

- has employed a GIS system including the infrastructure information and the political boundaries
- Year Built 5 minutes
    - The year built is already recorded in the National Bridge Inventory
  - Whether the structure is on or eligible for listing on the National Register of Historic Places and description of the qualities that qualify the bridge for the National Register. 15 minutes
    - The NBI record indicated whether the structure is located on or eligible for the National Register of Historic Places. The 15-minute burden is assumed to allow the applicant to describe the qualities that qualify the bridge for the National Register
  - Structure description (e.g., number of spans, length, width, design type, description of decking, beams/stringers, sides and roof, wood species, wood preservation system in use, builder, traffic carried, etc.) 15 minutes
    - Most of this information will be included within the NBI database or on the inspection reports. 15 minutes is assumed for the applicant to synthesize information
  - General plan and elevation—5 minutes
    - This information is available for structures that have been placed on the National Register of Historic Places or for those, which are eligible and have applications complete. This information is also available for projects that have completed conceptual and preliminary engineering and design
  - Description of previous repair work (description, year, etc.); 15 minutes
    - This information is available from bridge inspection reports and bridge files located within the State Transportation Agency. Time estimated is intended for synthesis of information from other sources
  - Description of proposed work including wood preservative system, fire protection, vandalism and arson prevention systems to be used; 15 minutes
    - This information will be established by the need when identified and the details will be identified through the conceptual and preliminary engineering process, which is done independently. A 15-minute burden is assumed to synthesize the existing information
  - Indication of whether the State has a historic bridge inventory/management plan accepted by the State Historic Preservation Officer (SHPO). A programmatic agreement for historic bridges with the SHPO, FHWA and the Advisory Counsel on Historic Preservation (ACHP) may substitute; 5 minutes
    - This item is readily obtained through contact with the State Historic Preservation Officer
  - Description of whether the SHPO has reviewed and certified this project is warranted in accordance with the SHPO's statewide historic preservation plan; how it benefits statewide preservation efforts; how it enhances cultural tourism or enhances the history/economic development of the community; and other benefits upon successful completion of this project; 45 minutes
    - This information is readily obtained through contact with the State Historic Preservation Officer. A total of 45 minutes includes time for the State Historic Preservation Officer to review the project, in relation to the statewide preservation efforts, to articulate the benefits, and to document the findings
  - Amount of State or local government matching funds or other resources (donated materials or labor may qualify); 5 minutes
    - A nominal amount of time is required to document the matching funds and amounts
  - When the project is complete, will the bridge meet the current State or AASHTO standards for the roadway classification that it carries; 5 minutes
    - A nominal amount of time is required to ascertain and identify whether the bridge will meet the standards for the roadway classification as any exception to the standard will be identified through the preliminary engineering process and already documented
  - Plan for documentation of the bridge and the work performed. 15 minutes
    - A plan for documentation is encouraged. Typically, each State Transportation Agency will already have a process in place to document work performed. Applicants are encouraged to identify any additional requirements warranted for these historical structures and to articulate the overall plan within the application
  - Scheduled start and completion date for the project (month and year)—5 minutes
    - This will be determined through other processes that are performed independent of this program, including preliminary engineering and the STIP process. The available information must be synthesized on the application, which takes a nominal amount of time
  - Contact information for the State DOT, Local Agency (if applicable), FHWA Division Office, and State Historic Preservation Officer: 5 minutes
    - This requires providing a list of contacts and involves a nominal amount of time
- The total amount of time estimated to complete the application is 3½ hours. It is estimated that FHWA will receive 30 reports giving us a total of 105 burden hours.
- Electronic Access:* Internet users may access all comments received by the U.S. DOT Dockets, Room PL-401, by using the universal resource locator (URL): <http://dms.dot.gov>, 24 hours each day, 365 days each year. Please follow the instructions online for more information and help.
- Authority :** The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.
- Issued on: August 1, 2006.
- James R. Kabel,**  
Chief, Management Programs and Analysis Division.  
[FR Doc. E6-12793 Filed 8-7-06; 8:45 am]  
BILLING CODE 4910-22-P
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- DEPARTMENT OF TRANSPORTATION**
- Federal Motor Carrier Safety Administration**
- [Docket No. FMCSA-2006-24932]
- Commercial Driver's License Standards; Application for Exemption; Volvo Trucks North America, Inc.**
- AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.
- ACTION:** Notice of application for exemption; request for comments.
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- SUMMARY:** FMCSA announces that Volvo Trucks North America, Inc. (Volvo) has applied for an exemption from the Federal requirement for drivers of commercial motor vehicles (CMVs) to hold a commercial driver's license (CDL). Volvo requests that the exemption cover seven Swedish engineers and technicians who will test-drive CMVs for Volvo within the United States. All seven Volvo employees hold a valid Swedish CDL. Volvo states the exemption is needed to support a Volvo field test to meet future air quality

standards, and to test-drive Volvo prototype vehicles to verify results in “real world” environments. Volvo believes the knowledge and skills tests and training program that Swedish drivers undergo to obtain a Swedish CDL ensures the exemption would provide a level of safety that is equivalent to, or greater than, the level of safety obtained by complying with the U.S. requirements for a CDL.

