB [1] owner/operators that provide fixed-route service [2] that originates, travels through, or ends in a geographic location identified in appendix A to 49 CFR part 1584 must comply with TSA's security requirements, including identification of a security coordinator, reporting of security incidents to TSA, development and implementation of a security program, and ensuring that all employees performing security-sensitive functions receive security training. *See* 49 CFR part 1570, subparts B and C, and part 1584. If operations within the scope of applicability begin after June 21, 2021, the owner/operator must submit a security training program 90 days in advance of commencing operations. *See* 49 CFR 1570.109(b)(2). The program must include timely provision of security training to each employee performing a function identified in appendix B to 49 CFR part 1584. *See* 49 CFR 1570.111.

TSA is aware that certain owner/operators of OTRBs conducting private charter operations, otherwise not subject to TSA regulations, will be providing fixed-route service to the public in support of the FIFA World Cup 2026 to/through/from all U.S. host cities. Due to the locations being served, these operations may trigger application of TSA's regulatory requirements. Absent an exemption, these owner/operators would not be able to operate because they have not submitted a security program to TSA 90 calendar days in advance of commencing operations.

Authority and Determination

TSA may grant an exemption from a regulation if TSA determines that the exemption is in the public interest.[3] TSA has determined that it is in the public interest to grant an exemption from requirements in 49 CFR in subpart B of part 1570 (procedures and schedules for TSA approval of security programs and implementation of a security training program for security-sensitive employees), § 1570.201 (designation of security coordinators), and §§ 1584.113 and 1584.115 (specific security training requirements). Although certain owner/operators commencing operations to support FIFA World Cup 2026 operations meet the applicability criteria for these requirements, the implementation timeline within the regulation for security program approval and conducting the required training reduces the likelihood that security-sensitive personnel could be trained before commencing FIFA World Cup 2026 operations. For instance, the regulation requires submission of a security program 90 days before commencing operations and providing security training according to the implementation schedule in the regulations. *See* 49 CFR 1570.109(b)(2) and 1570.111. Because event-related operations are expected to occur over a shorter duration, employees may complete their assigned duties before the training requirement is triggered.

TSA also concluded that charter and scheduled OTRBs that operate on fixed-routes and timetables simplify planning for security personnel deployed for FIFA World Cup 2026 operations. In addition, they result in fewer, more predictable access points (bus terminals, park-and-ride sites, or designated drop-off zones), which make it easier to deploy screening, patrols, and surveillance for security operations in a focused, efficient way. Finally, concentrating event spectators on buses instead of many individual vehicles lowers traffic volume near stadiums and fan zones, and less congestion reduces the risk of accidents, improves emergency vehicle access, and makes it easier to implement traffic control and protective measures around key routes and perimeters.

To further support security for these operations, TSA is separately providing security training and incident reporting recommendations and resources for all OTRB owner/operators not currently regulated by TSA. While implementation of these recommendations is voluntary, TSA encourages their use to enhance the security baseline for this important event. TSA notes that this temporary exemption does not reach certain regulatory obligations that apply to those owner/operators covered by § 1584.101, including obligations to report significant security concerns. *See* 49 CFR 1570.203.

Exemption

1. *Eligibility.* This temporary exemption applies to each OTRB owner/operator that commenced providing fixed-route service originating, travelling through, or ending in a geographic location identified in Appendix A to 49 CFR part 1584 after March 1, 2026, with respect to such service. This exemption does not apply to the compliance obligations of OTRB owner/operators with established fixed-

[1] ''Over-the-Road Bus'' means a bus characterized by an elevated passenger deck located over a baggage compartment.

[2] ''Fixed-route service'' means the provision of transportation service by private entities operating along a prescribed route according to a fixed schedule. *See* 49 CFR 1500.3.

[3] 49 U.S.C. 114(q).

route service originating, travelling through, or ending in these locations that commenced before March 1, 2026.

2. *Exempted requirements.* For the duration of this exemption, eligible owner/operators are not required to comply with the requirements in 49 CFR 1570, subpart B, 49 CFR 1570.201, and 49 CFR 1584.113 and 1584.115.

3. *Expiration.* This exemption expires on July 31, 2026. OTRB owner/operators intending to continue operations originating, travelling through, or ending in any of these locations after this date must comply with all applicable TSA requirements.

Ha Nguyen McNeill,

Senior Official Performing the Duties of the Administrator.

[FR Doc. 2026–11552 Filed 6–5–26; 4:15 pm]

BILLING CODE 9110–05–P

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

[Docket No. FR–6572–N–01]

Statutory Suspensions and Regulatory and Administrative Requirement Flexibilities Available to Native American Programs During CY 2026 To Assist Tribal Grantees With Recovery and Relief Efforts on Behalf of Families Affected by Presidentially Declared Disasters

AGENCY: Office of Assistant Secretary for Public and Indian Housing (PIH), HUD.

