

DEPARTMENT OF STATE**[Public Notice: 10039]****Notice of Receipt of Request From Libya Under Article 9 of the 1970 UNESCO Convention on the Means of Prohibiting and Preventing the Illicit Import, Export and Transfer of Ownership of Cultural Property****AGENCY:** Department of State.**ACTION:** Notice.

The Government of Libya has made a request to the Government of the United States under Article 9 of the 1970 UNESCO *Convention on the Means of Prohibiting and Preventing the Illicit Import, Export and Transfer of Ownership of Cultural Property*. The United States Department of State received this request on May 30, 2017. Libya's request seeks U.S. import restrictions on archaeological and/or ethnological materials representing Libya's cultural patrimony from the prehistoric through Ottoman Era. Pursuant to the authority vested in the Assistant Secretary of State for Educational and Cultural Affairs, and pursuant to 19 U.S.C. 2602(f)(1), notification of the request is hereby published.

FOR FURTHER INFORMATION CONTACT:

Catherine Foster at 202–632–6310, or the Cultural Heritage Center, Bureau of Educational and Cultural Affairs: 202–632–6301; CulProp@state.gov.

SUPPLEMENTARY INFORMATION: A public summary of Libya's request and information about U.S. implementation of the 1970 UNESCO Convention can be found at the Cultural Heritage Center Web site: <http://culturalheritage.state.gov>.

Mark Taplin,

Acting Assistant Secretary, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. 2017–12503 Filed 6–15–17; 8:45 am]

BILLING CODE 4710–05–P**SURFACE TRANSPORTATION BOARD****[Docket No. FD 36120]****Piedmont and Northern Railroad LLC—Change in Operator Exemption—Piedmont Railway, LLC**

Piedmont and Northern Railroad LLC (PDMT), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to assume operations over approximately 13.04 miles of rail line (the Line) owned by the North Carolina Department of Transportation (NCDOT),

a noncarrier, between Mt. Holly (milepost SFC 11.39) and Gastonia (milepost SFC 23.0), including the Belmont spur between Mt. Holly (milepost SFC 13.6/SFF 0.13) and Belmont (milepost SFF 1.56), in Gaston County, N.C. The verified notice indicates that the Line is currently operated by Piedmont & Northern Railway, Inc., (PNRW) and that, as a result of this transaction, PDMT will become a Class III carrier and replace PNRW as the Line's exclusive operator. PDMT states that PNRW is voluntarily terminating its operations of the Line upon expiration of its agreement with NCDOT and that it does not object to the proposed change in operators. PDMT states that operations will be pursuant to a Railroad License and Operating Agreement (Agreement) dated May 10, 2017, between NCDOT and Progressive Rail Incorporated (PGR), a Class III rail carrier, which will assign the Agreement to PDMT. PDMT is a wholly owned subsidiary of PGR.¹

This transaction is related to a concurrently filed verified notice of exemption in *Progressive Rail Inc.—Continuance in Control Exemption—Piedmont & Northern Railroad*, Docket No. FD 36121, in which PGR seeks to continue in control of PDMT upon PDMT's becoming a Class III rail carrier.

PDMT certifies that the Agreement does not include any provision or agreement that would limit future interchange with a third-party connecting carrier. PDMT certifies that its projected annual revenues as a result of this transaction will not exceed those that would result in the creation of a Class II or Class I rail carrier and further certifies that its projected annual revenues will not exceed \$5 million. Under 49 CFR 1150.32(b), a change in operator requires that notice be given to shippers. PDMT certifies that notice of the change in operator was served on the one shipper on the Line.

The earliest this transaction may be consummated is July 1, 2017, the effective date of the 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 June 23, 2017 (at least seven days before the exemption becomes effective).

¹ The verified notice indicates that the Agreement does not allow NCDOT to exercise undue control over or interfere with PDMT's operations or ability to provide common carrier service.

An original and 10 copies of all pleadings, referring to Docket No. FD 36120, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001. In addition, one copy of each pleading must be served on Michael J. Barron, Jr., Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 920, Chicago, IL 60606.

Board decisions and notices are available on our Web site at WWW.STB.GOV.

Decided: June 13, 2017.

By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Clearance Clerk,

Raina S. Contee.

[FR Doc. 2017–12558 Filed 6–15–17; 8:45 am]

BILLING CODE 4915–01–P**SURFACE TRANSPORTATION BOARD****[Docket No. FD 36125]****Kean Burenga—Continuance in Control Exemption—Dover and Rockaway River Railroad, LLC, Belvidere & Delaware River Railway Company, Inc., and Black River & Western Corp.**

Kean Burenga, a noncarrier (Burenga), has filed a verified notice of exemption pursuant to 49 CFR 1180.2(d)(2) to continue in control of Dover and Rockaway River Railroad, LLC (DRRR), upon DRRR's becoming a Class III rail carrier. According to Burenga, he currently controls a class III rail carrier, Belvidere & Delaware River Railway Company, Inc. (BVDR), and possibly a second class III rail carrier, Black River & Western Corp. (BRWC). Burenga states that he is a minority shareholder of DRRR and BRWC and that he is filing this verified notice in an abundance of caution to exempt his control of DRRR were the Board to determine that he controls DRRR and, if the Board were to determine he controls BRWC, that entity too.¹

This transaction is related to a concurrently filed verified notice of exemption in Docket No. FD 36124, *Dover & Rockaway River Railroad—Operation Exemption—County of Morris, NJ*. In that proceeding, DRRR seeks an exemption under 49 CFR 1150.31 from 49 U.S.C. 10901 to operate 17.4 miles of rail lines in Morris County, NJ.

