

	Percent
Non-Profit Organizations without Credit Available Elsewhere	3.625
<i>For Economic Injury:</i>	
Business and Small Agricultural Cooperatives without Credit Available Elsewhere	4.000
Non-Profit Organizations without Credit Available Elsewhere	3.625

The number assigned to this disaster for physical damage is 20960C and for economic injury is 209610.

The State which received an EIDL Declaration is Texas.

(Catalog of Federal Domestic Assistance Number 59008)

Isabella Guzman,
Administrator.

[FR Doc. 2025-01588 Filed 1-22-25; 8:45 am]

BILLING CODE 8026-09-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36824]

North Florida Industrial Railroad, LLC—Lease and Operation Exemption—Rail Line in Columbia County, Fla.

North Florida Industrial Railroad, LLC (NFIR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to lease and operate approximately 4,891 feet of track in the vicinity of Lake City in Columbia County, Fla. (the Line), connecting the North Florida Mega Industrial Park (Park) with a rail line operated by Florida Gulf & Atlantic Railroad, LLC (FG&A).¹ According to the verified notice, there are no designated mileposts on the Line, although it will connect with FG&A’s line at milepost 688.²

This transaction is related to a concurrently filed petition for exemption in Docket No. FD 36823, *Macquarie Infrastructure Partners V GP, LLC—Continuance in Control—North Florida Industrial Railroad*, in which Macquarie Infrastructure Partners, for the benefit of the Macquarie Infrastructure Partners V fund vehicle; MIP V Rail, LLC; Pinsky Holdco, LLC; and Pinsky Railroad Company, LLC, seeks Board approval to continue in control of NFIR upon NFIR’s becoming a Class III rail carrier.

¹ The verified notice states that NFIR and FG&A are commonly controlled.

² Although the verified notice states that the connection will be located at milepost “888,” the maps attached to the notice show the milepost as being 688. (Notice, Ex. 1.)

According to the verified notice, the Line is owned by Columbia County, Fla., a noncarrier, and is currently inactive. The verified notice further states that Columbia County is in the process of developing the Park, and that lease and operation of the Line will enable tenants to receive inbound and originate outbound freight shipments via NFIR, which will interchange with FG&A. Pursuant to the proposed transaction, NFIR will maintain and operate the Line, provide switching and related rail services to the Park tenants, and effect the interchange and delivery of inbound and origination and interchange of outbound line-haul rail shipments.

NFIR certifies that its projected annual revenues will not exceed \$5 million and will not result in the creation of a Class I or Class II rail carrier. NFIR also certifies that the proposed transaction does not involve any provision or agreement that would limit future interchange with a third-party connecting carrier.

NFIR states that it intends to consummate the proposed transaction as soon as practicable after the effective dates of this exemption and the continuance in control exemption that is the subject of the related petition for exemption in Docket No. FD 36823. The effective date of this lease and operation 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. If the petition for exemption in Docket No. FD 36823 is granted, a deadline for filing petitions to stay this lease and operation exemption will be established in a decision that also establishes an effective date for this exemption.

All pleadings, referring to Docket No. FD 36824, 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, a copy of each pleading must be served on NFIR’s representative, Terence M. Hynes, Sidley Austin LLP, 1501 K Street NW, Washington, DC 20005.

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

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

Decided: January 17, 2024.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Zantori Dickerson,
Clearance Clerk.

[FR Doc. 2025-01590 Filed 1-22-25; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. EP 774 (Sub-No. 2)]

Notice of Passenger Rail Advisory Committee Meeting

AGENCY: Surface Transportation Board.

ACTION: Notice of Passenger Rail Advisory Committee meeting.

SUMMARY: Notice is hereby given of a meeting of the Passenger Rail Advisory Committee (PRAC), pursuant to the Federal Advisory Committee Act (FACA).

DATES: The meeting will be held on February 11, 2025, at 9:00 a.m. E.T.

ADDRESSES: The meeting will be held at the Surface Transportation Board headquarters at 395 E Street SW, Washington, DC 20423.

FOR FURTHER INFORMATION CONTACT: Brian O’Boyle at (202) 245-0364 or Brian.Ob Boyle@stb.gov. If you require an accommodation under the Americans with Disabilities Act for this meeting, please call (202) 245-0245 by February 7, 2025.

SUPPLEMENTARY INFORMATION: The PRAC was formed in 2023 to provide advice and guidance to the Board on passenger rail issues on a continuing basis to help the Board better fulfill its statutory responsibilities in overseeing certain aspects of passenger rail service. *Establishment of the Passenger Rail Advisory Comm., EP 774* (STB served Nov. 13, 2023). The purpose of this meeting is to facilitate discussions regarding ideas on how to improve efficiency on passenger rail routes, reduce disputes between passenger rail carriers and freight rail hosts, and improve regulatory processes related to intercity passenger rail. Potential agenda items for this meeting include selection and prioritization of topics for further exploration by the PRAC, initial discussions regarding the selected topics, and discussion of draft bylaws.

The meeting, which is open to the public, will be conducted in accordance with FACA, 5 U.S.C. app. 2; Federal Advisory Committee Management regulations, 41 CFR part 102-3; PRAC’s charter; and Board procedures. Further

communications about this meeting may be announced through the Board's website at www.stb.gov.

