

hereafter come within the United States, or that are or hereafter come within the possession or control of any United States person of the following persons are blocked and may not be transferred, paid, exported, withdrawn, or otherwise dealt in: (a) any person determined by the Secretary of the Treasury, in consultation with the Secretary of State, and, with respect to subsection (a)(ii) of this section, in consultation with the Attorney General, or by the Secretary of State, in consultation with the Secretary of the Treasury, and, with respect to subsection (a)(ii) of this section, in consultation with the Attorney General: (vi) to have materially assisted, sponsored, or provided financial, material, or technological support for, or goods or services to or in support of: (B) any person whose property and interests in property are blocked pursuant to this order.

The Secretary of State has determined, pursuant to Section 1(a)(ii)(F) of E.O. 14024, Lyudmila Nikolaevna Zaitseva is responsible for or complicit in, or has directly or indirectly engaged or attempted to engage in, activities that undermine the peace, security, political stability, or territorial integrity of the United States, its allies, or its partners for or on behalf of, or for the benefit of, directly or indirectly, the Government of the Russian Federation.

The Secretary of State has determined, pursuant to Section 1(a)(vi)(B) of E.O. 14024, Ochur-Suge Terimovich Mongush has materially assisted, sponsored, or provided financial, material, or technological support for, or goods or services to or in support of Ramzan Akhmatovich Kadyrov, a person whose property and interests in property are blocked pursuant to E.O. 14024.

Pursuant to E.O. 14024 these individuals have been added to the Specially Designated Nationals and Blocked Persons List. All property and interests in property of these individuals subject to U.S. jurisdiction is blocked.

**Whitney Baird,**

*Principal Deputy Assistant Secretary, Bureau of Economic and Business Affairs, Department of State.*

[FR Doc. 2023-06091 Filed 3-23-23; 8:45 am]

**BILLING CODE 4710-AE-P**

## **SURFACE TRANSPORTATION BOARD**

### **Release of Waybill Data**

The Surface Transportation Board has received a request from The Atlanta

Regional Commission (WB23-21—3/15/23) for permission to use select data from the Board's annual 2013 and 2019 masked Carload Waybill Samples. A copy of this request may be obtained from the Board's website under docket no. WB23-21.

The waybill sample contains confidential railroad and shipper data; therefore, if any parties object to these requests, they should file their objections with the Director of the Board's Office of Economics within 14 calendar days of the date of this notice. The rules for release of waybill data are codified at 49 CFR 1244.9.

*Contact:* Alexander Dusenberry, (202) 245-0319.

**Tammy Lowery,**

*Clearance Clerk.*

[FR Doc. 2023-06136 Filed 3-23-23; 8:45 am]

**BILLING CODE 4915-01-P**

## **SURFACE TRANSPORTATION BOARD**

**[Docket No. FD 36658]**

### **Rainier Rail LLC—Acquisition and Change of Operators Exemption—City of Tacoma, Washington, Department of Public Works d/b/a Tacoma Rail Mountain Division**

Rainier Rail LLC (Rainier Rail), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from the City of Tacoma, Department of Public Works d/b/a Tacoma Rail Mountain Division (TRMW),<sup>1</sup> and to operate approximately 41.86 miles of rail line consisting of: (1) an approximately 0.8-mile rail line between milepost 28.6 and milepost 27.8C near McKenna, Wash., currently operated by WRL LLC (WRL) pursuant to a lease with TRMW (the McKenna Segment),<sup>2</sup> and (2) a group of interconnected line segments currently operated by Tacoma Rail extending between milepost 27.8C at McKenna and milepost 13.09 near Frederickson, Wash., from milepost 13.09 near

<sup>1</sup> On March 15, 2023, Rainier Rail filed an errata sheet correcting the name and address of the transferor of the Lines.

<sup>2</sup> The City of Tacoma, Wash., Department of Public Utilities d/b/a Tacoma Rail (Tacoma Rail) conducted common carrier operations on the McKenna Segment prior to the commencement of WRL operations in 2021. Rainier Rail notes that WRL did not seek a change of operator exemption when it sought to begin operating over the McKenna Segment in 2021, resulting in Tacoma Rail's continued common carrier status on the McKenna Segment. See *WRL LLC—Lease & Operation Exemption—City of Tacoma Dep't of Pub. Works*, FD 36539 (STB served Sept. 10, 2021). Rainier Rail seeks to terminate both WRL's and Tacoma Rail's common carrier status on the McKenna Segment with this change of operator exemption.

Frederickson to milepost 5.65 near Tacoma, Wash., and from milepost 13.09 near Frederickson to milepost 32 near Eatonville, Wash. (the MD Segments) (collectively with the McKenna Segment, the Lines).

This transaction is related to a concurrently filed petition for exemption in Docket No. FD 36659, *Paul Didelius—Continuance in Control Exemption—Rainier Rail LLC*, in which Paul Didelius seeks Board approval to continue in control of Rainier Rail upon Rainier Rail's becoming a Class III rail carrier.

According to the verified notice, Rainier Rail and TRMW have reached an agreement pursuant to which Rainier Rail will acquire the Lines and, upon consummation of the acquisition transaction, replace WRL and Tacoma Rail as the common carrier service provider on the McKenna Segment, and replace Tacoma Rail as the common carrier service provider on the MD Segments. The verified notice indicates that WRL and Tacoma Rail do not object to the proposed transaction, by which they would be replaced by Rainier Rail as operators on the Lines.

Rainier Rail certifies that the agreement governing the proposed transaction does not include any provision or agreement that would limit Rainier Rail from interchanging with any third-party connecting carrier. Rainier Rail further certifies that its projected annual revenues will not exceed \$5 million and will not result in Rainier Rail's becoming a Class I or Class II rail carrier. Under 49 CFR 1150.32(b), a change in operator requires that notice be given to shippers. Rainier Rail states that it has contacted all customers on the Lines to advise them of the planned change in operators.<sup>3</sup>

Rainier Rail states that it plans to commence operations as soon as the Board's authorization processes will allow, subject to the approval of the related petition for exemption. The effective date of this acquisition and change of operators exemption will be held in abeyance pending review of the petition for exemption.

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 seven days before

<sup>3</sup> Rainier Rail also states in its verified notice that it intends to furnish each affected customer with a copy of the verified notice at the time of filing.