

- Prohibit any transfers of credit or payments between financial institutions or by, through, or to any financial institution, to the extent that such transfers or payments are subject to the jurisdiction of the United States and involve any interest of Zhuhai Zhenrong;

- Block all property and interests in property that are in the United States, that hereafter come within the United States, or that are or hereafter come within the possession or control of any United States person of Zhuhai Zhenrong, and provide that such property and interests in property may not be transferred, paid, exported, withdrawn, or otherwise dealt in;

- Prohibit any United States person from investing in or purchasing significant amounts of equity or debt instruments of Zhuhai Zhenrong;

- Restrict or prohibit imports of goods, technology, or services, directly or indirectly, into the United States from Zhuhai Zhenrong; and

- Impose on the principal executive officer or officers, or persons performing similar functions and with similar authorities, of Zhuhai Zhenrong the sanctions described in sections 5(a)(i)–5(a)(iv) and 5(a)(vi) of E.O. 13846, as selected by the Secretary of State (as described below).

Pursuant to sections 4(e) and 5(a)(vii) of E.O. 13846, the Secretary of State has selected the following sanctions to be imposed upon Youmin Li, Zhuhai Zhenrong's Executive Director and General Manager, who has been determined to be (i) a corporate officer or principal of Zhuhai Zhenrong and (ii) a principal executive officer of Zhuhai Zhenrong, or to perform similar functions with similar authorities as such an officer:

- The Secretary of State shall deny a visa to, and the Secretary of Homeland Security shall exclude from the United States, Youmin Li;

- Prohibit any transactions in foreign exchange that are subject to the jurisdiction of the United States and in which Youmin Li has any interest;

- Prohibit any transfers of credit or payments between financial institutions or by, through, or to any financial institution, to the extent that such transfers or payments are subject to the jurisdiction of the United States and involve any interest of Youmin Li;

- Block all property and interests in property that are in the United States, that hereafter come within the United States, or that are or hereafter come within the possession or control of any United States person of Youmin Li, and provide that such property and interests in property may not be transferred, paid,

exported, withdrawn, or otherwise dealt in; and

- Restrict or prohibit imports of goods, technology, or services, directly or indirectly, into the United States from Youmin Li.

Manisha Singh,

Assistant Secretary, Bureau of Economic and Business Affairs, Department of State.

[FR Doc. 2019–17538 Filed 8–14–19; 8:45 am]

BILLING CODE 4710-AE-P

DEPARTMENT OF STATE

[Public Notice: 10850]

Notice of Public Meeting

The Department of State will conduct an open meeting at 1:00 p.m. on Tuesday, August 27, 2019, in room 7M15–01 of the Douglas A. Munroe 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 sixth session of the International Maritime Organization's (IMO) Sub-Committee on Carriage of Cargoes and Containers to be held at the IMO Headquarters, United Kingdom, September 9–13, 2019.

The agenda items to be considered include:

- Adoption of the agenda
- Decisions of other IMO bodies
- Amendments to the IGF Code and development of guidelines for low-flashpoint fuels
- Amendments to the IGC and IGF Codes to include high manganese austenitic steel and related guidance for approving alternative metallic material for cryogenic service
- Amendments to the IMSBC Code and supplements
- Amendments to the IMDG Code and supplements
- Amendments to the CSS Code with regard to weather-dependent lashing
- Unified interpretation of provisions of IMO safety, security, and environment-related conventions
- Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas
- Revision of the *Inspection programmes for cargo transport units carrying dangerous goods* (MSC.1/Circ.1442, as amended by MSC.1/Circ.1521)
- Biennial status report and provisional agenda for CCC 7
- Election of Chair and Vice-Chair for 2020
- Any other business
- Report to the Committees

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 facilitate the building security process, and to request reasonable accommodation, those who plan to attend should contact the meeting coordinator, Dr. Amy Parker, by email at Amy.M.Parker@uscg.mil, by phone at (202) 372–1423, or in writing at 2703 Martin Luther King Jr. Ave. SE, Stop 7509, Washington DC 20593–7509 not later than August 22, 2019, six days prior to the meeting. Requests made after August 22, 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 Coast Guard Headquarters building. USCG Headquarters is accessible by taxi, public transportation, and privately owned conveyance (upon request).

Jeremy M. Greenwood,

Coast Guard Liaison Officer, Office of Ocean and Polar Affairs, U.S. Department of State.

[FR Doc. 2019–17544 Filed 8–14–19; 8:45 am]

BILLING CODE 4710–09–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36336]

Savannah & Old Fort Railroad, L.L.C.— Change in Operator Exemption— Golden Isles Terminal Railroad, Inc.

Savannah & Old Fort Railroad, L.L.C. (SOFR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to permit SOFR to acquire from CSX Transportation, Inc. (CSXT), by assignment of lease, and to operate, approximately 6.45 miles of rail line between milepost ASO 493.3 at or near Staley Avenue and milepost ASO 499.75 at the end of the line, in Savannah, Ga. (the Line). SOFR states that the Line is currently being operated by Golden Isles Terminal Railroad, Inc. (GITM), a subsidiary of Genesee & Wyoming, Inc.

According to SOFR, GITM acquired the track, rails, ties, ballast, culverts, and all other non-real property assets and leased the real property from CSXT under an agreement scheduled to terminate on August 29, 2019. See *Golden Isles Terminal RR.—Acquis. & Operation Exemption—CSX Transp., Inc.*, FD 34539 (STB served Sept. 15, 2004).

