

02/04/2021, Private Non-Profit organizations that provide essential services of a governmental nature may file disaster loan applications at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties/Areas: Douglas, Franklin, Kittitas, Lincoln, Okanogan, Pend Oreille, Skamania, Whitman, Yakima and the Confederated Tribes of the Colville Reservation and the Confederated Tribes and Bands of the Yakama Nation.

The Interest Rates are:

<i>For Physical Damage:</i>	
Non-Profit Organizations with Credit Available Elsewhere ...	2.750
Non-Profit Organizations without Credit Available Elsewhere	2.750
<i>For Economic Injury:</i>	
Non-Profit Organizations without Credit Available Elsewhere	2.750

The number assigned to this disaster for physical damage is 16864 5 and for economic injury is 16865 0.

(Catalog of Federal Domestic Assistance Number 59008)

Cynthia Pitts,

Acting Associate Administrator for Disaster Assistance.

[FR Doc. 2021-02880 Filed 2-11-21; 8:45 am]

BILLING CODE 8026-03-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36482]

East Chicago Rail Terminal, LLC—Acquisition and Operation Exemption—Rail Line of Chrome, LLC at East Chicago, Ind.

East Chicago Rail Terminal, LLC (ECRT), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Chrome, LLC (Chrome), and operate approximately 467 feet of track between the connection to Indiana Harbor Belt Railroad Company (IHB) at a point 363 feet north of the center line of Michigan Avenue at East Chicago, Ind., and the end of track on private property of Chrome at East Chicago, Ind. (the Line). According to the verified notice, the Line is not identified by mileposts.

ECRT states that an agreement has been reached under which Chrome will convey the Line to ECRT. ECRT further states that, after consummation, it will

provide common carrier rail service to Tri-Star DEF LLC, and also will hold itself out to provide common carrier rail service over the Line.¹

ECRT certifies that the proposed acquisition and operation of the Line does not involve a provision or agreement that may limit future interchange with a third-party connecting carrier. ECRT further certifies that its projected annual revenues as a result of this transaction will not exceed the maximum revenue of a Class III rail carrier and will not exceed \$5 million.

The transaction may be consummated on or after February 26, 2021, the effective date of the exemption (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 February 19, 2021 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36482, should be filed with the Surface Transportation Board via e-filing on the Board’s website. In addition, a copy of each pleading must be served on ECRT’s representative, Thomas F. McFarland, Thomas F. McFarland, P.C., 2230 Marston Lane, Flossmoor, IL 60422-1336.

According to ECRT, this action is categorically excluded from environmental review under 49 CFR 1105.6 and from historic reporting requirements under 49 CFR 1105.8.

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

Decided: February 8, 2021.

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

Eden Besera,

Clearance Clerk.

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BILLING CODE 4915-01-P

¹ ECRT states that IHB currently operates over the Line pursuant to a private side track agreement dated July 1, 1985, between IHB and a Chrome predecessor, Standard Forgings Company.

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Notice Regarding Periodic Revision of Section 301 Action: Enforcement of U.S. WTO Rights in Large Civil Aircraft Dispute

AGENCY: Office of the United States Trade Representative (USTR).

ACTION: Notice.

SUMMARY: The U.S. Trade Representative together with the affected United States industry have agreed that it is unnecessary at this time to revise the action in the Section 301 investigation involving the enforcement of U.S. rights in the World Trade Organization (WTO) dispute involving Large Civil Aircraft subsidies provided by certain current or former member States of the European Union. The U.S. Trade Representative will continue to consider the action taken in the investigation.

DATES: This exception to periodic revisions is applicable as of February 8, 2021.

FOR FURTHER INFORMATION CONTACT: For questions about the investigation or this notice, contact Associate General Counsel Megan Grimball, at (202) 395-5725, or Director for Europe Michael Rogers, at (202) 395-3320.

SUPPLEMENTARY INFORMATION:

A. Proceedings in the Investigation

For background on the proceedings in this investigation, please see the prior notices issued in the investigation, including: Notice of initiation (84 FR 15028 (April 12, 2019)); notice of determination and action (84 FR 54245 (October 9, 2019)); and notices of revision of action (85 FR 10204 (February 21, 2020), 85 FR 50866 (August 18, 2020), and 86 FR 674 (January 6, 2021)).

B. Periodic Revisions and Exceptions Thereto

Section 306(b)(2)(B)–(F) of the Trade Act of 1974, as amended, provides for periodic revisions of the list of goods subject to additional duties imposed in response to the failure of a U.S. trading partner to implement a WTO Dispute Settlement Body (DSB) recommendation. The statute includes exceptions to the periodic revisions. As relevant here, section 306(b)(2)(B)(ii)(II) provides that no revision is required if the U.S. Trade Representative and the U.S. industry affected by the non-compliance with the DSB recommendation agree that a revision of the list is unnecessary.