

17. May victims file civil suits or seek legal action against their trafficker? Do victims avail themselves of those remedies? Is there a formal policy that encourages victims' voluntary participation in investigations and prosecutions? How did the government protect victims during the trial process? If a victim was a material witness in a court case against a former employer, was the victim permitted to obtain employment, move freely about the country, or leave the country pending trial proceedings? How did the government work to ensure victims were not re-traumatized during participation in trial proceedings? Can victims provide testimony via video or written statements? Were victims' identities kept confidential as part of such proceedings?

18. Does the government repatriate victims who wish to return home? Does the government assist with third country resettlement? Does the government engage in any analysis of whether victims may face retribution or hardship upon repatriation to their country of origin? Are victims awaiting repatriation or third country resettlement offered services? Are victims indeed repatriated or are they deported?

19. Does the government effectively assist its nationals exploited abroad? Does the government work to ensure victims receive adequate assistance and support for their repatriation while in destination countries? Does the government provide adequate assistance to repatriated victims after their return to their countries of origin, and if so, what forms of assistance?

20. Does the government inappropriately detain or imprison identified trafficking victims?

21. Does the government punish trafficking victims for forgery of documents, illegal immigration, unauthorized employment, or participation in illegal activities directed by the trafficker?

22. What efforts has the government made to prevent human trafficking?

23. Has the government entered into effective bilateral, multilateral, or regional information-sharing and cooperation arrangements that have resulted in concrete and measurable outcomes?

24. Does the country have effective policies or laws regulating foreign labor recruiters? What steps did the government take to minimize the trafficking risks faced by migrant workers departing from or arriving in the country?

25. Does the government undertake activities that could prevent or reduce

vulnerability to trafficking, such as registering births of indigenous populations?

26. Does the government provide financial support to NGOs working to promote public awareness or does the government implement such campaigns itself? Have public awareness campaigns proven to be effective?

27. Please provide additional recommendations to improve the government's anti-trafficking efforts.

28. Please highlight effective strategies and practices that other governments could consider adopting.

Dated: December 21, 2015.

**Kari Johnstone,**

*Principal Deputy, Office to Monitor and Combat, Trafficking in Persons, U.S. Department of State.*

[FR Doc. 2015-32950 Filed 12-30-15; 8:45 am]

**BILLING CODE 4710-17-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35984]

#### Ohio River Partners LLC—Acquisition and Operation Exemption—Hannibal Development, LLC

Ohio River Partners LLC (ORP), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Hannibal Development, LLC (Hannibal), and to operate 12.2 miles of rail line known as the Omal Secondary Track (the Line).<sup>1</sup> The Line extends between milepost 60.5 at or near Powhatan Point and milepost 72.7 at or near Hannibal, in Monroe County, Ohio.

Hannibal acquired the Line from the bankruptcy estate of ORMET Railroad Corporation (ORMET) in 2014. Prior to entering bankruptcy, ORMET granted Hannibal Real Estate, LLC (HRE)<sup>2</sup> an easement to use the Line for the purpose of providing rail service to an industrial park owned by HRE on property located adjacent to ORMET's property. Ohio Terminal Railway Company currently serves customers in the HRE industrial park pursuant to the easement.<sup>3</sup> The

<sup>1</sup> ORP, a Delaware limited liability company, is controlled by Ohio River Partners Shareholder LLC, a Delaware limited liability company (ORPS). ORPS is indirectly owned and controlled by Fortress Transportation and Infrastructure Investors LLC, which is managed by an affiliate of Fortress Investment Group LLC (Fortress). Upon consummation of the proposed transaction, ORPS will own a 75% interest in ORP. The remaining 25% interest in ORP will be held by Hannibal.

<sup>2</sup> Hannibal and HRE are not affiliated companies.

<sup>3</sup> See *Ohio Terminal Ry.—Operation Exemption—Hannibal Real Estate*, FD 35703 (STB served Jan. 11, 2013).

customers in the HRE industrial park are currently the only rail shippers on the Line. ORP will acquire certain assets including the Line (collectively, the Hannibal Property) from Hannibal, and plans to redevelop the Hannibal Property for industrial use. ORP anticipates that industries located on the Hannibal Property may require rail service. Accordingly, ORP has filed the instant verified notice of exemption to acquire and operate the Line.<sup>4</sup>

This transaction is related to a concurrently filed verified notice of exemption in *Fortress Investment Group LLC—Continuance in Control Exemption—Ohio River Partners, LLC*, Docket No. FD 35985, wherein Fortress seeks Board approval to continue in control of ORP and two other rail carriers (Central Maine & Quebec Railway US Inc. and Florida East Coast Railway, L.L.C.) currently controlled by other companies managed by affiliates of Fortress following consummation of the proposed transaction.

The transaction may not be consummated until January 17, 2016 (30 days after the notice of exemption was filed).

ORP certifies that its projected annual revenues as a result of this transaction will not result in its becoming a Class II or Class I rail carrier and will not exceed \$5 million.

ORP states that the transaction does not impose any interchange commitment on it.

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 January 8, 2016 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35984, 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 Terence M. Hynes, Sidley Austin LLP, 1501 K St. NW., Washington, DC 20005.

Board decisions and notices are available on our Web site at "[WWW.STB.DOT.GOV](http://WWW.STB.DOT.GOV)."

Decided: December 23, 2015.

<sup>4</sup> The easement granted by ORMET gives HRE the right to use the Line only for the purpose of providing rail service to HRE's property. Accordingly, any new industries that locate on the Hannibal Property would be served by ORP.

By the Board, Julia M. Farr, Acting Director, Office of Proceedings.

