

The Committee for the Implementation of Textile Agreements has determined that these actions fall within the foreign affairs exception to the rulemaking provisions of 5 U.S.C. 553(a)(1).

Sincerely,

James C. Leonard III,
Chairman, Committee for the
Implementation of Textile Agreements.
[FR Doc.03-20276 Filed 8-7-03; 8:45 am]

BILLING CODE 3510-DR-S

COMMITTEE FOR THE IMPLEMENTATION OF TEXTILE AGREEMENTS

Adjustment of Import Limits for Certain Cotton, Wool and Man-Made Fiber Textiles and Textile Products Produced or Manufactured in the Socialist Republic of Vietnam

August 5, 2003.

AGENCY: Committee for the
Implementation of Textile Agreements
(CITA).

ACTION: Issuing a directive to the
Commissioner, Bureau of Customs and
Border Protection.

EFFECTIVE DATE: August 8, 2003.

FOR FURTHER INFORMATION CONTACT:
Naomi Freeman, International Trade
Specialist, Office of Textiles and
Apparel, U.S. Department of Commerce,
(202) 482-4212. For information on the
quota status of these limits, refer to the
Quota Status Reports posted on the
bulletin boards of each Customs port,
call (202) 927-5850, or refer to the
Bureau of Customs and Border
Protection Web site at <http://www.customs.gov>. For information on
embargoes and quota re-openings, refer
to the Office of Textiles and Apparel
Web site at <http://otexa.ita.doc.gov>.

SUPPLEMENTARY INFORMATION:

Authority: Section 204 of the Agricultural
Act of 1956, as amended (7 U.S.C. 1854);
Executive Order 11651 of March 3, 1972, as
amended.

The current limits for certain
categories are being adjusted for swing
and carryforward.

A description of the textile and
apparel categories in terms of HTS
numbers is available in the
CORRELATION: Textile and Apparel
Categories with the Harmonized Tariff
Schedule of the United States (see
Federal Register notice 68 FR 1599,
published on January 13, 2003). Also

see 68 FR 26575, published on May 16,
2003.

James C. Leonard III,
Chairman, Committee for the Implementation
of Textile Agreements.

Committee for the Implementation of Textile Agreements

August 5, 2003.

Commissioner,
Bureau of Customs and Border Protection,
Washington, DC 20229

Dear Commissioner: This directive
amends, but does not cancel, the directive
issued to you on May 12, 2003, by the
Chairman, Committee for the Implementation
of Textile Agreements. That directive
concerns imports of certain cotton, wool and
man-made fiber textiles and textile products,
produced or manufactured in Vietnam and
exported during the twelve-month period
which began on May 1, 2003 and extends
through December 31, 2003.

Effective on August 8, 2003, you are
directed to adjust the limits for the following
categories, as provided for under the terms of
the current bilateral textile agreement
between the Governments of the United
States and Vietnam:

Category	Restraint limit ¹
200	112,000 kilograms.
301	480,533 kilograms.
332	106,667 dozen pairs.
333	25,440 dozen.
334/335	504,000 dozen.
338/339	9,960,000 dozen.
340/640	1,413,333 dozen.
341/641	538,973 dozen.
342/642	414,163 dozen.
345	212,000 dozen.
347/348	5,241,000 dozen.
351/651	359,893 dozen.
352/652	1,307,333 dozen.
359-C/659-C ²	242,667 kilograms.
359-S/659-S ³	371,000 kilograms.
434	12,096 dozen.
435	28,267 dozen.
440	1,767 dozen.
447	36,747 dozen.
448	22,613 dozen.
620	2,997,227 square me- ters.
632	153,333 dozen pairs.
638/639	949,013 dozen.
645/646	141,333 dozen.
647/648	1,394,478 dozen.

¹ The limits have not been adjusted to ac-
count for any imports exported after April 30,
2002.

² Category 359-C: only HTS numbers
6103.42.2025, 6103.49.8034, 6104.62.1020,
6104.69.8010, 6114.20.0048, 6114.20.0052,
6203.42.2010, 6203.42.2090, 6204.62.2010,
6211.32.0010, 6211.32.0025 and
6211.42.0010; Category 659-C: only HTS
numbers 6103.23.0055, 6103.43.2020,
6103.43.2025, 6103.49.2000, 6103.49.8038,
6104.63.1020, 6104.63.1030, 6104.69.1000,
6104.69.8014, 6114.30.3044, 6114.30.3054,
6203.43.2010, 6203.43.2090, 6203.49.1010,
6203.49.1090, 6204.63.1510, 6204.69.1010,
6210.10.9010, 6211.33.0010, 6211.33.0017
and 6211.43.0010.

