

authorize the Commissioner of Social Security to promulgate regulations regarding agency records and information and to charge fees for providing information and related services. Our regulations and operating instructions identify when we will charge fees for information.⁴ Under our regulations, whenever we determine a request for information is for any purpose not directly related to the administration of the Social Security programs, we require the requester to pay the full cost of providing the information.

New Information: We are required to review and update standardized administrative fees at least every two years. Based on the most recent cost analysis, the following table provides the new schedule of standardized administrative fees per request:

Copying an Electronic Folder	\$43
Copying a Paper Folder	72
Regional Office Certification ⁵	51
Record Extract	32
Third Party Manual SSN Verification	30
Office of Central Operations Certification ⁶	33
W2/W3 Requests	86
Request for Copy of Original Application for Social Security Card (Form SS-5) ...	21
Request for Computer Extract of Social Security Number Application (Numident)	27

We will continue to evaluate all standard fees at least every two years to ensure we capture the full costs associated with providing information for nonprogram-related purposes. We require nonrefundable advance payment of the standard fee by check, money order, or credit card. We do not accept cash. Only one form of payment is acceptable in the full amount of the standard fee. If we revise any of the standard fees, we will publish another notice in the **Federal Register**. For other non-program requests for information not addressed here or within the current schedule of standardized administrative fees, we will continue to charge fees calculated on a case-by-case basis to recover our full cost of supplying the information. No other changes will apply to the schedule of standardized administrative fees announced in the **Federal Register**¹ on August 22, 2012.

⁴ See 20 CFR 402.170, 402.175; Program Operations Manual System (POMS) GN 03311.005.
⁵ Requests received in a field office, regional office, or headquarters component.
⁶ Requests received in the Office of Central Operations.

Additional Information

Additional information is available on our Web site at <http://socialsecurity.gov/pgm/business.htm> or by written request to: Social Security Administration, Office of Public Inquiries, Windsor Park Building, 6401 Security Boulevard, Baltimore, MD 21235.

Carolyn W. Colvin,
Acting Commissioner of Social Security.
 [FR Doc. 2016-23739 Filed 9-29-16; 8:45 am]
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DEPARTMENT OF STATE

[Public Notice: 9742]

E.O. 13224 Designation of Anas El Abboubi, aka Anas el-Abboubi, aka Anas al-Abboubi, aka Anas Al-Italy, aka Abu Rawaha the Italian, aka Abu the Italian, aka Rawaha al Itali, aka Mc Khalifh, aka McKhalif, aka Mc Khaliph, aka Anas Shakur, aka Anas Abdu Shakur as a Specially Designated Global Terrorist

Acting under the authority of and in accordance with section 1(b) of Executive Order 13224 of September 23, 2001, as amended by Executive Order 13268 of July 2, 2002, and Executive Order 13284 of January 23, 2003, I hereby determine that the individual known as Anas El Abboubi, also known as Anas el-Abboubi, also known as Anas al-Abboubi, also known as Anas Al-Italy, also known as Abu Rawaha the Italian, also known as Abu the Italian, also known as Rawaha al Italy, also known as Mc Khalifh, also known as McKhalif, also known as Mc Khaliph, also known as Anas Shakur, also known as Anas Abdu Shakur, committed, or poses a significant risk of committing, acts of terrorism that threaten the security of U.S. nationals or the national security, foreign policy, or economy of the United States.

Consistent with the determination in section 10 of Executive Order 13224 that prior notice to persons determined to be subject to the Order who might have a constitutional presence in the United States would render ineffectual the blocking and other measures authorized in the Order because of the ability to transfer funds instantaneously, I determine that no prior notice needs to be provided to any person subject to this determination who might have a constitutional presence in the United States, because to do so would render ineffectual the measures authorized in the Order.

This notice shall be published in the **Federal Register**.

Dated: September 8, 2016.

John F. Kerry,
Secretary of State.
 [FR Doc. 2016-23715 Filed 9-29-16; 8:45 am]
BILLING CODE 4710-AD-P

DEPARTMENT OF STATE

[Public Notice: 9743]

Shipping Coordinating Committee; Notice of Public Meeting

The Shipping Coordinating Committee (SHC) will conduct an open meeting at 9:00 a.m. on November 15, 2016, in Room 7N15-01, 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 ninety-seventh session of the International Maritime Organization's (IMO) Maritime Safety Committee to be held at the IMO Headquarters, United Kingdom, November 21-25, 2016.

The agenda items to be considered include:

- Adoption of the agenda; report of credentials
- Decisions of other IMO bodies
- Consideration and adoption of amendments to mandatory instruments
- Measures to enhance maritime security
- Goal-based new ship construction standards
- Mandatory instrument and/or provisions addressing safety standards for the carriage of more than 12 industrial personnel on board vessels engaged on international voyages
- Navigation, communications, search and rescue (report of the third session of the Sub-Committee)
- Ship systems and equipment (report of the third session and urgent matters emanating from the third session of the Sub-Committee)
- Implementation of IMO instruments (report of the third session of the Sub-Committee)
- Carriage of cargoes and containers (urgent matters emanating from the third session of the Sub-Committee)
- Implementation of the STCW Convention
- Capacity building for the implementation of new measures
- Formal safety assessment
- Piracy and armed robbery against ships
- Unsafe mixed migration by sea
- Implementation of instruments and related matters

- Relations with other organizations
- Application of the Committee's Guidelines
- Work programme
- Any other business
- Consideration of the report of the Committee on its ninety-sixth session

Members of the public may attend this meeting up to the seating capacity of the room. To facilitate the building security process, and to request reasonable accommodation, those who plan to attend should contact the meeting coordinator, LCDR Tiffany Duffy, by email at tiffany.a.duffy@uscg.mil, by phone at (202) 372-1376, by fax at (202) 372-8382, or in writing at 2703 Martin Luther King Jr. Ave. SE., Stop 7509, Washington, DC 20593-7509 not later than November 8, 2016. Requests made after November 8, 2016 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. It is recommended that attendees arrive to the Headquarters building not later than 30 minutes ahead of the scheduled meeting for the security screening process.

