

delegation of authority to adjudicate and waive claims of or against the Department of State.

Section 3. General Provisions

(a) This Delegation of authority shall be published in the **Federal Register** and is effective upon the date of my signature.

(b) Notwithstanding any provision of this Delegation of Authority, the Secretary of State, the Deputy Secretary of State, or the Under Secretary of State for Management may at any time exercise any function delegated by this delegation of authority.

(c) Functions delegated by this delegation of authority may not be redelegated.

(d) Any reference in this delegation of authority to any act, executive order, determination, delegation of authority, regulation, or procedure shall be deemed to be a reference to such act, order, determination, delegation of authority, regulation, or procedure as amended from time to time.

Dated: October 22, 2003.

Grant S. Green, Jr.,

*Under Secretary of State for Management,
Department of State.*

[FR Doc. 03-29310 Filed 11-21-03; 8:45 am]

BILLING CODE 4710-15-P

DEPARTMENT OF STATE

Office of the Secretary

[Public Notice: 4542]

Extension of the Restriction on the Use of United States Passports for Travel to, in, or Through Libya

On December 11, 1981, pursuant to the authority of 22 U.S.C. 211a and Executive Order 11295 (31 FR 10603), and in accordance with 22 CFR 51.73(a)(3), all United States passports were declared invalid for travel to, in, or through Libya unless specifically validated for such travel. This restriction has been renewed yearly because of the unsettled relations between the United States and the Government of Libya and the possibility of hostile acts against Americans in Libya. The American Embassy in Tripoli remains closed, thus preventing the United States from providing routine diplomatic protection or consular assistance to Americans who may travel to Libya.

In light of these events and circumstances, I have determined that Libya continues to be a country "where there is imminent danger to the public health or physical safety of United

States travellers" within the meaning of 22 U.S.C. 211a and 22 CFR 51.73(a)(3).

Accordingly, all United States passports shall remain invalid for travel to, in, or through Libya unless specifically validated for such travel under the authority of the Secretary of State.

This Public Notice shall be effective upon publication in the **Federal Register** and the restriction herein shall expire at midnight November 24, 2004, unless extended or sooner revoked by Public Notice. The Department of State will review this restriction every three months while it remains in effect.

Dated: November 17, 2003.

Colin L. Powell,

Secretary of State, Department of State.

[FR Doc. 03-29311 Filed 11-21-03; 8:45 am]

BILLING CODE 4710-06-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Fond du Lac & Sheboygan Counties, Wisconsin

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for the proposed improvements of STH 23 between CTH K east of Fond du Lac in Fond du Lac County and CTH P west of Plymouth in Sheboygan County, Wisconsin.

FOR FURTHER INFORMATION CONTACT: Mr. Johnny M Gerbitz, Field Operations Engineer, Federal Highway Administration, 567 D'Onofrio Drive, Madison, Wisconsin 53719-2814; telephone: (608) 829-7511. You may also contact Mr. Eugene Johnson, Director, Bureau of Equity & Environmental Services, Wisconsin Department of Transportation, P.O. Box 7965, Madison, Wisconsin 53707-7965; telephone: number 608-267-9527.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this document may be downloaded by using a computer, modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of **Federal Register's** home page at: <http://www.archives.gov/> and the

Government Printing Office's database at: <http://www.gpoaccess.gov/nara/index.html>.

Background

The FHWA, in cooperation with the Wisconsin Department of Transportation, will prepare an Environmental Impact Statement to construct a four-lane facility on STH 23. The project begins at CTH K east of Fond du Lac in Fond du Lac County and extends approximately 19 miles to CTH P west of Plymouth in Sheboygan County, Wisconsin.

The anticipated format for the EIS will be Screening Worksheets rather than the typical narrative form. The Wisconsin Department of Transportation has developed a series of Environmental Screening Worksheets which are divided into Basic Sheets and Factor Sheets. The Screening Worksheets provide a flexible means of addressing the requirements for an Environmental Document.

The improvements to this highway are considered necessary to decrease the potential for crashes, lower congestion, and complete the construction of a multi-lane highway facility between the Fond du Lac and Sheboygan urban areas.

Planning, environmental, and engineering studies are underway to develop transportation alternatives. The EIS will assess the need, location, and environmental impacts of alternatives within the study area. These alternatives include (1) *No Build*—this alternative assumes the continued use of existing facility with the maintenance necessary to ensure its continued use; (2) *Upgrade the Existing Facilities*—this alternative would improve the safety and traffic handling capabilities of the existing route; (3) *Construction of Added Lanes on Existing or New Alignment*—This alternative would involve one or more proposals for construction of two new lanes adjacent to the existing highway or another local roadway, constructing four lanes on new locations, or a combination of add lanes and a new location. All alternatives will examine improvements to bicycle and pedestrian facilities.

Information describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies and to private organizations and citizens who have previously expressed, or are known to have interest in this proposal. A series of public meetings will be held in the project corridor throughout the data gathering and development of alternatives. In addition, a public hearing will be held. Public notice will be given of the time and place of the

meetings and hearing. The Draft EIS will be available for public and agency review and comment prior to the hearing. As part of the scoping process, coordination activities have begun. A Corridor Preservation Study is underway and will be a large contributor to the EIS study and the alternate development. Coordination with public officials and local residents will continue with focus groups, set up to help determine the alternatives to be evaluated. Scoping meetings will continue to be held on an individual or group meeting basis. Agency coordination will be accomplished during these meetings.

