

Justification, shall be reported to Congress.

Dated: July 17, 2024.

**Richard R. Verma,**

*Deputy Secretary for Management and Resources.*

[FR Doc. 2024–17517 Filed 8–7–24; 8:45 am]

**BILLING CODE 4710–29–P**

## DEPARTMENT OF STATE

[Public Notice: 12477]

### United States Passports Invalid for Travel To, In, or Through the Democratic People's Republic of Korea (DPRK)

**AGENCY:** Department of State.

**ACTION:** Notice of extension of passport travel restriction.

**SUMMARY:** On September 1, 2017, all U.S. passports were declared invalid for travel to, in, or through the Democratic People's Republic of Korea (DPRK), unless specially validated for such travel. The restriction was extended for one year in 2018, 2019, 2020, 2021, 2022, and 2023 and, if not renewed, the restriction is set to expire on August 31, 2024. This notice extends the restriction until August 31, 2025, unless extended or revoked by the Secretary of State.

**DATES:** The extension of the travel restriction is in effect on September 1, 2024.

**FOR FURTHER INFORMATION CONTACT:** Jennifer Tinianow, Bureau of Consular Affairs, Passport Services, Office of Adjudication, 202–765–6517.

**SUPPLEMENTARY INFORMATION:** On September 1, 2017, pursuant to the authority of 22 U.S.C. 211a and Executive Order 11295 (31 FR 10603), and in accordance with 22 CFR 51.63(a)(3), all U.S. passports were declared invalid for travel to, in, or through the DPRK unless specially validated for such travel. The restriction was renewed on September 1 in each year from 2018 through 2023. If not renewed again, the restriction is set to expire on August 31, 2024.

The Department of State has determined there continues to be serious risk to U.S. citizens and nationals of arrest and long-term detention constituting imminent danger to their physical safety, as defined in 22 CFR 51.63(a)(3). Accordingly, all U.S. passports shall remain invalid for travel to, in, or through the DPRK unless specially validated for such travel under the authority of the Secretary of State. This extension to the restriction of travel to the DPRK shall be effective on September 1, 2024, and shall expire

August 31, 2025, unless extended or revoked by the Secretary of State.

Dated: June 14, 2024.

**Antony J. Blinken,**

*Secretary of State.*

[FR Doc. 2024–17519 Filed 8–7–24; 8:45 am]

**BILLING CODE 4710–06–P**

## DEPARTMENT OF STATE

[Delegation of Authority No. 560]

### Delegation of Authority Public Posting of Reports

By virtue of the authority vested in the Secretary of State by the laws of the United States, including 22 U.S.C. 2651a and section 7016(b)(2)(A) of the Department of State, Foreign Operations, and Related Programs Appropriations Act, 2024 (div. F, Pub. L. 118–47), I hereby delegate to the Under Secretary for Political Affairs and the Under Secretary for Management, to the extent authorized by law, the authority to determine that the public posting of a report to the Congress would compromise national security, including the conduct of diplomacy, or the report contains proprietary or other privileged information.

The reference in this delegation of authority to a statute shall be deemed to be a reference to such statute as amended from time to time and shall be deemed to apply to any provision of law that is the same or substantially the same as such statute. This delegation of authority does not repeal or modify any other delegation of authority currently in effect.

The Secretary, Deputy Secretary, or Deputy Secretary for Management and Resources may exercise any authority or function delegated herein.

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

Dated: July 24, 2024.

**Antony J. Blinken,**

*Secretary of State.*

[FR Doc. 2024–17520 Filed 8–7–24; 8:45 am]

**BILLING CODE 4710–08–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2006–25040]

### Petition for Extension of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter received on April 12, 2024,

Capital Metropolitan Transportation Authority (CMTY) petitioned the Federal Railroad Administration (FRA) for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 222 (Use of Locomotive Horns at Public Highway-Rail Grade Crossings), part 229 (Railroad Locomotive Safety Standards), part 231 (Railroad Safety Appliance Standards), part 234 (Grade Crossing Safety), and part 238 (Passenger Equipment Safety Standards). The relevant Docket Number is FRA–2006–25040.