ACTION: Notice.

SUMMARY: This notification advises the public of suspensions, waivers, and flexibilities from HUD requirements for its Indian Housing Block Grant (IHBG), Indian Community Development Block Grant (ICDBG), and Native Hawaiian Housing Block Grant (NHHBG) grantees located in areas covered by Presidentially Declared Disasters (PDDs) during calendar year 2026 or grantees carrying out authorized eligible activities to assist impacted families located in areas covered by certain PDDs. The notice outlines available relief measures and instructions for requesting additional waivers or flexibilities needed for disaster response and recovery. These provisions apply only to 2026 PDDs and do not apply to ONAP COVID-relief programs, which are governed by separate waiver and implementation notices.

DATES: *Applicability Date:* This document announces the waivers and flexibilities as of January 1, 2026.

FOR FURTHER INFORMATION CONTACT: Hilary Atkin, Office of Native American Programs, Office of Public and Indian Housing, Department of Housing and Urban Development, 451 Seventh Street SW, Room 4108, Washington, DC 20410–5000, or email *Hilary.C.Atkin@hud.gov,* telephone (202) 402–3427 (this is a toll-free number). HUD welcomes and is prepared to receive calls from individuals who are deaf or hard of hearing, as well as from individuals with speech or communication disabilities. To learn more about how to make an accessible telephone call, please visit *https://www.fcc.gov/consumers/guides/telecommunications-relay-service-trs.*

SUPPLEMENTARY INFORMATION:

I. Flexibilities That Are Available to Tribes, Tribally Designated Housing Entities, and the Department of Hawaiian Homelands for PDDs Declared in CY 2026

The following is a list of HUD requirement waivers and flexibilities available for IHBG, ICDBG, and NHHBG grantees located within PDD areas. Grantees may use any of the waivers and flexibilities below to assist their communities in addressing challenges and issues that result from a disaster covered by a PDD.

A. 24 CFR Part 1000 (IHBG)

1. Total Development Costs (24 CFR 1000.156, 1000.158, 1000.160, and 1000.162)

The IHBG regulations at 24 CFR part 1000 require that affordable housing under the Native American Housing Assistance and Self-Determination Act of 1996 (NAHASDA) be of moderate design, which means housing that is of a size and with amenities consistent with unassisted housing offered for sale in the Indian Tribe's general geographic area to buyers who are at or below the area median income (AMI). To achieve this requirement the recipient must either adopt written standards for its affordable housing programs that reflect this requirement or use total development cost (TDC) limits published periodically by HUD that establish the maximum amount of funds (from all sources) that the recipient may use to develop or acquire/rehabilitate affordable housing. The limits provided by the TDC may not, without prior HUD approval, exceed by more than 10 percent the TDC maximum cost for the project. Non-dwelling structures used to support an affordable housing activity must be of a design, size, and with features or amenities that are reasonable and necessary to accomplish the purpose intended by the structures.

Based on HUD's experience, disasters resulted in disruptions to supply chains, lead to labor and contractor shortages, and result in overall increases in construction costs. Given this possibility of increased costs of resources and the urgency to rehabilitate homes following a disaster, HUD is waiving the TDC regulatory requirements in 24 CFR 1000.156, 1000.158, 1000.160, and 1000.162 relating to limitations on cost or design standards and TDC with respect to dwelling and non-dwelling units developed, acquired, or assisted with IHBG funding. Under this waiver, an IHBG recipient may exceed the current TDC maximum by 20 percent without HUD review or approval (other than notification by the grantee pursuant to the procedures outlined in Section II of this notice). The recipient, however, must maintain documentation that indicates the dwelling units and non-dwelling structures developed, acquired, or assisted with this funding will, after the PDD, be for IHBG-eligible families and the design, size, and amenities are moderate and comparable to housing in the area. The TDC limits can be exceeded by more than 20 percent if the recipient receives written approval from HUD Headquarters. This waiver applies to both single-family and multi-family housing, as well as non-dwelling structures.

2. Income Verification (24 CFR 1000.128)

24 CFR 1000.128 requires IHBG recipients to verify that a family is income eligible. Families are required to provide documentation to verify this determination, and a recipient is required to maintain that documentation. Families may be required by the IHBG recipient to periodically verify income after initial occupancy, and the recipient is required to maintain documentation.

Based on HUD's experience and during a PDD, displaced families may not have access to their income documentation, HUD is waiving section 1000.128 and allowing IHBG recipients may carry out intake and other tasks necessary to verify income for families displaced by a disaster through alternative means if the IHBG recipient chooses to do so, including allowing income self-certification through an email with a self-certification form signed by the family.

This waiver of income verification requirements under 24 CFR 1000.128 is effective for a period of six months starting from the date that the IHBG recipient first notifies HUD that it intends to use this waiver flexibility.