

Department regulations provide that individuals whose valid or potentially valid U.S. passports were lost or stolen must report the lost or stolen passport to the Department of State before receiving a new passport so that the lost or stolen passport can be invalidated (22 CFR parts 50 and 51). The Enhanced Border Security and Visa Entry Reform Act of 2002 (8 U.S.C. 1737) requires the Department of State to collect accurate information on lost or stolen U.S. passports and to enter that information into a data system. Form DS-64 collects information identifying the person who held the valid lost or stolen passport and describing the circumstances under which the passport was lost or stolen. As required by the cited authorities, we use the information collected to accurately identify the passport that must be invalidated and to make a record of the circumstances surrounding the lost or stolen passport.

### Methodology

Passport bearers may submit the form on the Department of State's website, [www.travel.state.gov](http://www.travel.state.gov), where it can be completed, signed, and submitted electronically. The DS-64 is also available at [eforms.state.gov](http://eforms.state.gov) where it can be completed online and printed for signature and submission. Additionally, passport bearers have the option to call the National Passport Information Center (NPIC) at 1-877-487-2778 or mail in a hardcopy of the form. The form can be obtained at any passport agency or acceptance facility.

**Amanda E. Smith,**

*Managing Director for Passport Support Operations, Bureau of Consular Affairs, Passport Services, Department of State.*

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## DEPARTMENT OF STATE

[Public Notice: 12456]

### Determination Under the Trade Act of 1974, as Amended Extension of Waiver Authority

Pursuant to the authority vested in the President under the Trade Act of 1974, as amended, Public Law 93-618, 88 Stat. 1978 (hereinafter "the Act"), and assigned to the Secretary of State by virtue of section 1(a) of Executive Order 13346 of July 8, 2004, and delegated by Department of State Delegation of Authority 513, of April 7, 2021, I determine, pursuant to section 402(d)(1) of the Act, 19 U.S.C. 2432(d)(1), that the further extension of the waiver authority granted by section 402 of the Act will

substantially promote the objectives of section 402 of the Act. I further determine that continuation of the waiver applicable to Turkmenistan will substantially promote the objectives of section 402 of the Act.

This Determination shall be published in the **Federal Register**.

Dated: June 13, 2024.

**Kurt M. Campbell,**

*Deputy Secretary of State.*

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## SURFACE TRANSPORTATION BOARD

[Docket No. EP 775]

### Growth in the Freight Rail Industry

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of public hearing.

**SUMMARY:** The Surface Transportation Board (Board) will hold a public hearing on September 16 and 17, 2024, to gather information about recent trends and strategies for growth in the freight rail industry. The Board requests the attendance of executive-level officials from the BNSF Railway Company, Canadian National Railway Company, Canadian Pacific Kansas City Limited, CSX Transportation, Inc., Norfolk Southern Railway Company, and Union Pacific Railroad Company (collectively, "Class I railroads"). The Board also invites and welcomes testimony from industry analysts, other rail carriers, rail customers, rail suppliers, labor organizations, and other interested parties who can contribute to the Board's understanding of how the industry has grown and intends to grow in the future.

**DATES:** The hearing will be held on September 16 and 17, 2024, beginning at 9:30 a.m. ET each day, in the Hearing Room of the Board's headquarters and will be open for public observation. The hearing will also be available for public viewing on YouTube. Any person wishing to speak at the hearing must file with the Board a notice of intent to participate (identifying the party, proposed speaker, and amount of time requested) no later than August 14, 2024. In addition, written testimony from hearing participants, and written comments by any other interested persons, must be submitted by August 16, 2024.

**ADDRESSES:** The hearing will be held in the Hearing Room of the Board's headquarters, located at 395 E Street SW, Washington, DC 20423-0001. All filings must be submitted via e-filing on

the Board's website at [www.stb.gov](http://www.stb.gov) under the docket for EP 775, or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. Filings will be posted to the Board's website and need not be served on the other hearing participants, written commenters, or any other party to the proceeding.

### FOR FURTHER INFORMATION CONTACT:

Jonathon Binet at (202) 245-0368. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245.

**SUPPLEMENTARY INFORMATION:** Freight rail is critically important to the nation's economy, and the Board has an interest in the health and growth of the industry and the need for rail customers to move their goods efficiently and reliably. On the subject of freight rail industry growth, while the Board recognizes that some shifts in volume may not be primarily within the control of rail carriers, the Board has observed that over the past ten years carload volumes have not grown, and have in fact decreased.<sup>1</sup> The Board wishes to explore how industry participants are strategizing and innovating to reverse this recent trend and achieve freight rail growth. For example, the Board is interested in the Class I railroads' short-, medium-, and long-term growth strategies, including investments, across traffic types. The Board would also like the perspective of short line railroads, who can present evidence of their own growth strategies. The Board is also interested in shippers' plans or desire for future use of rail, factors that may affect their shipment decisions, and what rail carriers are doing and can do to increase shippers' use of rail. This hearing presents a chance to discuss the opportunities for growth in the freight rail industry, as well as the challenges and effects associated with a failure to grow.

The Board will hold a public hearing to explore these topics on September 16 and 17, 2024, beginning at 9:30 a.m. ET each day, at its headquarters in Washington, DC. In addition to requesting the attendance of executive-level officials from the Class I railroads, the Board invites and welcomes testimony from industry analysts, other rail carriers, rail customers, rail suppliers, labor organizations, and other interested parties. Participation at the hearing will be limited to those who file notices of intent to participate, and the

<sup>1</sup> See Federal Reserve Bank of St. Louis, Rail Freight Carloads, <https://fred.stlouisfed.org/series/RAILFRTCARLOADSDS11> (last updated June 12, 2024) (data collected by U.S. Dep't of Transportation, Bureau of Transportation Statistics).