The earliest this transaction can be consummated is July 2, 2017, the

¹ The Board's exemption authority is permissive, and this notice does not constitute a ruling that Burenga controls, or needs authority to control, either BRWC or DRRR.

effective date of the exemption (30 days after the verified notice was filed).²

Burenga represents that: (1) The rail lines to be operated by DRRR do not connect with any other railroads that Burenga may be deemed to control; (2) the control of DRRR is not part of a series of anticipated transactions that would connect the lines to be operated by DRRR with the rail lines of any carrier that Burenga may be deemed to control; and (3) the transaction does not involve a Class I rail carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under §§ 11324 and 11325 that involve only Class III rail carriers. Accordingly, the Board may not impose labor protective conditions here because all of the carriers involved are Class III carriers.

If the 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. Stay petitions must be filed no later than June 23, 2017 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 36125, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Eric M. Hocky, Clark Hill, PLC, One Commerce Square, 2005 Market Street, Suite 1000, Philadelphia, PA 19103.

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Decided: June 13, 2017.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

Kenyatta Clay,
Clearance Clerk.

[FR Doc. 2017-12534 Filed 6-15-17; 8:45 am]

BILLING CODE 4915-01-P

² On June 5, 2017, DRRR and Burenga jointly requested that the effective date of the exemption be advanced one day, to July 1, 2017. This request will be addressed in a separate decision.

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36124]

Dover and Rockaway River Railroad, LLC—Operation Exemption—County of Morris, NJ.

Dover and Rockaway River Railroad, LLC (DRRR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to operate pursuant to an agreement a total of approximately 17.4 miles of rail line owned by several railroads (the Dover & Rockaway Railroad, the High Bridge Branch Railroad, and the Chester Branch Railroad) (collectively, the County Railroads), which are all owned by the County of Morris, NJ (the County). The lines at issue are as follows: (1) Chester Branch, between milepost 41.4 at Chester Junction, in Roxbury Township, NJ, and milepost 45.4 in Randolph, NJ; (2) High Bridge Branch, between milepost 22.66 at Ferremonte Junction, in Roxbury Township and milepost 15.2 in Flanders, NJ, and (3) Dover & Rockaway Branch, between milepost 25.7 at D&R Junction in Wharton, NJ, and milepost 31.6 in Rockaway, NJ.

This transaction is related to a concurrently filed verified notice of exemption in *Kean Burenga—Continuance in Control Exemption—Dover & Rockaway River Railroad, Belvidere & Delaware River Railway, & Black River & Western Corp.*, Docket No. FD 36125, in which Kean Burenga (Burenga) seeks Board approval to continue in control of DRRR upon DRRR's becoming a Class III rail carrier.

DRRR states that it will interchange with Norfolk Southern Railway Company at Chester Jct. (also known as Lake Jct.) and D&R Jct. The rail lines are currently managed and operated by Morristown & Erie Railway, Inc. (ME). According to DRRR, ME's lease will expire on June 30, 2017.¹

The transaction may be consummated on or after July 2, 2017, the effective date of the exemption (30 days after the verified notice was filed).²

DRRR certifies that, as a result of this transaction, its projected revenues will not exceed those that would qualify it as a Class III rail carrier and will not exceed \$5 million. DRRR certifies also that the agreement does not involve an interchange commitment.

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the

¹ To date, ME has not sought authority to discontinue service.

² On June 5, 2017, DRRR and Burenga jointly requested that the effective date of the exemption be advanced one day, to July 1, 2017. This request will be addressed in a separate decision.

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 to stay must be filed no later than June 23, 2017 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 36124, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy must be served on Eric M. Hocky, Clark Hill, PLC, One Commerce Square, 2005 Market Street, Suite 1000, Philadelphia, PA 19103.

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Decided: June 13, 2017.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

Kenyatta Clay,
Clearance Clerk.

[FR Doc. 2017-12535 Filed 6-15-17; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36122]

The Athens Line, LLC—Acquisition and Operation Exemption—Rail Line of Norfolk Southern Railway Company and Central of Georgia Railroad Company

The Athens Line, LLC (Athens), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire from Central of Georgia Railroad Company (CGA) and CGA's parent company, Norfolk Southern Railway Company (NSR), and to operate, approximately 38 miles of adjoining rail lines pursuant to a purchase and sale agreement. The lines extend (1) between CGA milepost F-75.5 at Madison, Ga., and CGA milepost F-106.3 at Athens, Ga.,¹ and (2) between NSR milepost NE-39.1 at Athens and NSR milepost NE-32.0 at a point designated as Junior State, Ga.²

¹ CGA was authorized to discontinue service over a 16-mile portion of the line between milepost F-75.5 near Madison and milepost F-91.5 at Bishop, Ga., in 1988. *Cent. of Ga. R.R.—Discontinuance Exemption—Operations Between Madison & Bishop, Ga.*, AB 290 (Sub-No. 37X) (ICC served Nov. 3, 1988). Athens states that it intends to rehabilitate the line between those mileposts, and that if required, it will seek authority to reactivate service over such tracks.

² Athens was authorized to acquire by lease and to operate the lines in 2001, see *The Athens Lines, LLC—Lease & Operation Exemption—Norfolk Southern Railway*, FD 34118 (STB served Dec. 27, 2001).