

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

This information collection is pursuant to ITAR parts 120–130 which set forth DDTC's licensing and agreements guidelines and requirements. This collection will make applicant submissions available via an online case management system. DDTC will utilize the collected information to fulfill its statutorily mandated function of reviewing and adjudicating requests to export or temporarily import defense articles, defense services, and related technical data. Upon approval and implementation of the DS-7788 (1405-XXXX), the Department will discontinue the use of the following forms and associated Information Collections as the DS-7788 consolidates the existing DDTC Licensing Forms into one single form; DSP-5 (1405-0003), DSP-61 (1405-0013), DSP-85 (1405-0022), DSP-73 (1405-0023), DSP-6, 62, & 74 (1405-0092), DS-6004 (1405-0173), DS-4294 (1405-0142), 1405-0093 (no form).

Methodology

License and other authorization application submissions are made via a completed DS-7788, which may be accessed from DDTC's website and submitted electronically.

Anthony M. Dearth,

Chief of Staff, Directorate of Defense Trade Controls, U.S. Department of State.

[FR Doc. 2019-07889 Filed 4-18-19; 8:45 am]

BILLING CODE 4710-25-P

DEPARTMENT OF STATE

[Public Notice: 10740]

Notice of a Shipping Coordination Committee Meeting

The Department of State will conduct an open meeting at 9 a.m. on May 8, 2019, in Room 6i10-01-c of the Douglas A. Munro Coast Guard Headquarters Building at St. Elizabeth's, 2703 Martin Luther King Jr. Avenue SE, Washington, DC 20593.

The primary purpose of the meeting is to prepare for the 74th session of the International Maritime Organization's (IMO) Marine Environment Protection Committee to be held at the IMO Headquarters, United Kingdom, May 13–17, 2019.

The agenda items to be considered include:

- Adoption of the agenda
- Decisions of other bodies
- Consideration and adoption of amendments to mandatory instruments
- Harmful aquatic organisms in ballast water
- Air pollution and energy efficiency
- Further technical and operational measures for enhancing the energy efficiency of international shipping
- Reduction of GHG emissions from ships
- Follow-up work emanating from the Action Plan to address marine plastic litter from ships
- Identification and protection of Special Areas, ECAs and PSSAs
- Pollution prevention and response
- Reports of other sub-committees
- Technical cooperation activities for the protection of the marine environment
- Capacity building for the implementation of new measures
- Work program of the Committee and subsidiary bodies
- Application of the Committees' method of work
- Election of the Chair and Vice-Chair
- Any other business
- Consideration of the report of the Committee

Members of the public may attend this meeting up to the seating capacity of the room. Upon request to the meeting coordinator, members of the public may also participate via teleconference, up to the capacity of the teleconference phone line. To access the teleconference line, participants should call (202) 475-4000 and use Participant Code: 796 771 84. To facilitate the building security process, and to request reasonable accommodation, those who plan to attend should contact the meeting coordinator, LCDR Staci Weist, by email at eustacia.y.weist@uscg.mil, by phone at (202) 372-1372, or in writing at 2703 Martin Luther King Jr. Ave. SE, Stop 7509, Washington, DC 20593-7509 not later than May 3, 2019, 5 days prior to the meeting. Requests made after May 3, 2019 might not be able to be accommodated. Please note that due to security considerations, two valid, government issued photo identifications must be presented to gain entrance to the Douglas A. Munro Coast Guard Headquarters Building. The Douglas A. Munro Coast Guard Headquarters Building is accessible by

taxi, public transportation, and privately owned conveyance (upon request).

Gregory J. O'Brien,

Senior Oceans Policy Advisor, Office of Ocean and Polar Affairs, Department of State.

[FR Doc. 2019-07866 Filed 4-18-19; 8:45 am]

BILLING CODE 4710-09-P

DEPARTMENT OF STATE

[Delegation of Authority No. 468]

Delegation of Authority To Submit Report Consistent With Condition 10(C) of the U.S. Senate's Resolution of Advice and Consent to Ratification of the Chemical Weapons Convention

By virtue of the authority vested in the Secretary of State, including Section 1 of the State Department Basic Authorities Act, as amended (22 U.S.C. 2651a), Executive Order 13313, dated July 31, 2003, and to the extent authorized by law, I hereby delegate to the Under Chemical Weapons Convention Compliance, consistent with Condition 10(C) of the Resolution of Advice and Consent to Ratification of the Chemical Weapons Convention, adopted by the Senate on April 24, 1997.

Any act, executive order, regulation, or procedure subject to, or affected by, this delegation shall be deemed to be such act, executive order, regulation, or procedure as amended from time to time. Notwithstanding this delegation of authority, the Secretary or the Deputy Secretary may at any time exercise any authority or function delegated herein.

This delegation of authority shall be published in the **Federal Register**.

Dated: April 9, 2019.

Michael R. Pompeo,

Secretary of State, Department of State.

