

pursuant to E.O. 14043. The Department will also not request the submission of any medical information related to a request for an exception from the vaccination requirement pursuant to E.O. 14043 while the injunction remains in place. But the Department may nevertheless receive information regarding a medical exception. That is because, if the Department were to receive a request for an exception from the COVID-19 vaccination requirement pursuant to E.O. 14043 during the pendency of the injunction, the Department will accept the request, hold it in abeyance, and notify the employee who submitted the request that implementation and enforcement of the COVID-19 vaccination requirement pursuant to E.O. 14043 is currently enjoined and that an exception therefore is not necessary so long as the injunction is in place. In other words, during the pendency of the injunction, any information collection related to requests for medical exception from the COVID-19 vaccination requirement pursuant to E.O. 14043 is not undertaken to implement or enforce the COVID-19 vaccination requirement.

Kevin E. Bryant,

Deputy Director, Office of Directives Management, U.S. Department of State.

[FR Doc. 2022-13523 Filed 6-23-22; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice: 11770]

Designation of Anton Thulin as a Specially Designated Global Terrorist

Acting under the authority of and in accordance with section 1(a)(ii)(A) of E.O. 13224 of September 23, 2001, as amended by E.O. 13268 of July 2, 2002, E.O. 13284 of January 23, 2003, and E.O. 13886 of September 9, 2019, I hereby determine that the person known as Anton Thulin has committed, attempted to commit, poses a significant risk of committing, and has participated in training to commit acts of terrorism that threaten the security of U.S. nationals or the national security, foreign policy, or economy of the United States.

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**.

(Authority: E.O. 13224)

Dated: November 5, 2021.

Antony J. Blinken,

Secretary of State.

Editorial note: This document was received for publication by the Office of the Federal Register on June 17, 2022.

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SURFACE TRANSPORTATION BOARD

[Docket No. FD 36617]

Toledo, Peoria & Western Railway Corp.—Trackage Rights Exemption—Keokuk Junction Railway Co.

Toledo, Peoria & Western Railway Corp. (TPW), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1180.2(d)(7) for overhead trackage rights over approximately 3.9 miles of rail line owned by Keokuk Junction Railway Company (KJ) between the Union Pacific Railroad Company (UP) interchange at milepost 118.5, near Hollis (a/k/a Sommer), Ill., and milepost 122.4, near Mapleton, Ill. (the Line).

TPW and KJ have entered into a written trackage rights agreement that grants TPW trackage rights over the Line, allowing TPW to access the TPW-owned Mapleton Industrial Spur on one end of the Line and trackage rights it holds over a UP line on the other end of the Line.¹

The transaction may be consummated on or after July 9, 2022, the effective date of the exemption.

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. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the notice contains false or misleading information, the exemption

¹ A redacted version of the trackage rights agreement between TPW and KJ was filed with the verified notice. An unredacted version of the agreement was submitted to the Board under seal concurrently with a motion for protective order, which is addressed in a separate decision.

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 July 1, 2022 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36617, must be filed with the Surface Transportation Board 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 TPW's representative, Eric M. Hocky, Clark Hill PLC, Two Commerce Square, 2001 Market St., Suite 2620, Philadelphia, PA 19103.

According to TPW, 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: June 21, 2022.

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

Brendetta Jones,

Clearance Clerk.

[FR Doc. 2022-13564 Filed 6-23-22; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. AB 55 (Sub-No. 808X)]

CSX Transportation, Inc.—Abandonment Exemption—in Gwinnett, Ga.

CSX Transportation, Inc. (CSXT) has filed a verified notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments* to abandon an approximately 0.13-mile rail line that runs between Val Sta. 12+37 and Val Sta. 19+52 on its Atlanta Division, Abbeville Subdivision, Lawrenceville Branch, in Gwinnett County, Ga. (the Line). The Line traverses U.S. Postal Service Zip Code 30046.

CSXT has certified that: (1) no freight traffic has moved over the Line for the prior two years; (2) because it is not a through line, no overhead traffic has operated over the Line, and none would need to be rerouted as a result of the proposed abandonment; (3) no formal complaint filed by a user of rail service on the Line (or by state or local government on behalf of such user) regarding cessation of service over the Line either is pending with the Surface Transportation Board (Board) or has