

Pennock Island and a 200-foot high bridge from Pennock Island to Gravina Island. The alternatives to be studied in detail in the SEIS will be determined by a screening process after scoping is complete and any new alternatives are identified. The No Action Alternative will remain under consideration throughout the SEIS process.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments should be submitted to FHWA or DOT&PF at the addresses provided above. The deadline for submitting comments to be included in the official Scoping Summary Report is August 19, 2008. Public scoping meetings will be held in Ketchikan at the Ted Ferry Civic Center, 888 Venetia Avenue on July 22, 2008, from 11 a.m.–1 p.m. and from 5 p.m.–7 p.m.

Comments received through the scoping process will be addressed in the Draft SEIS. Public notice will be given regarding the availability of the Draft SEIS for public and agency review and comment. During the comment period on the Draft SEIS, FHWA and DOT&PF will hold a Public Hearing to receive testimony concerning the Draft SEIS.

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

Issued on: June 24, 2008.

**David C. Miller,**

*FHWA Division Administrator, Juneau, Alaska.*

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**BILLING CODE 4910–22–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2003–25290]

### Commercial Driver's License Standards; Isuzu Motors America, Inc.; Exemption Renewal

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of renewal of exemption; request for comments.

**SUMMARY:** FMCSA announces its decision to renew Isuzu Motors America, Inc.'s (Isuzu) exemption from the Agency's requirement that drivers of commercial motor vehicles (CMVs) possess a commercial driver's license

(CDL) issued in the United States. Isuzu requested that its current exemption for 11 Japanese engineers and technicians be renewed to enable them to continue test driving CMVs in the U.S. All 11 individuals are employees of Isuzu and hold a valid Japanese CDL. FMCSA believes the knowledge and skills testing and training program that Japanese drivers must undergo to obtain a Japanese CDL ensures a level of safety that is equivalent to, or greater than, the level of safety that would be obtained by complying with the U.S. requirements for a CDL.

**DATES:** This decision is effective July 2, 2008. Comments must be received on or before August 1, 2008.

**ADDRESSES:** You may submit comments identified by Federal Docket Management System Number FMCSA–2003–25290 by any of the following methods:

- **Web Site:** <http://www.regulations.gov>. Follow the instructions for submitting comments on the Federal electronic docket site.
- **Fax:** 1–202–493–2251.
- **Mail:** Docket Management Facility, U.S. Department of Transportation, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590–0001.
- **Hand Delivery:** Ground Floor, Room W12–140, DOT Building, 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m. e.t., Monday through Friday, except Federal holidays.

**Instructions:** All submissions must include the Agency name and docket number. For detailed instructions on submitting comments and additional information, see the Public Participation heading below. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

**Docket:** For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> at any time or to the ground floor, room W12–140, DOT Building, New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m. e.t., Monday through Friday, except Federal holidays.

**Privacy Act:** Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR

19476), or you may visit <http://docketsinfo.dot.gov>.

**Public participation:** The <http://www.regulations.gov> Web site is generally available 24 hours each day, 365 days each year. You can get electronic submission and retrieval help and guidelines under the “help” section of the <http://www.regulations.gov> Web site and also at the DOT's <http://docketsinfo.dot.gov> Web site. If you want us to notify you that we received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting comments online. Comments received after the comment closing date will be included in the docket, and we will consider late comments to the extent practicable.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert F. Schultz, Jr., FMCSA Office of Bus and Truck Standards and Operations, Driver and Carrier Operations Division, Telephone: 202–366–4325, or e-mail: [MCPSD@dot.gov](mailto:MCPSD@dot.gov).

### SUPPLEMENTARY INFORMATION:

#### Background

Under 49 U.S.C. 31315, as referenced in section 31136(e), FMCSA may grant an exemption if it finds “such exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption.” Exemptions may be granted for up to 2 years from the approval date and may be renewed upon application (49 U.S.C. 31315(b)(1)). The procedure for requesting an exemption (including a renewal) is prescribed by 49 CFR part 381. FMCSA has evaluated Isuzu's application for renewal on its merits and has decided to grant renewal of the exemption for 11 of Isuzu's engineers and technicians for a 2-year period.

#### Isuzu Application for an Exemption Renewal

Isuzu Motors America, Inc. (Isuzu) has applied for the renewal of an exemption from 49 CFR 383.23, which sets forth rules applicable to drivers operating CMVs in interstate commerce. Isuzu seeks to renew its exemption for 11 of 19 drivers previously granted this exemption on October 16, 2003 (68 FR 59677). On June 21, 2006, the exemption was renewed (71 FR 35725).

