

The Interest Rates are:

	Percent
<i>For Physical Damage:</i>	
Non-Profit Organizations with Credit Available Elsewhere ...	2.375
Non-Profit Organizations without Credit Available Elsewhere .....	2.375
<i>For Economic Injury:</i>	
Non-Profit Organizations without Credit Available Elsewhere .....	2.375

The number assigned to this disaster for physical damage is 17964 8 and for economic injury is 17965 0.

(Catalog of Federal Domestic Assistance Number 59008)

**Francisco Sánchez, Jr.,**  
Associate Administrator, Office of Disaster Recovery & Resilience.

[FR Doc. 2023-12919 Filed 6-15-23; 8:45 am]  
BILLING CODE 8026-09-P

**DEPARTMENT OF STATE**

[Public Notice: 12100]

**Designation of Abdallah Makki Muslih al-Rufay'i and Abu Bakr ibn Muhammad ibn 'Ali al-Mainuki as Specially Designated Global Terrorists**

Acting under the authority of and in accordance with section 1(a)(ii)(B) of E.O. 13224, as amended ("E.O. 13224" or "Order"), I hereby determine that the persons known as: Abdallah Makki Muslih al-Rufay'i (also known as 'Abdallah Makki Muslih Mahdi al-Rafi'i, Abu Khadijah, and Abu Musab) and Abu Bakr ibn Muhammad ibn 'Ali al-Mainuki (also known as Abu-Bilal al-Minuki, Abubakar Mainok, and Abor Mainok) are leaders of ISIS, a group whose property and interests in property are currently blocked pursuant to a determination by the Secretary of State pursuant to E.O. 13224.

Consistent with the determination in section 10 of E.O. 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: June 6, 2023.

**Antony J. Blinken,**  
Secretary of State.

[FR Doc. 2023-12870 Filed 6-15-23; 8:45 am]  
BILLING CODE 4710-AD-P

**SURFACE TRANSPORTATION BOARD**

[Docket No. FD 36703]

**Dover and Delaware River Railroad, LLC—Lease Containing Interchange Commitment and Trackage Rights Exemption—Norfolk Southern Railway Company and New Jersey Transit Corporation**

Dover and Delaware River Railroad, LLC (DDRR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to amend an existing lease between DDRR and Norfolk Southern Railway Company (NSR) and an existing trackage rights agreement among NSR, DDRR, and the New Jersey Transit Corporation (NJT), that together will allow DDRR to continue operating over 107.9 miles of rail line in the State of New Jersey.<sup>1</sup> Under the amended agreements, a 0.75-mile segment of line that is subject to the current trackage rights agreement will become subject to the amended lease agreement instead. The amended lease will also revise other commercial terms.

Under the amended lease agreement with NSR, DDRR will continue leasing: (1) the Washington Secondary, between milepost WD 58.0 at Hackettstown, N.J. and milepost WD 80.3 at Phillipsburg, N.J.; (2) the Old Road Industrial Track, between milepost 66.5 TG at Washington, N.J. and milepost 67.6 TG at Washington, N.J.; (3) the Pompton Industrial Track, between milepost PQ 21.4 at Mountain View, N.J., and milepost 22.2 at Wayne, N.J.; and (4) the Totowa Spur, between milepost TO 18.0 at Totowa, N.J., and milepost 21.0 at Wayne. In addition, a segment of rail line between WD 57.25 and WD 58.0 will be added to the lease. These lines are referred to as the Amended Lease Lines.

Under the amended trackage rights agreement with NSR and NJT, DDRR will continue operating over: (1) the Morristown Line, between milepost 7.8 at Newark Broad Street in Newark, N.J., and milepost 48.1 at Netcong, N.J.; (2) the Morristown Line, between milepost 48.1 at Netcong, and milepost 57.25 at

Hackettstown; (3) the Gladstone Branch, between milepost 20.1 at Summit, N.J., and milepost 25.7 at Berkeley Heights, N.J.; and (4) the Montclair Line, between milepost 9.0 at Newark Roseville Avenue in Newark, and milepost 33.9 at Denville, N.J. The segment of rail line between milepost WD 57.25 and WD 58.0 will no longer be part of the trackage rights agreement. These lines are referred to as the Amended Trackage Lines.

This transaction is related to a concurrently filed verified notice of exemption in *New Jersey Transit Corp.—Acquisition Exemption—Norfolk Southern Railway in the Counties of Morris & Warren, N.J.*, Docket No. FD 36676, in which NJT will acquire from NSR the portion of the Morristown Line<sup>2</sup> between milepost 48.1 and milepost 57.25.<sup>3</sup>

DDRR certifies that its projected annual revenues from this transaction will not result in the creation of a Class I or Class II rail carrier and will not exceed \$5 million. As is required under 49 CFR 1150.33(h)(1), DDRR discloses in its verified notice that the amended lease agreement with NSR for the Amended Leased Lines contains an interchange commitment that will affect interchange with carriers other than NSR on the Amended Leased Lines. DDRR states that the interchange commitment in the amended lease has not been changed from the one in the current lease. DDRR has provided additional information regarding the interchange commitment as required under 49 CFR 1150.33(h).

According to the verified notice, DDRR and NSR have entered into the amended lease agreement for the Amended Leased Lines and DDRR, NSR, and NJT are amending the current trackage rights agreement to cover DDRR's operation of the Amended Trackage Lines, but the amended agreements will not become effective until the effective date of the verified notice. The earliest this transaction may be consummated is July 1, 2023, 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

<sup>2</sup> This line is referred to as part of the Washington Secondary by NJT in the related proceeding.