³ Category 359-S: only HTS numbers
6112.39.0010, 6112.49.0010, 6211.11.8010,
6211.11.8020, 6211.12.8010 and
6211.12.8020; Category 659-S: only HTS
numbers 6112.31.0010, 6112.31.0020,
6112.41.0010, 6112.41.0020, 6112.41.0030,
6112.41.0040, 6211.11.1010, 6211.11.1020,
6211.12.1010 and 6211.12.1020.

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Textile Agreements has determined that
these actions fall within the foreign affairs
exception to the rulemaking provisions of 5
U.S.C. 553(a)(1).

Sincerely,
James C. Leonard III,
Chairman, Committee for the
Implementation of Textile Agreements.
[FR Doc. 03-20275 Filed 8-7-03; 8:45 am]

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DEPARTMENT OF DEFENSE

Department of the Army

Availability of Non-Exclusive, Exclusive License or Partially Exclusive Licensing of U.S. Patent Protective Glove and Method For Making Same

AGENCY: Department of the Army, DoD.

ACTION: Notice.

SUMMARY: In accordance with 37 CFR
part 404.6, announcement is made of
the availability for licensing of U.S.
Patent No. US 6,596,345 B2 entitled
"Protective Glove and Method for
Making Same" issued July 22, 2003.
This patent has been assigned to the
United States Government as
represented by the Secretary of the
Army.

FOR FURTHER INFORMATION CONTACT: Mr.
Robert Rosenkrans at U.S. Army Soldier
and Biological Chemical Command,
Kansas Street, Natick, MA 01760, phone
(508) 233-4928 or e-mail:
Robert.Rosenkrans@natick.army.mil.

SUPPLEMENTARY INFORMATION: Any
licenses granted shall comply with 35
U.S.C. 209 and 37 CFR part 404.

Luz D. Ortiz,
Army Federal Register Liaison Officer.

[FR Doc. 03-20263 Filed 8-7-03; 8:45 am]

BILLING CODE 3710-08-M

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Notice of Availability, Draft Environmental Impact Statement (DEIS)

AGENCY: U.S. Army Corps of Engineers,
DOD.

ACTION: Announcement of DEIS Availability, King Cove Access Project, and Notice of Public Hearings.

SUMMARY: The King Cove Health and Safety Act (Section 353) of the Omnibus Consolidated and Emergency Supplemental Appropriations Act of 1999 (Public Law 105-277) provided the Aleutians East Borough (AEB) with \$20 million to construct a year-round marine-road transportation system between the Cities of King Cove and Cold Bay, Alaska, on the Alaska Peninsula. AEB proposes a 152-acre project consisting of a 17.2-mile access road, two hovercraft ramps, and terminals located on the Northeast Corner of Cold Bay and Cross Wind Cove, on the west side of Cold Bay, and a hovercraft. The Corps of Engineers, Alaska District, has evaluated the AEB's permit application under the authority of Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Air Act. The EIS describes five alternatives that satisfy the purpose and needs for the proposed project. The alternatives are: (1) Northeast Corner Cold Bay—Hovercraft; (3) Lenard Harbor—Hovercraft; (4) Lenard Harbor—Ferry; (5) Lenard Harbor—Helicopter; and (6) the Isthmus Road alternative. Alternative 2 is the No-Action Alternative. Alternative 6 is included for comparison purposes only and cannot be selected for authorization by the decision-maker. Alternatives 1, 3, 4, and 5 would be constructed primarily on King Cove Corporation surface lands. Alternative 1 requires a USFWS compatibility determination on Native corporation owned lands within the Izembek National Wildlife Refuge, and no construction or operations would occur within the Congressionally designated Wilderness Area. Currently, Alternatives 3 and 4 are designated as the Environmentally Preferable Alternatives. The Corps of Engineers will use the EIS, public review process and consideration of comments received as a basis for the permit decision.