The verified notice indicates that CSXT and GITM have agreed to enter an

agreement for GITM to resell the track, rails, ties, ballast, culverts, and all other non-real property assets and an agreement to assign the lease to CSXT. Additionally, SOFR is entering into an agreement with CSXT whereby SOFR will be assigned the ownership of the track, rails, ties, ballast, culverts, and all other non-real property assets that comprise the Line and the lease of the real property from CSXT, thus succeeding SOFR as the lessee and operator of the Line. As a result, SOFR represents that CSXT will not acquire track, rails, ties, ballast, culverts, and all other non-real property assets, but will assign its rights under the agreements to SOFR prior to the termination of GITM's lease.

This transaction is related to a concurrently filed verified notice of exemption in *Watco Holdings, Inc.—Continuance in Control Exemption—Savannah & Old Fort Railroad, L.L.C.*, Docket No. FD 36337, in which Watco Holdings, Inc., seeks Board approval to continue in control of SOFR upon SOFR's becoming a Class III carrier.

SOFR states that the proposed transaction does not involve any provision or agreement that would limit future interchange with a third-party connecting carrier. SOFR certifies that its projected annual revenues as a result of the transaction will not result in the creation of a Class II or Class I rail carrier and will not exceed \$5 million.

Under 49 CFR 1150.32(b), a change in operators requires that notice be given to shippers. SOFR certifies that it has provided notice of the proposed change in operator to all shippers located on the Line.

The earliest this transaction may be consummated is August 29, 2019 (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 August 22, 2019 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36336, must be filed with the Surface Transportation Board either via e-filing or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on SOFR's representative, Karl Morell, Karl Morell and Associates, 440 1st Street NW, Suite 440, Washington, DC 20001.

According to SOFR, this action is excluded from environmental review

under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b)(1).

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

Decided: August 12, 2019.

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

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2019-17550 Filed 8-14-19; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36288]

OmniTRAX Holdings Combined, Inc. and HGS Railway Holdings, Inc.—Continuance in Control Exemption—Cleveland & Cuyahoga Railway, LLC

OmniTRAX Holdings Combined, Inc. (OmniTRAX), and HGS Railway Holdings, Inc. (HGS), both noncarriers, (collectively, Applicants) have filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to continue in control of Cleveland & Cuyahoga Railway, LLC (CCR) upon CCR's becoming a Class III rail carrier.

This transaction is related to a concurrently filed verified notice of exemption in *Cleveland & Cuyahoga Railway—Change in Operator Exemption Containing Interchange Commitment—Cleveland Commercial Railroad*, Docket No. FD 36287. In that proceeding, CCR seeks an exemption under 49 CFR 1150.31 to acquire by assignment from Cleveland Commercial Railroad Company, LLC (Cleveland Commercial): (1) A lease agreement between Wheeling & Lake Erie Railway Company and Cleveland Commercial; and (2) a lease agreement between Norfolk Southern Railway Company and Cleveland Commercial. Upon consummation, CCR will replace Cleveland Commercial as the lessee and operator of approximately 35.7 miles of railroad line as follows: (1) A 10.4-mile rail line located in Cuyahoga County, Ohio, between milepost 15.5 at Falls Junction in Glenwillow, and milepost 5.1 in Cleveland; and (2) a 25.3-mile rail line located in Cuyahoga and Portage Counties, Ohio, between milepost RH 2.2+/- in Cleveland, and milepost RH 27.5+/- in Aurora (collectively, the Lines).

The earliest this transaction may be consummated is August 30, 2019.¹

¹ The verified notices in Docket Nos. FD 36287 and FD 36288 were initially submitted on April 1, 2019. On April 15, 2019, CCR requested that the Board hold both dockets in abeyance until it could

Applicants will continue in control of CCR upon CCR's becoming a Class III rail carrier. According to Applicants, OmniTRAX currently controls 18 Class III railroads and HGS currently controls two Class III railroads, and the properties of the rail carriers controlled by OmniTRAX and HGS are located in the following states: Alabama, California, Colorado, Florida, Georgia, Illinois, Kansas, Nebraska, Ohio, Oklahoma, Texas, and Washington.²

Applicants state that: (1) The Lines to be operated by CCR do not connect with any other railroads operated by carriers controlled by OmniTRAX or HGS; (2) the continuance in control is not part of a series of anticipated transactions that would connect the Lines with any other railroads in the OmniTRAX or HGS corporate families; and (3) the transaction does not involve a Class I rail carrier. Therefore, the proposed 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. Accordingly, the Board may not impose labor protective conditions here because all the carriers involved are Class III carriers.

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

complete negotiations regarding the NS Line, and the request was granted. On July 16, 2019, CCR notified the Board that it had completed its negotiations and requested that the Board process the verified notices in both dockets. On July 31, 2019, CCR filed a supplement in Docket No. FD 36287 clarifying that that proceeding should be a change in operator exemption and providing the most recent version of the lease agreement. In light of that supplement, July 31 is deemed the filing date of the change in operator exemption in Docket No. FD 36287, and its effective date is August 30, 2019. Because this continuance in control exemption is exercised only when the change in operator transaction is consummated, its effective date likewise will be August 30, 2019.

² Specifically, OmniTRAX currently controls: Alabama & Tennessee River Railway, LLC; Brownsville & Rio Grande International Railway, LLC; Chicago Rail Link, LLC; Fulton County Railway, LLC; Georgia & Florida Railway, LLC; Georgia Woodlands Railroad, LLC; Great Western Railway of Colorado, LLC; Illinois Railway, LLC; Kettle Falls International Railway, LLC; Manufacturers' Junction Railway, LLC; Nebraska, Kansas & Colorado Railway, LLC; Newburgh & South Shore Railroad, LLC; Northern Ohio & Western Railway, LLC; Panhandle Northern Railway, LLC; Peru Industrial Railroad, LLC; Sand Springs Railway Company; Stockton Terminal and Eastern Railroad; and Central Texas & Colorado River Railway LLC. HGS currently controls HGS-ATN, LLC and HGS-FCR, LLC.