Specifically, CMTY requested to extend its existing relief for its commuter rail system that connects downtown Austin, Texas, with Austin's northern suburbs along 32 miles with 9 stations. CMTY seeks to continue operating a fleet of 6 Stadler GTW diesel multiple unit (DMU) rail vehicles that have operated on the line since 2010. CMTY requests extended relief from the following regulations:

- § 222.21(b), (d), *When must a locomotive horn be used?*
- §§ 229.29(c)(3) and (e), *Air brake system calibration, maintenance, and testing;* and 238.309(b), *Periodic brake equipment maintenance*
- §§ 229.31, *Main reservoir tests;* 229.49(b), *Main reservoir system;* and 229.51(a)(3) and (4), *Aluminum main reservoirs*
- §§ 229.47(b), *Emergency brake valve;* and 238.305(c)(5), *Interior calendar day mechanical inspection of passenger cars*
- § 229.71, *Clearance above top of rail*
- § 229.135(b)(4)(xviii) and (xix), *Event recorders*
- § 231.14(a)–(d), (f), and (g), *Passenger-train cars without end platforms;* § 238.229, *Safety appliances—general*
- § 238.103, *Fire safety*
- § 238.121(c)(2), *Emergency communication*
- § 238.223(a), *Locomotive fuel tanks;* and part 238, appendix D, *Requirements for External Fuel Tanks on Tier I Locomotives*

In support of its request, CMTY explained that their vehicles demonstrate “an equivalent level of safety and compliance,” given the Alternative Vehicle Technology final rule amendments in 49 CFR part 238. CMTY also noted that in this renewal request, they are seeking relief from fewer specific regulatory provisions than previously granted for this fleet of vehicles.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov).

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested parties desire an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted at [www.regulations.gov](http://www.regulations.gov). Follow the online instructions for submitting comments.

Communications received by October 7, 2024 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of the U.S. Department of Transportation's (DOT) dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of [www.regulations.gov](http://www.regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety, Chief Safety Officer.*

[FR Doc. 2024-17564 Filed 8-7-24; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2024-0068]

#### Petition for Extension of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter received May 24, 2024, a private owner, Tierney Foster Abel (Mr. Abel), petitioned the Federal Railroad Administration (FRA) to extend a

waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR parts 223 (Safety Glazing Standards—Locomotives, Passenger Cars and Cabooses) and 231 (Railroad Safety Appliance Standards). FRA assigned the petition Docket Number FRA-2024-0068.<sup>1</sup>

Specifically, Mr. Abel requests relief for steam locomotive HLLR 331 from the safety glazing standards in part 223, as well as § 231.15(b) and (d), *Steam locomotives used in road service—pilot sill-steps, side handholds*, which give requirements for certain safety appliances. The locomotive is operated on 4,500 feet of standard-gage track and only used during special events on the Stone Gables Estate property for a total of about 40 days of service. The petition states that HLLR 331 is used “to educate the public concerning early American railroad history” and will not be used for freight or passenger service. However, it “will occasionally pull some cars appropriate for its historic and educational mission.”

The relief is requested because installation of FRA safety glazing will “substantially change the historic configuration and appearance of the cab” and thereby “ruin the historical appearance.” Additionally, Mr. Abel states that HLLR 331 will not be used for coupling but instead, the locomotive and tender will be “connected by a draw bar that is . . . secured in place so it cannot be removed or otherwise come apart.” Therefore, the “step requirements are unnecessary” and the handholds would “substantially detract from the historic appearance” as the locomotive cab and tender are substantially different heights.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://www.regulations.gov).

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be

<sup>1</sup> Relief for this locomotive, with marking Leviathan 63, was previously granted in Docket Number FRA-2011-0011.

submitted at [www.regulations.gov](http://www.regulations.gov). Follow the online instructions for submitting comments.

Communications received by October 7, 2024 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of the U.S. Department of Transportation's (DOT) dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of [www.regulations.gov](http://www.regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety Chief Safety Officer.*

[FR Doc. 2024-17567 Filed 8-7-24; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2016-0086]

#### Petition for Extension of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter received June 3, 2024, BNSF Railway Company (BNSF) petitioned the Federal Railroad Administration (FRA) to extend the existing test waiver of compliance in Docket Number FRA-2016-0086. The existing relief in this docket provides BNSF, CSX Transportation (CSX), and Kansas City Southern Railway (now known as CPKC) conditional relief from certain provisions of the Federal railroad safety regulations contained at 49 CFR parts 232 (Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End-Of-Train Devices), and 229 (Railroad Locomotive Safety Standards). Specifically, the existing relief allows the railroads to test extending the air flow method (AFM) test intervals from