SUPPLEMENTARY INFORMATION: The U.S. Army Corps of Engineers, Alaska District, is the lead Federal agency with the U.S. Fish and Wildlife Service (USFWS) as a cooperating agency for this DEIS. During the Scoping process (February 16 to June 22, 2001) over 12,331 comments were received, with over 12,000 comments and opinions provided by e-mail. Many of these scoping comments expressed an objection to a road through the Izembek National Wildlife Refuge Wilderness Area. Twenty-eight alternatives were preliminarily considered during the scoping and the alternative

development phase of the EIS process. Six alternatives were selected for further evaluation. The proposed action (Alternative 1, Northeast Corner Cold Bay / Hovercraft) and two alternatives (Alternative 3, Lenard Harbor / Hovercraft; and Alternative 4, Lenard Harbor / Ferry) were selected for detailed evaluation that incorporates a marine-road link design in compliance with Section 353 cited above. The required "no action" alternative is presented as Alternative 2. The two remaining alternatives are not in compliance with section 353; hence, the \$20 million Federal appropriations would not be available for project construction. These are an air-road link alternative (Alternative 5, Lenard Harbor / Helicopter) and an all-road alternative (Alternative 6, Isthmus Road). The all-road alternative (Alternative 6) is not a practicable alternative for evaluation under the Section 404(b)(1) Guidelines (40 CFR 230) for the Clean Water Act and cannot be authorized by the District Engineer. If an application is received by the USFWS under Title XI of ANCSA, a separate EIS would be required, with approval required by the Secretary of Interior, The President, and Congress. No significant adverse impacts were identified for Alternatives 1, 3, 4, and 5. Significant beneficial impacts were noted for each action alternative centering on human and social resources with the ability to enhance safe, reliable, and efficient emergency medical transport for King Cove residents and seasonal workers. For Alternatives 1, 3, 4, and 5 with the incorporation and implementation of mitigation measure, impacts to threatened and endangered or listed species (Steller's eider, Steller sea lion, and Northern sea otter) were preliminarily determined not likely to adversely affect these species. For the same alternatives and incorporation of mitigation measures, determinations of "would not likely impact Essential Fish Habitat", and Habitats of Particular Concern were concluded.

Public Workshops and Public Hearings: August 25, 2003, Cold Bay, Alaska, Community Building. Public Workshop: 7 p.m. to 8 p.m. Public Hearing: 8 p.m. to 9 p.m.

August 26, 2003; King Cove, Alaska, Community Center. Public Workshop: 4 p.m. to 5 p.m. Public Hearing: 7 p.m. to 9 p.m.

September 9, 2003; Anchorage, Alaska University of Alaska, Commons Room 107, 3700 Sharon Gagnon Lane. Public Workshop: 4 p.m. to 5 p.m. Public Hearing: 7 p.m. to 9 p.m.

Comment Period: Comments should be received by the Corps of Engineers, Alaska District (address above) by September 23, 2003, or 45 days from the publication date within the **Federal Register**, whichever is later.

David S. Hobbie,

Assistant Branch Chief, Regulatory Branch, Alaska District.

[FR Doc. 03-20226 Filed 8-7-03; 8:45 am]

BILLING CODE 3710-NL-P

DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Intent To Prepare a Draft Environmental Impact Statement for the Raritan and Sandy Hook Bay, Combined Erosion and Storm Damage Reduction Project, Borough of Highlands, Monmouth County, NJ

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of intent.

SUMMARY: The New York District of the U.S. Army Corps of Engineers (Corps) is preparing a Draft Environmental Impact Statement (DEIS) to ascertain compliance with and to lead to the production of a National Environmental Policy Act (NEPA) document in accordance with the President's Council of Environmental Quality (CEQ) rules and regulations, as defined and amended in 40 CFR parts 1500-1508, Corps' principals and guidelines as defined in Engineering Regulation (ER) 200-2-2, ER 1105-2-100, and other applicable Federal and State environmental laws for the proposed erosion control and storm reduction efforts in the Borough of Highlands in Monmouth County, NJ.

The Borough of Highlands is located in the northeastern section of Monmouth County and is bounded on the north by Sandy Hook Bay and on the east by the Shrewsbury River. The project study area consists of approximately 1/3 of a square mile of densely developed marine, commercial, and residential buildings at the eastern terminus, and extends westward approximately 11,000 feet, bounded by Sandy Hook Bay to the south and NJ State Route 36 to the north.

FOR FURTHER INFORMATION CONTACT: Mr. Howard Ruben, Environmental Analyst, Planning Division, Environmental Analysis Branch, U.S. Army Corps of Engineers, New York District, 26 Federal Plaza, New York, NY 10278-0090, at 212-264-0206 or at howard.ruben@usace.army.mil. Written