Isuzu is seeking renewal of this exemption because the drivers it employs are citizens and residents of Japan, and therefore cannot apply for a CDL from a State of the United States. A copy of the request for renewal is in the docket identified at the beginning of

this notice. Renewal of the exemption will enable these 11 drivers to continue to operate CMVs as part of a team of drivers to develop, design and/or test engines for vehicles that will be manufactured, assembled, sold or primarily used in the United States.

The drivers are: Shiro Fukuda, Wataru Kumakura, Takehito Yaguchi, Tsutomu Yamazaki, Toshiya Asari, Shintaro Moroi, Masaru Otsu, Satoru Amemiya, Tsuyoshi Koyama, Nobuyuki Miyazaki, and Hiroyoshi Takahashi. These drivers are a team of Isuzu engineers and technicians who operate CMVs in the United States to test and evaluate production and prototype CMVs to be sold for use on U.S. highways. Isuzu estimates that each driver will drive approximately 5,000 miles per year on U.S. roads. The drivers have valid Japanese-issued CDLs and are experienced CMV operators. Each of the drivers satisfied strict standards in order to obtain a CDL in Japan, and each has extensive CMV training and experience. Isuzu believes that the drivers will continue to achieve a level of safety equivalent to the level of safety that would be obtained absent the exemption. Isuzu states in its application for exemption that none of these drivers received any traffic citations or was involved in any accidents from the inception of the exemption on October 16, 2003, through the date of this application for renewal.

#### Method To Ensure an Equivalent or Greater Level of Safety

Drivers applying to obtain a Japanese-issued CDL must successfully pass a knowledge test and a skills test before a license to operate a CMV is issued. Prior to taking the tests, drivers are required to hold a conventional driver's license for at least three years. Thus, the requirements of a Japanese-issued CDL are considered comparable to, or at least as effective as, the requirements of 49 CFR part 383. The process of licensure in Japan assesses the driver's ability to operate a CMV in a manner comparable to the process of licensure employed by States of the United States. A driver granted a Japanese CDL may legally operate any CMV permitted on the roads of Japan; there are no limits on the type or weight of vehicles that may be operated by CMV drivers.

#### Request for Comments

In accordance with 49 U.S.C. 31315(b)(4) and 31136(e), FMCSA requests public comment on Isuzu's request for renewal of the exemption of these 11 CMV drivers from the requirements of 49 CFR 383.23. The Agency requests that interested parties

with specific data concerning the safety record of drivers listed in this notice submit comments by August 1, 2008. FMCSA will review all comments received by close of business on this date. To the extent practicable, the Agency will consider comments received in the public docket after this date. Comments will be available for examination in the docket as described in the **ADDRESSES** section of this notice.

Issued on: June 26, 2008.

**Larry W. Minor,**

*Associate Administrator for Policy and Program Development.*

[FR Doc. E8-14995 Filed 7-1-08; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

**AGENCY:** Maritime Administration, DOT.  
**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval. The nature of the information collection is described as well as its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on February 22, 2008, and comments were due by April 22, 2008. No comments were received.

**DATES:** Comments must be submitted on or before August 1, 2008.

**FOR FURTHER INFORMATION CONTACT:** Jean McKeever, Maritime Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590. *Telephone:* 202-366-5737; or *e-mail:* [jean.mckeever@dot.gov](mailto:jean.mckeever@dot.gov). Copies of this collection also can be obtained from that office.

**SUPPLEMENTARY INFORMATION:** Maritime Administration (MARAD).

*Title:* Title XI Obligation Guarantees.

*OMB Control Number:* 2133-0018.

*Type of Request:* Extension of currently approved collection.

*Affected Public:* Individuals/businesses interested in obtaining loan guarantees for construction or reconstruction of vessels as well as businesses interested in shipyard modernization and improvements.

*Forms:* MA-163, MA-163A.

*Abstract:* In accordance with the Merchant Marine Act, 1936, MARAD is authorized to execute a full faith and credit guarantee by the United States of debt obligations issued to finance or refinance the construction or reconstruction of vessels. In addition, the program allows for financing shipyard modernization and improvement projects.

*Annual Estimated Burden Hours:* 280 hours.

*Addressees:* Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention MARAD Desk Officer.

*Comments Are Invited on:* Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; the accuracy of the agency's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

**Authority:** 49 CFR 1.66.

Issued in Washington, DC on June 26, 2008.

**Murray Bloom,**

*Acting Secretary, Maritime Administration.*

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## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

[Docket ID PHMSA-2008-0162]

#### Pipeline Safety: Dynamic Riser Inspection, Maintenance, and Monitoring Records on Offshore Floating Facilities.

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** Notice; Issuance of Advisory Bulletin.

**SUMMARY:** To remind owners and operators of the importance of retaining inspection, maintenance, and monitoring records for dynamic risers located on offshore floating facilities.