<sup>3</sup> Concurrent with its verified notice in Docket No. FD 36676, NJT also filed a motion to dismiss its notice of exemption on the grounds that its proposed transaction does not require authorization from the Board.

<sup>1</sup> See *Dover & Del. River R.R.—Lease with Interchange Commitment & Trackage Rights Exemption—Norfolk S. Ry. & N.J. Transit Corp.*, FD 36258 et al. (STB served Feb. 15, 2019) (authorizing DDRR to operate over these lines).

the exemption. Petitions for stay must be filed no later than June 23, 2023.

All pleadings, referring to Docket No. FD 36703, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, one copy of each pleading must be served on DDRR's representative, Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Ave. NW, Suite 1300 South, Washington, DC 20004.

According to DDRR, 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](http://www.stb.gov).

Decided: June 12, 2023.

By the Board, Mai T. Dinh, Director, Office of Proceedings.

**Jeffrey Herzig,**  
Clearance Clerk.

[FR Doc. 2023-12960 Filed 6-15-23; 8:45 am]

**BILLING CODE 4915-01-P**

## OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

[Docket Number USTR-2023-0005]

### Request for Comments Regarding the Work of the North American Competitiveness Committee

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

**ACTION:** Notice and request for comments.

**SUMMARY:** Since entry into force of the United States-Mexico-Canada Agreement (USMCA), the United States, Canada, and Mexico (the Parties) have focused the work of the North American Competitiveness Committee (Committee) on expanding trilateral cooperation on North American workforce development issues and establishing mechanisms for cooperation during emergency situations that affect North American trade flows, including by establishing a joint understanding of critical infrastructure priorities in North America. USTR is seeking public comments and recommendations for these and potential additional workstreams for the Committee relevant to enhancing North American competitiveness.

**DATES:** The deadline for the submission of written comments is July 17, 2023.

**ADDRESSES:** You should submit written comments through the Federal

eRulemaking Portal: <https://www.regulations.gov> (*Regulations.gov*). Follow the instructions for submissions in parts III and IV below.

**FOR FURTHER INFORMATION CONTACT:** For procedural questions concerning written comments, please contact Randall Oliver, Director for Canada, Office of Western Hemisphere Affairs, at [Randall.T.Oliver@ustr.eop.gov](mailto:Randall.T.Oliver@ustr.eop.gov) or (202) 395-9449 in advance of the deadline and before transmitting a comment.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

The purpose of the Committee, which was established under Chapter 26 of the USMCA, is to:

- develop and implement cooperative activities in support of a strong economic environment that incentivizes production in North America;
- facilitate regional trade and investment;
- enhance a predictable and transparent regulatory environment;
- encourage the swift movement of goods and the provision of services throughout the region; and
- respond to market developments and emerging technologies.

The Parties agreed that the Committee should not detract from or unnecessarily duplicate work that is taking place under other USMCA committees or in other venues such as bilateral cooperation mechanisms, including the U.S.-Mexico High-Level Economic Dialogue and the Roadmap for a Renewed U.S.-Canada Partnership. The Parties also agreed that projects for the Committee must be based on targeted and specific proposals to maximize effectiveness and impact.

To coordinate U.S. government policy for the Committee, USTR has established a Trade Policy Staff Committee (TPSC) Subcommittee on North American Competitiveness (TPSC Subcommittee) comprised of officials from across the U.S. government.

##### II. Public Comments

USTR invites interested parties to submit comments to assist USTR and the TPSC Subcommittee in recommending additional workstreams for the Committee relevant to enhancing North American competitiveness. Comments should be responsive to the Committee activities described in the USMCA at Article 26.1, namely:

- effective approaches and information-sharing activities to support a competitive environment in North America that facilitates trade and investment between the Parties, and promotes economic integration and development within the free trade area;

- ways to further assist traders of a Party to identify and take advantage of trade opportunities under the USMCA;

- recommendations aimed at enhancing the participation of SMEs, and enterprises owned by under-represented groups including women, indigenous peoples, youth, and minorities;

- projects and policies to develop a modern physical and digital trade- and investment-related infrastructure, and improve the movement of goods and provision of services within the free trade area;

- action to combat market-distorting practices by non-Parties that are affecting the North American region; and

- cooperative activities for trade and investment between the Parties with respect to innovation and technology, including best practices in their application.

In addition, USTR invites interested parties to submit comments to assist USTR and the TPSC Subcommittee in the ongoing implementation of current work under the Committee related to North American workforce development and cooperation among the Parties during emergency situations that affect North American trade flows, including the establishment of a joint understanding of critical infrastructure priorities in North America described in Decision #5 of the Free Trade Commission of the USMCA.

Comments could address, among other topics:

- recommendations aimed at developing procedures for coordination and consultation in response to specific emergency situations;

- effective approaches and mechanisms to timely consult with industries and other non-governmental stakeholders, including workers, most directly impacted by the disruption of North American trade flows in an emergency situation;

- existing projects and policies to engage with state, local, tribal, or territorial governments to address disruptions to trade in emergency situations; and

- examples of activities related to re-establishing the flow of trade after emergency situations.

USTR requests small businesses (generally defined by the Small Business Administration as firms with fewer than 500 employees) or organizations representing small business members that submit comments to self-identify as such, so that we may be aware of issues of particular interest to small businesses.