Written Comments: Members of the public may submit written comments to PRAC at any time. Comments should be addressed to PRAC, c/o Brian O'Boyle, Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001 or Brian.Oboyale@stb.gov. Please submit any comments for review at the meeting by February 7, 2025, if possible.

Authority: 49 U.S.C. 1321, 11101, and 11121.

Decided: January 17, 2025.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2025-01605 Filed 1-22-25; 8:45 am]

BILLING CODE 4915-01-P

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Notice of Determination Pursuant to Section 301: China's Targeting of the Maritime, Logistics, and Shipbuilding Sectors for Dominance

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

ACTION: Notice of determination.

SUMMARY: The U.S. Trade Representative has determined that China's targeting of the maritime, logistics, and shipbuilding sectors for dominance is actionable under section 301.

FOR FURTHER INFORMATION CONTACT: Megan Grimball and Philip Butler, Chairs of the Section 301 Committee, Associate General Counsel Thomas Au or Assistant General Counsel Henry Smith, 202.395.5725.

SUPPLEMENTARY INFORMATION:

I. Summary of the Petition

On March 12, 2024, five labor unions¹ filed a section 301 petition regarding the acts, policies, and practices of China to dominate the maritime, logistics, and shipbuilding sector.² The petition was filed pursuant

¹ The five petitioners are the United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union, AFL-CIO CLC (USW), the International Brotherhood of Electrical Workers (IBEW), the International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers, AFL-CIO/CLC (IBB), the International Association of Machinists and Aerospace Workers (IAM), and the Maritime Trades Department of the AFL-CIO (MTD).

² For additional information, the full text of the petition and accompanying exhibits are available at:

to section 302(a)(1) of the Trade Act of 1974, as amended (Trade Act) (19 U.S.C. 2412(a)(1)), requesting action pursuant to section 301(b) (19 U.S.C. 2411(b)).

Petitioners allege that China targets the maritime, logistics, and shipbuilding sector for dominance and engages in a wide range of unreasonable or discriminatory acts, policies, and practices that provide unfair advantages across maritime industries, such as shipbuilding, shipping, and maritime equipment. The petitioners also aver that China threatens to discriminate against U.S. commerce and disrupt supply chains. Petitioners allege that China's acts, policies, and practices burden or restrict U.S. commerce in various manners. See 89 FR 29424 (April 22, 2024).

II. Proceedings in the Investigation

On April 17, 2024, after consultation with the appropriate advisory committees and the Section 301 Committee, USTR initiated an investigation regarding the issues raised in the petition pursuant to section 302(a)(2) of the Trade Act (19 U.S.C. 2412(a)(2)). The notice of initiation solicited written comments on, *inter alia*: China's acts, policies, and practices targeting the maritime, logistics, and shipbuilding sectors for dominance; whether China's acts, policies, and practices targeting the maritime, logistics, and shipbuilding sectors for dominance are unreasonable or discriminatory; China's efforts to dominate the global maritime, logistics, and shipbuilding sectors, including the upstream and downstream supply chain, as well as shipping services; information on other acts, policies, and practices of China relating to the maritime, logistics and shipbuilding sectors; whether China's acts, policies, and practices burden or restrict U.S. commerce, and if so, the nature and level of the burden or restriction.

Interested persons filed over 40 written comments. USTR and the Section 301 Committee convened a public hearing on May 29, 2024, during which witnesses provided testimony and responded to questions. The public submissions are available at <https://comments.ustr.gov/s/> in docket number USTR-2024-0005, and a transcript of the hearing is available on the USTR website.

On April 17, 2024, the U.S. Trade Representative requested consultations with the government of China pursuant to section 303 of the Trade Act (19

<https://ustr.gov/issue-areas/enforcement/section-301-investigations/section-301-petition-china-maritime-logistics-and-shipbuilding-sector>.

U.S.C. 2413). The government of China has declined to hold consultations under the statutory framework regarding the investigation.

Based on information obtained during the investigation, including the public submissions and the public hearing, USTR and the Section 301 Committee have prepared a report on the acts, policies, and practices under investigation. The report supports a determination that China's targeting of the maritime, logistics, and shipbuilding sectors for dominance is unreasonable and burdens or restricts U.S. commerce and thus is actionable. The report is available to the public on the USTR website.

III. China's Targeting of the Maritime, Logistics, and Shipbuilding Sectors for Dominance

For nearly three decades, China has targeted the maritime, logistics, and shipbuilding sectors for dominance and has employed increasingly aggressive and specific targets in pursuing dominance. China has largely achieved its dominance goals, severely disadvantaging U.S. companies, workers, and the U.S. economy generally through lessened competition and commercial opportunities and through the creation of economic security risks from dependencies and vulnerabilities.

Top-down industrial planning and targeting is a critical feature of China's state-led, non-market economic system. China organizes the development of its economy at a high level through broad national-level five-year economic and social development plans. It then employs industry-specific plans that typically align chronologically with the national five-year plans. These plans often contain detailed quantitative and qualitative targets, including for production, domestic content, and domestic and international market shares, and outline the non-market policies and practices China should use to achieve these targets. China's plans reveal its targeting of the maritime, logistics, and shipbuilding sectors for dominance.

Market share targets necessitate substitution by Chinese companies at the expense of foreign competitors—for Chinese companies to gain market share, they must displace foreign companies in existing markets and take new markets as they develop in the future. China's industrial targets have become more aggressive and sophisticated over the years.

China's targeting of these sectors for dominance has undercut competition and taken market share with dramatic