

- Enhance the quality, utility, and clarity of the information to be collected.
- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

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

The Directorate of Defense Trade Controls (DDTC), located in the Political-Military Affairs Bureau of the Department of State, encourages voluntary disclosures of violations of the Arms Export Control Act (AECA) (22 U.S.C. 2751 *et seq.*), its implementing regulations, the International Traffic in Arms Regulations (ITAR) (22 CFR 120–130), and any regulation, order, license, or other authorization issued thereunder. The information disclosed is analyzed by DDTC to ultimately determine whether to take administrative action concerning any violation that may have occurred. Voluntary disclosure may be considered a mitigating factor in determining the administrative penalties, if any, that may be imposed. Failure to report a violation may result in circumstances detrimental to the U.S. national security and foreign policy interests and will be an adverse factor in determining the appropriate disposition of such violations. Also, the activity in question might merit referral to the Department of Justice for consideration of whether criminal prosecution is warranted. In such cases, DDTC will notify the Department of Justice of the voluntary nature of the disclosure, but the Department of Justice is not required to give that fact any weight.

ITAR § 127.12 enunciates the information which should accompany a voluntary disclosure. Historically, respondents to this information collection submitted their disclosures to DDTC in writing via hard copy documentation. However, as part of an IT modernization project designed to streamline the collection and use of information by DDTC, a discrete form has been developed for the submission of voluntary disclosures. This will allow both DDTC and respondents submitting a disclosure to more easily track submissions.

Methodology

This information will be collected by electronic submission.

Karen Wrege,

Chief Information Officer.

[FR Doc. 2019–23442 Filed 10–25–19; 8:45 am]

BILLING CODE 4710–25–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36301]

Oakland Global Rail Enterprise, LLC—Acquisition Exemption—Rail Line in Alameda County, Cal.

Oakland Global Rail Enterprise, LLC (OGRE), has filed a verified notice of exemption under 49 CFR 1150.31 for authority after-the-fact to acquire by sublease from Oakland Bulk & Oversized Terminal, LLC (OBOT), approximately 15,000 lineal feet of rail line (located within approximately 11.5 acres of rail right of way) at the former Oakland Army Base (OAB) in Alameda County, Cal. (the Line).¹ OGRE states that the length of the Line includes parallel tracks running within the rail right-of-way, and that the Line does not have milepost designations.

According to OGRE, the City of Oakland leased to OBOT, an affiliate of OGRE, an existing railroad right-of-way located at the OAB, a portion of which includes the Line. OGRE subleased the railroad right-of-way from OBOT on June 26, 2018, with the intent to rehabilitate the rail line within that right-of-way in order to provide rail service to the rail-to-ship bulk commodity marine terminal OBOT plans to build at the OAB. OGRE states that it is not seeking authority to operate the Line at this time but that in the near future it plans to seek operating authority for what will be its entire rail line, which will encompass track in addition to the Line.

OGRE certifies that the projected annual revenues as a result of this transaction will not exceed the amount that would qualify OGRE as a Class III railroad, and that the projected annual revenue for the Line will not exceed \$5

¹ As explained more fully in previous decisions in this docket, OGRE filed its verified notice in response to the Board's decision in *Oakland Global Rail Enterprise—Petition for Declaratory Order*, FD 36168 (STB served Mar. 15, 2019), and thereafter, the effective date of the exemption was postponed pending further order of the Board. Concurrent with the publication of this notice, the Board is serving a decision denying a petition by the City of Oakland to reject or revoke OGRE's verified notice and making the exemption effective on November 11, 2019. See *Oakland Glob. Rail Enter.—Acquis. Exemption—Rail Line in Alameda Cty., Cal.*, FD 36301 et al. (STB served October 28, 2019).

million. OGRE also states that its agreement with OBOT does not contain any provision that would prohibit, restrict, or otherwise limit future interchange with any third-party carrier.

This exemption will become effective on November 11, 2019.

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 November 4, 2019 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36301, 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 OGRE's representative, Kathryn Kusske Floyd, Venable LLP, 600 Massachusetts Avenue NW, Washington, DC 20001.

According to OGRE, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic reporting requirements under 49 CFR 1105.8(b).

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

Decided: October 23, 2019.

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

Raina Contee,

Clearance Clerk.

[FR Doc. 2019–23511 Filed 10–25–19; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36302]

Oakland Bulk & Oversize Terminal, LLC—Acquisition Exemption—Rail Line in Alameda County, Cal.

Oakland Bulk & Oversize Terminal, LLC (OBOT), has filed a verified notice of exemption under 49 CFR 1150.31 for authority after-the-fact to acquire by lease from the City of Oakland (City) approximately 15,000 lineal feet of rail line (located within approximately 11.5 acres of rail right of way) at the former Oakland Army Base (OAB) in Alameda County, Cal. (the Line).¹ The length of

¹ As explained more fully in previous decisions in this docket, OBOT filed its verified notice in response to the Board's decision in *Oakland Global Rail Enterprise—Petition for Declaratory Order*, FD 36168 (STB served Mar. 15, 2019), and thereafter, the effective date of the exemption was postponed pending further order of the Board. Concurrent with

the Line includes parallel tracks running within the rail right-of-way. OBOT states that the Line does not have milepost designations.