**DATES:** Comments must be received on or before September 7, 2006.

**ADDRESSES:** Your comments may be submitted by any of the following methods:

- *Docket Management System (DMS) Web site* at <http://dmses.dot.gov/submit>, under the last 5 digits of the Docket No. FMCSA–2006–24932, and following the online instructions for submitting comments;

- *Fax:* 1–202–493–2251;

- *Mail:* Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–0001;

- *Hand Delivery:* Room PL–401 on the Plaza Level, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays;

- *Federal eRulemaking Portal* at <http://www.regulations.gov> following the online instructions for submitting comments; or

*Docket:* To read background documents or comments received, go to <http://dms.dot.gov> at any time or Room PL–401 on the Plaza Level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The DMS is available 24 hours each day, 365 days per year. If you want to be notified that we received your comments by mail or hand delivery, please include a self-addressed, stamped envelope or postcard, or you can print an acknowledgement page if submitting comments online.

*Privacy Act:* Anyone may view or download comments submitted in any of DOT’s dockets by the name of the commenter or name of the person signing the comment (if submitted on behalf of an association, business, labor union, or other entity). You may view DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000, at 65 FR 19477. It is also available at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Mr. Thomas Yager, Chief, Driver and Carrier Operations Division, Office of Bus and Truck Standards and Operations, MC–

PSD, Federal Motor Carrier Safety Administration, DOT, 400 Seventh Street, SW., Washington, DC 20590; Telephone: 202–366–4009; e-mail: [MCPSD@fmcsa.dot.gov](mailto:MCPSD@fmcsa.dot.gov). Office hours are from 7:45 a.m. to 4:15 p.m. e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

**Background**

Section 4007 of the Transportation Equity Act for the 21st Century (TEA–21), Pub. L. 105–178, 112 Stat. 107 (June 9, 1998), which amended 49 U.S.C. 31315 and 31136(e), authorizes the Agency to grant exemptions from the Federal Motor Carrier Safety Regulations (FMCSRs). In accordance with the implementing regulations under 49 CFR 381.315(a), FMCSA must publish a notice of each exemption request in the **Federal Register**. We must provide the public an opportunity to inspect the information relevant to the application, including any safety analyses that have been conducted. We must also provide an opportunity for public comment on the request.

We will review the safety analyses and the public comments and determine whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved by the current regulation (49 CFR 381.305). We must publish the Agency’s decision in the **Federal Register** (49 CFR 381.315(b)). If the Agency denies the request, we must state the reason for doing so. If the Agency grants the exemption, we must publish a notice to specify the person or class of persons receiving the exemption; the regulatory provision or provisions from which exemption is being granted; the effective period of the exemption (up to 2 years); and the terms and conditions of the exemption. The exemption may be renewed (49 CFR 381.300(b)).

On February 9, 2006, FMCSA published in the **Federal Register** notice of a similar request from Volvo Trucks North America, Inc. (Volvo) for an exemption for different drivers than those listed on this request (71 FR 6822). On May 12, 2006, FMCSA published in the **Federal Register** (71 FR 27780) a notice granting that exemption. This, however, is a notice of application by Volvo for exemption of additional drivers and, we are requesting comment on this notice.

**Volvo Trucks North America, Inc.’s Application for an Exemption**

Volvo has applied for an exemption from the commercial driver’s license (CDL) rules, specifically 49 CFR 383.23, which prescribes licensing requirements

for drivers operating commercial motor vehicles (CMVs) in interstate or intrastate commerce. Volvo requests the exemption because its driver-employees are citizens and residents of Sweden, and because they cannot apply for a CDL in any of the United States. A copy of the application is in Docket No. FMCSA–2006–24932.

The exemption would allow seven drivers to operate CMVs in interstate commerce as part of a team of drivers who will support a Volvo field test to meet future air quality standards, and to test-drive Volvo prototype vehicles at its test site and in the vicinity of Phoenix, Arizona, to verify vehicle results in “real world” environments. The drivers are: Freddy Blixt, Goran Alsen, Kjell Jansson, Johnny Adolfsson, Lars Svensson, Peter Hofsten, and Thorbjorn Ohlund.

Each driver holds a valid Swedish CDL, and according to Volvo, drivers applying for a Swedish-issued CDL must undergo a training program and pass knowledge and skills tests. Volvo believes the knowledge and skills tests and training program that Swedish drivers undergo to obtain a Swedish CDL ensure the exemption would provide a level of safety that is equivalent to, or greater than, the level of safety obtained by complying with the U.S. requirement for a CDL.

After a Swedish driver is granted a Swedish CDL, he or she is allowed to drive any CMV currently allowed on Swedish roads. There are no limits to types or weights of vehicles that may be operated by the drivers.

FMCSA has previously determined the process for obtaining a Swedish-issued CDL is comparable to, or as effective as the Federal requirements under Part 383, and adequately assesses a driver’s ability to operate CMVs in the United States.

**Request for Comments**

FMCSA requests public comment from all interested persons on Volvo’s application for an exemption from the CDL requirements of 49 CFR 383.23. See 49 U.S.C. 31315(b)(4) and 31136(e). The Agency will consider all comments received by close of business September 7, 2006. Comments will be available for examination in the docket. We will consider comments received after the comment closing date to the extent practicable.

Issued on: August 2, 2006.

**David H. Hugel,**  
*Acting Administrator.*

[FR Doc. E6–12849 Filed 8–7–06; 8:45 am]

**BILLING CODE 4910–EX–P**