

- Whether to propose a new rule and rule amendments to allow funds to acquire shares of other funds (*i.e.*, “fund of funds” arrangements), including arrangements involving exchange-traded funds, without first obtaining exemptive orders from the Commission.

At times, changes in Commission priorities require alterations in the scheduling of meeting items.

CONTACT PERSON FOR MORE INFORMATION: For further information and to ascertain what, if any, matters have been added, deleted, or postponed; please contact Brent J. Fields from the Office of the Secretary at (202) 551–5400.

Dated: December 12, 2018.

Brent J. Fields,
Secretary.

[FR Doc. 2018–27317 Filed 12–13–18; 11:15 am]

BILLING CODE 8011–01–P

SOCIAL SECURITY ADMINISTRATION

[Docket No. SSA–2018–0061]

Agreement on Social Security Between the United States and Slovenia; Entry Into Force

AGENCY: Social Security Administration (SSA).

ACTION: Notice.

SUMMARY: We are giving notice that an agreement coordinating the United States (U.S.) and Slovenian social security programs will go into force effective on February 1, 2019. The Agreement with Slovenia, which was signed on January 17, 2017, is similar to U.S. social security agreements already in force with 28 other countries—Australia, Austria, Belgium, Brazil, Canada, Chile, the Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Japan, Korea (South), Luxembourg, the Netherlands, Norway, Poland, Portugal, the Slovak Republic, Spain, Sweden, Switzerland, the United Kingdom, and Uruguay. Section 233 of the Social Security Act authorizes agreements of this type.

SUPPLEMENTARY INFORMATION: Like the other agreements, the U.S.-Slovenian Agreement eliminates dual social security coverage. This situation exists when a worker from one country works in the other country and has coverage under the social security systems of both countries for the same work. Without such agreements in force, when dual coverage occurs, the worker, the worker’s employer, or both may be required to pay social security contributions to the two countries

simultaneously. Under the U.S.-Slovenian Agreement, a worker who is sent by an employer in one country to work in the other country for 5 or fewer years remains covered only by the sending country. The Agreement includes additional rules that eliminate dual U.S. and Slovenian coverage in other work situations.

The Agreement also helps eliminate situations where workers suffer a loss of benefit rights because they have divided their careers between the two countries. Under the Agreement, workers may qualify for partial U.S. benefits or partial Slovenian benefits based on combined (totalized) work credits from both countries.

Persons who wish to receive copies of the agreement or who want more information about its provisions may write to the Social Security Administration, Office of Data Exchange, Policy Publications, and International Negotiations, 4700 Annex Building, 6401 Security Boulevard, Baltimore, MD 21235 or visit the Social Security website at www.socialsecurity.gov/international. The full text of the agreement and its accompanying administrative arrangement are available at https://www.ssa.gov/international/Agreement_Texts/slovenia.html.

Nancy A. Berryhill,

Acting Commissioner of Social Security.

[FR Doc. 2018–27166 Filed 12–14–18; 8:45 am]

BILLING CODE 4191–02–P

SURFACE TRANSPORTATION BOARD

[Docket No. AB 33 (Sub-No. 336X)]

Union Pacific Railroad Company—Abandonment Exemption—in Douglas County, Neb.

On November 27, 2018, Union Pacific Railroad Company (UP) filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon an approximately 0.28-mile rail line known as the Omaha Belt Industrial Lead, extending from milepost 485.55 near Grover Street to milepost 485.27, the point switch on the Wimmer Wye just west of Dahlman Avenue, all in Omaha, Douglas County, Neb. (the Line). The Line traverses United States Postal ZIP Codes 68105 and 68107.

UP states that it seeks to abandon the Line and sell the track and property to Darling Ingredients, the only shipper on the Line, which plans to use the track and property to support expansion of its plant, and that UP will continue to serve

Darling Ingredients in substantially the same manner as it does today.

According to UP, based on the information in its possession, the Line does not contain federally granted rights-of-way, and any documentation in UP’s possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

By issuing this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by March 15, 2019.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption.¹ Each OFA must be accompanied by a \$1,800 filing fee. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment, the Line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than January 3, 2019. Each trail request must be accompanied by a \$300 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to Docket No. AB 33 (Sub-No. 336X) and must be sent to: (1) Surface Transportation Board, 395 E Street SW, Washington, DC 20423–0001; and (2) Jeremy M. Berman, Union Pacific Railroad Company, 1400 Douglas Street, MS #1580, Omaha, NE 68179. Replies to the petition are due on or before January 3, 2019.

Persons seeking further information concerning abandonment procedures may contact the Board’s Office of Public Assistance, Governmental Affairs, and Compliance (OPAGAC) at (202) 245–0238 or refer to the full abandonment regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board’s

¹ The Board modified its OFA procedures effective July 29, 2017. Among other things, the OFA process now requires potential offerors in all abandonment and discontinuance proceedings to file a formal expression of intent to file an offer. The process also 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).

Office of Environmental Analysis (OEA) at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Relay Service (FRS) at 1-800-877-8339.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by OEA will be served upon all parties of record and upon any other agencies or persons who comment during its preparation. Other interested persons may contact OEA to obtain a copy of the EA (or EIS). EAs in abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA generally will be within 30 days of its service.