According to OBOT, on February 16, 2016, the City leased to OBOT an existing railroad right-of-way located at the OAB, a portion of which includes the Line. Oakland Global Rail Enterprise, LLC (OGRE), an affiliate of OBOT, then subleased the railroad right-of-way from OBOT with the intent to rehabilitate the rail line within that right-of-way in order to provide rail service to the rail-to-ship bulk commodity marine terminal OBOT plans to build at the OAB. OBOT states that OGRE will be the operator of the Line.

OBOT certifies that the projected annual revenues as a result of this transaction will not exceed the amount that would qualify OBOT as a Class III railroad, and that the projected annual revenue for the Line will not exceed \$5 million. OBOT also states that its agreement with the City does not contain any provision that would prohibit, restrict, or otherwise limit future interchange with any third-party carrier.

This exemption will become effective on November 11, 2019.

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 November 4, 2019 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36302, 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 OBOT's representative, Kathryn Kusske Floyd, Venable LLP, 600 Massachusetts Avenue NW, Washington, DC 20001.

According to OBOT, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic reporting requirements under 49 CFR 1105.8(b).

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

Decided: October 23, 2019.

the publication of this notice, the Board is serving a decision denying a petition by the City to reject or revoke OBOT's verified notice and making the exemption effective on November 11, 2019. See *Oakland Glob. Rail Enter.—Acquis. Exemption—Rail Line in Alameda Cty., Cal.*, FD 36301 et al. (STB served October 28, 2019).

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

Raina Contee,
Clearance Clerk.

[FR Doc. 2019-23513 Filed 10-25-19; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36303]

City of Oakland, Cal.—Acquisition Exemption—Former Oakland Army Base, Alameda County, Cal.

The City of Oakland, Cal. (the City), has filed a verified notice of exemption under 49 CFR 1150.31 for authority after-the-fact to acquire from the U.S. Army approximately 15,000 feet of track situated within City-owned areas of the former Oakland Army Base (OAB) in the City of Oakland, Alameda County, Cal. (the Line).¹ The City states that it is not aware that the Line has milepost numbers.

According to the City, it acquired the Line, through its predecessors-in-interest Oakland Base Reuse Authority and Oakland Redevelopment Agency, in a series of fee and easement transactions between 2003 and 2012. The City states that, at the time of the acquisition, it was not aware that the OAB contained trackage subject to the jurisdiction of the Board and did not seek Board authority to acquire the Line. The City states that it previously had entered into an agreement with Oakland Bulk & Oversized Terminal, LLC (OBOT) permitting OBOT to conduct "rail activities," and that OBOT in turn "subleased rail activities to [Oakland Global Rail Enterprise, LLC]." According to the City, however, both agreements were terminated effective November 23, 2018. The City states that it will contract with a third-party operator for the Line "once there is demonstrated demand and funding for rail service."²

¹ As explained more fully in previous decisions in this docket, the City filed its verified notice in response to the Board's decision in *Oakland Global Rail Enterprise—Petition for Declaratory Order*, FD 36168 (STB served Mar. 15, 2019), and thereafter, the effective date of the exemption was postponed pending further order of the Board. Concurrent with the publication of this notice, the Board is serving a decision making the exemption effective on November 11, 2019. See *Oakland Glob. Rail Enter.—Acquis. Exemption—Rail Line in Alameda Cty., Cal.*, FD 36301 et al. (STB served October 28, 2019).

² The City states that it never has had any intention of holding itself out as a common carrier by rail or providing rail service itself on the Line. In general, however, acquiring a rail line imposes a common carrier obligation to provide service upon reasonable request. See, e.g., *Groome & Assoc., Inc. v. Greenville Cty. Econ. Dev. Corp.*,

The City certifies that its revenues from freight operations will not result in the creation of a Class I or Class II carrier. The City also states that no interchange agreements are involved in the subject transaction.

This exemption will become effective on November 11, 2019.

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 November 4, 2019 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36303, 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 the City's representative, Charles A. Spitulnik, Kaplan Kirsch & Rockwell LLP, 1634 I (Eye) Street NW, Suite 300, Washington, DC 20006.

According to the City, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic reporting requirements under 49 CFR 1105.8(b).

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

Decided: October 23, 2019.

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

Raina Contee,
Clearance Clerk.

[FR Doc. 2019-23512 Filed 10-25-19; 8:45 am]

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OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Notice of Product Exclusions: China's Acts, Policies, and Practices Related to Technology Transfer, Intellectual Property, and Innovation

AGENCY: Office of the United States Trade Representative.

ACTION: Notice of product exclusions.

SUMMARY: In September 2018, the U.S. Trade Representative imposed additional duties on goods of China with an annual trade value of approximately \$200 billion as part of the action in the Section 301 investigation of China's acts, policies, and practices related to technology

NOR 42087, slip op. at 10 (STB served July 27, 2005).