The Headquarters building is accessible by taxi and public transportation. Parking in the vicinity of the building is extremely limited and not guaranteed. Members of the public may participate in the meeting via teleconference by calling 202-475-4000 or 1-855-475-2447, participant code: 887 809 72. Please contact the meeting coordinator if you plan to participate by phone. Additional information regarding this and other SHC public meetings may be found at: www.uscg.mil/imo.

Dated: September 16, 2016.

Jonathan W. Burby,

Executive Secretary, Shipping Coordinating Committee, Department of State.

[FR Doc. 2016-23708 Filed 9-29-16; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. FD 34797 (Sub-No. 1)]

New England Transrail, LLC, d/b/a Wilmington & Woburn Terminal Railway—Construction, Acquisition and Operation Exemption—in Wilmington and Woburn, Mass.

AGENCY: Surface Transportation Board.

ACTION: Notice of intent to prepare an environmental impact statement; notice of availability of the draft scope of study

for the environmental impact statement; notice of scoping meeting; and request for comments on draft scope.

SUMMARY: On June 24, 2016, New England Transrail, LLC (NET) filed a petition for exemption with the Surface Transportation Board (Board) pursuant to 49 U.S.C. 10502 and 10901 in Docket No. FD 34797 (Sub-No. 1). NET intends to acquire, construct and operate various rail lines and construct and operate transloading facilities, where goods and materials are transferred from rail to truck, in the towns of Wilmington and Woburn, Massachusetts. NET proposes to acquire 5,727 feet of existing track, to rehabilitate or construct a combined 10,838 feet of track, and to operate as a rail carrier over the total 16,565 feet of track on and adjacent to property currently owned by the Olin Corporation at 51 Eames Street in Wilmington.¹ NET anticipates moving goods and materials (e.g. bricks, newspaper, steel, glycols, biofuels, liquid natural gas, vegetable oils, wood chips, sand, and gravel) and transloading them from rail cars directly onto trucks, into holding tanks, or into a warehouse on site for temporary storage.

Because this project has the potential to result in significant environmental impacts, the Board's Office of Environmental Analysis (OEA) has determined that the preparation of an Environmental Impact Statement (EIS) is appropriate pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. 4321 *et seq.*).² The purpose of this Notice of Intent is to inform stakeholders—including members of the public; Tribes; federal, state, and local agencies; environmental groups; potential shippers and other parties—interested in or potentially affected by the proposed project of the decision to prepare an EIS. OEA will hold a public scoping meeting as part of the NEPA process. Oral and written comments submitted during scoping will assist OEA in issuing a Final Scope of Study that defines the range of actions,

¹ Generally, Board authorization is not required for proposals by existing carriers to acquire or construct rail facilities and "excepted" ancillary track (spur, industrial or side tracks used to support line-haul services). 49 U.S.C. 10906; *Nicholson v. ICC*, 711 F.2d 364, 367-8 (D.C. Cir. 1983); *but see Effingham R.R.—Pet. for Declaratory Order—Constr. at Effingham, Ill.*, 2 S.T.B. 606, 609-10 (1997) (Board has licensing authority over proposal by new carrier to construct and operate over § 10906 track that would constitute its entire operation).

² See *New Eng. Transrail, LLC—Constr., Acquis., & Operation Exemption—in Wilmington & Woburn, Mass.*, (2016 Decision) FD 34797, slip op. at 5 (STB served May 17, 2016).

alternatives, and impacts to be considered in the EIS. The date and location for the public meeting, along with the Draft Scope of Study for review and comment, are provided below.

Background

I. *The Prior Proceedings.* In December 2003, NET filed its original petition for exemption for authority to acquire, construct and operate track to use in conjunction with a reload facility at the Olin site in Docket No. FD 34391. OEA³ conducted an environmental review and issued an Environmental Assessment (EA) in August 2004 and a Post-EA in December 2004. After issuance of the Post-EA, a number of parties informed the Board that NET had modified its proposed project to include, among other changes, the processing of municipal solid waste (MSW) at the facility without notifying OEA and that therefore, the environmental review was incomplete.

In May 2005, the Board issued a decision dismissing the case without prejudice to NET filing a new petition or application based on its current project plans. The Board concluded that the project had changed significantly from the proposal presented in the petition and that NET had not informed OEA of the changes until after the environmental review had been completed. Because the petition was modified to the point that analysis already performed by the Board became substantially deficient and required extensive revision, the Board found that it was appropriate to terminate the proceeding.⁴

In December 2005, NET filed its petition for exemption in a new docket, Docket No. FD 34797, for acquisition, construction, and operation authority. NET outlined its plans to rehabilitate the existing track on the property and to construct new sections of track to support a facility to handle construction and demolition debris (C&D) and MSW. Following NET's filing, opposing parties argued that some or all of NET's planned activities would not constitute "rail transportation," and in 2006, a coalition of parties asked the Board to address the threshold issue of the extent of this agency's jurisdiction over the proposed project. Additionally, in 2006, the U.S. Environmental Protection Agency (EPA) added the project site to the National Priorities List (NPL) under the Comprehensive Environmental Response, Compensation, and Liability

³ OEA was formerly known as the Board's Section of Environmental Analysis (SEA).

⁴ See *New Eng. Transrail, LLC—Constr., Acquis., & Operation Exemption—in Wilmington & Woburn, Mass.*, FD 34391 (STB served May 3, 2005).