[FR Doc. 2019-07932 Filed 4-18-19; 8:45 am]

BILLING CODE 4710-10-P

SURFACE TRANSPORTATION BOARD

[Docket No. AB 1247 (Sub-No. 1X)]

Illinois Railway, LLC—Discontinuance of Service Exemption—in Ogle County, Ill.

Illinois Railway, LLC (IR), has filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* to discontinue common carrier service over approximately 11 miles of railroad between milepost 11.31 at Davis Junction (excluding the junction point with Soo Line Railroad Company, which will remain open for traffic

originating and terminating at points on IR north of Davis Junction) and milepost 0.29 at Flagg Center, all in Ogle County, Ill. (the Line). The Line traverses U.S. Postal Service Zip Codes 61068 and 61020.

IR has certified that: (1) No local traffic has moved over the Line for at least two years; (2) overhead traffic on the Line can be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the Line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (4) the requirements at 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) ¹ to subsidize continued rail service has been received, this exemption will be effective on May 19, 2019, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues and formal expressions of intent to file an OFA to subsidize continued rail service under 49 CFR 1152.27(c)(2) ² must be filed by April 29, 2019.³ Petitions for reconsideration must be

filed by May 9, 2019, with the Surface Transportation Board, 395 E Street SW, Washington, DC 20423–0001.

A copy of any petition filed with the Board should be sent to IR's representative, Bradon J. Smith, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606.

If the verified notice contains false or misleading information, the exemption is void ab initio.

Board decisions and notices are available at www.stb.gov.

Decided: April 16, 2019.

By the Board, Allison C. Davis, Acting Director, Office of Proceedings.

Regena Smith-Bernard,
Clarence Clerk.

[FR Doc. 2019–07893 Filed 4–18–19; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. FD 36289]

3i RR Holdings GP LLC, 3i Holdings Partnership L.P., and 3i RR LLC—Control Exemption—Regional Rail Holdings, LLC

3i RR Holdings GP LLC, 3i Holdings Partnership L.P., and 3i RR LLC (3i RR),¹ all noncarriers, have filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to acquire control of Regional Rail Holdings, LLC (Regional Rail), a non-carrier holding company that indirectly controls three Class III rail carriers: East Penn Railroad, LLC; Middletown & New Jersey Railroad, LLC; and Tyburn Railroad LLC (the Subsidiary Railroads).² According to the verified notice, 3i RR intends to acquire 100% of the equity interests of Regional Rail in a transaction in which 3i RR's wholly owned noncarrier subsidiary, Coltrane Merger Sub, LLC, will merge with and into Regional Rail, with Regional Rail continuing as the surviving entity and as a wholly owned subsidiary of 3i RR.

The transaction is expected to be consummated on or after May 5, 2019, the effective date of the exemption.³

The verified notice states that: (i) The Subsidiary Railroads do not connect with each other; (ii) the subject acquisition of control is not intended to connect the Subsidiary Railroads with any railroad in the corporate family of 3i RR Holdings GP LLC, 3i Holdings Partnership L.P., and 3i RR; and (iii) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. *See* 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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 to stay must be filed no later than April 26, 2019 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings referring to Docket No. FD 36289, must be filed with the Surface Transportation Board, 395 E Street SW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served on Louis E. Gitomer, Law Offices of Louis E. Gitomer LLC, 600 Baltimore Ave., Suite 301, Towson, MD 21204.

Board decisions and notices are available at www.stb.gov.

Decided: April 15, 2019.

By the Board, Allison C. Davis, Acting Director, Office of Proceedings.

Regena Smith-Bernard,
Clarence Clerk.

[FR Doc. 2019–07891 Filed 4–18–19; 8:45 am]

BILLING CODE 4915–01–P

for protective order under 49 CFR 1104.14(b), which will be addressed in a separate decision.

¹ The Board modified its OFA procedures effective July 29, 2017. Among other things, the OFA process now requires potential offerors, in their formal expression of intent, to make a preliminary financial responsibility showing based on a calculation using information contained in the carrier's filing and publicly available information. *See Offers of Financial Assistance*, EP 729 (STB served June 29, 2017); 82 FR 30,997 (July 5, 2017).

² Each OFA must be accompanied by the filing fee, which currently is set at \$1,800. *See* CFR 1002.2(f)(25).

³ Because this is a discontinuance proceeding and not an abandonment, trail use/rail banking and public use conditions are not appropriate. Because there will be an environmental review during abandonment, this discontinuance does not require environmental review.

¹ The verified notice states that 3i RR Holdings GP LLC controls 3i Holdings Partnership L.P., which in turn controls 3i RR, and that none are carriers or are affiliated with carriers.

² In *Regional Rail Holdings, LLC—Acquisition of Control Exemption—Regional Rail, LLC*, Docket No. FD 35945, Regional Rail acquired control of Regional Rail, LLC, a holding company for the Subsidiary Railroads.

³ On April 5, 2019, 3i RR Holdings GP LLC, 3i Holdings Partnership L.P., and 3i RR filed a motion