To ensure that the full range of issues related to this proposed action are addressed, and all substantive issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to FHWA or the Wisconsin Department of Transportation at the addresses provided in the caption **FOR FURTHER INFORMATION CONTACT.**

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program).

Authority: 23 U.S.C. 315; 49 CFR 1.48.

Issued on: November 17, 2003.

Johnny M Gerbitz,

Field Operations Engineer, Federal Highway Administration, Madison, Wisconsin.

[FR Doc. 03-29215 Filed 11-21-03; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Safety Advisory 2003-03

AGENCY: Federal Railroad Administration (FRA), DOT.

ACTION: Notice of safety advisory.

SUMMARY: FRA is issuing Safety Advisory 2003-03, which provides additional information on the potential catastrophic failure of 100-ton truck bolsters manufactured by National Castings of Mexico's (NCM) Sahagun, Mexico facility with Association of America Railroads (AAR) Identification Numbers B-2410 and B-2409 and National Patterns 52122 and 52202, respectively, used in 263,000 pound and 286,000 pound gross rail load freight cars. These two bolster patterns were manufactured by NCM from 1995 through 1998 and were installed on

29,186 U.S. freight cars of various type construction. Additionally, an overview of the railroad industry's AAR Safety Action Plan for appropriate handling and disposition of these cars is contained in this advisory.

FOR FURTHER INFORMATION CONTACT:

Ronald Newman, Staff Director, Motive Power and Equipment Division (RRS-14), FRA Office of Safety Assurance and Compliance, 1120 Vermont Avenue, NW., Washington, DC 20590, telephone: (202) 493-6241 or Thomas Herrmann, Staff Attorney, FRA Office of Chief Counsel, 1120 Vermont Avenue, NW., Washington, DC 20590, telephone: (202) 493-6036.

SUPPLEMENTARY INFORMATION: On

December 30, 2002, FRA issued Safety Advisory 2002-03 which identified a problem with National Castings of Mexico (NCM) bolsters bearing AAR identification #B-2410, and National Pattern 52122 used in 263,000 and 286,000 pound gross rail load freight cars. In that advisory, FRA referenced AAR Maintenance Advisory MA-81 and AAR Early Warning Letters EW-5191, EW-5191-S1, and EW-5191-S2 that indicated there were as many as 15,000 freight cars in revenue service, which may be equipped with the NCM bolsters. Since publication of FRA Safety Advisory 2002-03, FRA has been made aware of another series of bolsters, AAR Identification # B-2409 and National Pattern 52202, which pose a similar potential safety hazard. The NCM bolsters with pattern 52202 have been referenced in AAR Early Warning Letters EW-5194, EW-5195, EW-5196, and EW-5197. The total estimated population of defective truck bolsters from both NCM patterns is 58,373 bolsters. This large number of truck bolsters represents a fleet of roughly 29,186 freight cars, which may be equipped with the defective NCM bolsters. Extensive fatigue testing of both types of bolsters (both patterns 52122 and 52202) at the AAR Transportation Test Center in Pueblo, CO and two other laboratories confirmed a tendency of these bolsters to develop internal cracking (design flaw) which can lead to sudden and catastrophic failure. The fatigue testing indicated that the action plan, as outlined by the AAR and contained herein, would be an appropriate industry response for dealing with these defective bolsters.

During the week of March 10, 2003, the AAR tendered its *Industry Safety Action Plan* (the Plan), to FRA for the handling of potentially defective NCM bolsters. In this plan, a unique risk analysis was developed by the AAR to

prioritize the removal of the bolsters (from tank cars and other high risk commodity shipments) without causing industry operating impacts due to unavailable and/or extremely delayed equipment for loading. AAR's risk assessment was built upon hazardous material commodity classifications, mileage (utilization) factors, loading/impact factors, to arrive at a composite risk rating. AAR also considered the original equipment manufacturer (OEM), supply/demand and existing inventory of replacement bolsters when determining the degree of risk to be assigned to each car type identified as having been equipped with the defective bolsters.

The Plan approved and implemented by AAR's Technical Services Working Committee (TSWC) provided the following proactive safety measures:

1. Tank car owners must complete 20% of their HAZMAT cars (complete bolster replacements) no later than May 31, 2003, and a minimum of 20% per month, thereafter, with 100% replacement no later than September 30, 2003 (Group I, HAZMAT cars).

2. Mill gondola and coal cars (subject to vertical loading impacts) must have bolsters either replaced or requalified (via radiographic inspection) no later than December 31, 2003 (Group II cars).

3. All other cars must either have bolsters replaced or requalified (via radiographic inspection) no later than April 1, 2004 (Group III and Category III, Tank cars, non-HAZMAT service).

FRA recognizes that some of the dates in the AAR industry action plan have not been met for a variety of reasons, primarily the result of not having a sufficient quantity of replacement bolsters. AAR, the railroads and car owners have taken additional measures to ensure safety based on AAR's waiver review, cars held out of service and special inspection procedures. Since initiation of the *Industry Safety Action Plan*, there have been no reported in-service bolster failures.

It should be noted that FRA Hazardous Materials Regulations (HMR), contained in 49 CFR parts 171-180, set forth the requirements for the safe transportation of hazardous materials in commerce by railcar, aircraft, vessel, and motor vehicle. The HMR prescribe requirements for classification, packaging, hazard communication, shipping papers, incident reporting, handling, loading, unloading, segregation, and movement of hazardous materials. FRA understands that there may be as many as 3,300 tank cars originally equipped with either the NCM bolsters in pattern(s) 52122 or 52202, some of