**Raina S. Contee,**  
Clearance Clerk.

[FR Doc. 2015-32960 Filed 12-30-15; 8:45 am]

BILLING CODE 4915-01-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

#### Release of Waybill Data

The Surface Transportation Board has received a request Neville Peterson LLP on behalf of Trinity Industries, Inc. (WB605-12-12/22/15) for permission to use certain data from the Board's 2014 Carload Waybill Sample. A copy of this request may be obtained from the Office of Economics.

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.

Contact: Alexander Dusenberry, (202) 245-0319.

**Jeffrey Herzig,**  
Clearance Clerk.

[FR Doc. 2015-32930 Filed 12-30-15; 8:45 am]

BILLING CODE 4915-01-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35985]

#### Fortress Investment Group LLC— Continuance in Control Exemption— Ohio River Partners LLC

Fortress Investment Group LLC (Fortress) has filed a verified notice of exemption pursuant to 49 CFR 1180.2(d)(2) for the benefit of Fortress Transportation and Infrastructure Investors LLC (FTAI), which is managed by an affiliate of Fortress, to continue in control of Ohio River Partners LLC (ORP), a noncarrier, upon ORP becoming a Class III rail carrier.

This transaction is related to a concurrently filed verified notice of exemption in *Ohio River Partners LLC—Acquisition & Operation Exemption—Hannibal Development, LLC*, Docket No. FD 35984, wherein ORP seeks Board approval under 49 CFR 1150.31 to acquire and operate a line of railroad, known as the Omal Secondary Track, that extends between milepost 60.5 at or near Powhatan Point and milepost 72.7

at or near Hannibal, a distance of 12.2 miles in Monroe County, Ohio (the Line). ORP, a Delaware limited liability company, is controlled by Ohio River Partners Shareholder LLC, a Delaware limited liability company (ORPS).<sup>1</sup> ORPS is indirectly owned and controlled by FTAI, which is managed by an affiliate of Fortress.

The parties intend to consummate the proposed transaction as soon as practicable after the effective date of this notice of exemption and the concurrent notice of exemption filed in Docket No. FD 35984.

Two other rail carriers subject to the Board's jurisdiction, Florida East Coast Railway, L.L.C. (FECR) and Central Maine & Quebec Railway US Inc. (CMQR), are currently controlled by companies managed by affiliates of Fortress.<sup>2</sup> FECR, a Class II carrier operates approximately 350 miles of rail lines in the State of Florida extending between Jacksonville and the Miami metropolitan area. CMQR, a Class III carrier, operates approximately 244 miles of rail lines in the States of Maine and Vermont.

Fortress represents that: (1) The rail lines operated by FECR and CMQR do not connect with each other, nor do they connect with the Line that ORP proposes to acquire and operate in Docket No. FD 35984; (2) the transaction that is the subject of Docket No. FD 35984 is not part of a series of anticipated transactions that would connect the Line that ORP proposes to acquire with the lines of any other rail carrier owned by Fortress, any affiliate of Fortress, or any investment fund or entity managed by an affiliate of Fortress;<sup>3</sup> and (3) ORP, CMQR, and FECR are not Class I carriers. 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. As a condition to the use of this exemption, any employees

<sup>1</sup> Upon consummation of the proposed transaction, ORPS will own a 75% interest in ORP. The remaining 25% interest in ORP will be held by Hannibal Development, LLC, which currently owns the rail line that is the subject of ORP's verified notice of exemption in Docket No. FD 35984.

<sup>2</sup> FECR is currently owned by FECR Rail Holding LLC, which is, in turn, owned by investment funds managed by an affiliate of Fortress. CMQR is a subsidiary of Rail Acquisition Holdings LLC, a Delaware limited liability company, which is, in turn, owned by FTAI.

<sup>3</sup> Fortress' representation concerning Docket No. FD 35984 is sufficient for purposes of the continuance in control exemption sought here through 49 CFR 1180.2(d)(2) given that the two transactions are so closely related.

adversely affected by this transaction will be protected by the conditions set forth in *Wisconsin Central Ltd.—Acquisition Exemption—Lines of Union Pacific Railroad*, 2 S.T.B. 218 (1997).

If the 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 January 8, 2016.

An original and 10 copies of all pleadings, referring to Docket No. FD 35985, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Terence M. Hynes, Sidley Austin LLP, 1501 K Street NW., Washington, DC 20005.

Board decisions and notices are available on our Web site at [WWW.STB.DOT.GOV](http://WWW.STB.DOT.GOV).

Decided: December 23, 2015.

By the Board, Julia M. Farr, Acting Director, Office of Proceedings.

**Raina S. Contee,**  
Clearance Clerk.

[FR Doc. 2015-32961 Filed 12-30-15; 8:45 am]

BILLING CODE 4915-01-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35976]

#### Roanoke Southern, LLC—Acquisition and Operation Exemption—Norfolk Southern Railway Company

Roanoke Southern, LLC (RSRL),<sup>1</sup> a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire, by donation from Norfolk Southern Railway Company (NSR), and to operate an approximately 2.42-mile portion of a rail line known as the Roanoke Belt Line between milepost R-4.5 (at a point north of Rolfe St., SW) and milepost R-6.92 (at a point east of the intersection of U.S. Business 220 and Brandon Ave., SW), all of which is located in Roanoke, Va.

RSRL states that the line is being acquired to facilitate the commencement of the VMT-sponsored, intrastate excursion operations. RSRL notes that in the event that a demand for freight service was to emerge following consummation of the proposed transaction, RSRL acknowledges that it

<sup>1</sup> RSRL is directly controlled by the Virginia Museum of Transportation, Inc. (VMT), a noncarrier.