Board decisions and notices are available on our website at www.stb.gov.

Decided: December 12, 2018.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Brendetta Jones,
Clearance Clerk.

[FR Doc. 2018-27261 Filed 12-14-18; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice to Manufacturers of Lithium-ion Secondary Cell Battery Packs or Comparable Secondary Cell Battery Packs

AGENCY: Federal Aviation Administration (FAA), U.S. DOT.

ACTION: Notice; Request for Information.

SUMMARY: Projects funded under the Airport Improvement Program (AIP) must meet the requirements of Title 49 Buy American Preferences. The FAA is considering issuing waivers to foreign manufacturers of Lithium-ion Secondary Cell Battery Packs, or any comparable secondary cell battery packs, that meet the requirements of eligible airport-dedicated vehicles identified in Title 49 Zero-Emission Airport Vehicles and Infrastructure Program. This section allows the FAA to award Airport Improvement Program (AIP) grant funds for the acquisition and operation of zero-emissions vehicles (ZEVs) at an airport, including the construction or modification of infrastructure to facilitate the delivery of fuel and services necessary for the use of such vehicles. The FAA is requesting any information from battery makers on the availability of lithium-ion secondary cell battery packs or comparable products manufactured in the U.S. and capable of meeting heavy-duty transit

applications of the ZEV and “FAA Buy American” requirements of the AIP.

DATES: Information requested must be received by January 16, 2019.

FOR FURTHER INFORMATION CONTACT: Carlos N. Fields, Airport Planning and Programming, APP 520, Room 619, FAA, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267-8826; email carlos.fields@faa.gov.

SUPPLEMENTARY INFORMATION: The FAA manages a Federal grant program for the planning and development of public-use airports called the Airport Improvement Program (AIP). AIP grant funds support awards made to eligible projects under the Airport Zero Emissions Vehicle (ZEV) and Infrastructure Pilot Program. All AIP grant recipients, regardless of program affiliation, must follow Title 49, U.S.C. 50101, Buy American Preferences.

Under Title 49, U.S.C. 50101(b)(2), the Secretary of Transportation may waive the Buy American Preference requirement if the goods are not produced in a sufficient and reasonably available amount or are not of a satisfactory quality.

The purpose of this notice is to request manufacturers of small-form-factor secondary cells meeting the needs of particular airport applications, including heavy-duty transit equipment under the ZEV program, to submit a statement of interest and product description, a completed FAA Product Content Percentage Worksheet, and Product Final Assembly Questionnaire. Both forms are located on the FAA website: https://www.faa.gov/airports/aip/buy_american/. The submission must be sent via email and on company letterhead.

The FAA needs to determine if there is a sufficient quantity of lithium (or comparable) secondary cells produced in the United States capable of meeting the requirements to equip eligible airport-dedicated vehicles identified in Title 49, U.S.C. 47136a, Zero-Emission Airport Vehicles and Infrastructure.

If the FAA finds that lithium or comparable cells produced in the United States are not sufficiently available in both quantity and quality, then it may recommend to the Secretary of Transportation to issue a nationwide waiver to the foreign manufacturer(s) identified as being capable of meeting the technical requirements of eligible airport-dedicated vehicles identified in Title 49, U.S.C. 47136a, Zero-Emission Airport Vehicles and Infrastructure.

The FAA may recommend final approval of the waiver to the Secretary of Transportation, who has final decision authority.

Waivers will not be issued for manufacturers that do not fully meet the technical requirements. This “nationwide waiver” would signify the eligibility of equipment to be used on airport projects without having to receive separate project specific waivers. Having a nationwide waiver allows projects to start quickly without have to wait for the Buy American analysis to be completed for every project.

Issued in Washington, DC on December 11, 2018.

Michael S. Hines,
Acting Manager, Airports Financial Assistance Division.

[FR Doc. 2018-27252 Filed 12-14-18; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2018-0086]

Petition for Waiver of Compliance

Under part 211 of Title 49 Code of Federal Regulations (CFR), this provides the public notice that on October 5, 2018, the Texas State Railroad (TSR), on behalf of the Texas & Eastern Railroad, a subsidiary of The Western Group, petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR parts 215 and 224. FRA assigned the petition Docket Number FRA-2018-0086.

Specifically, TSR requests relief from 49 CFR 215.303, *Stenciling of restricted cars*, and 49 CFR part 224, *Reflectorization of Rail Freight Rolling Stock*, for 14 TSR freight cars. Each of these freight cars is more than 50 years old, measured from the date of original construction, and is the subject of a parallel petition for Special Approval for continued operation under § 215.203(c). TSR states that the required stenciling and reflectorization would violate the historic impression that the cars are maintained to preserve.

TSR further states that these freight cars have been inspected by its shop personnel and have been deemed safe for service. The restricted cars are limited in their service by speed, lading and territory, specifically, its 29-mile railroad, at speeds not exceeding 25 miles per hour, with light tonnage (if any), in accordance with Part 215. The cars will never be subject to regular railroad interchange operations. TSR states that its restricted cars will always be operated in a context that ensures that each car and its restrictions and