

tractor-trailer combinations for 38 years, accumulating 3 million miles. He holds a Class A CDL from Texas. His driving record for the last 3 years shows no crashes and one conviction—failure to use his seat belt properly—in a CMV.

*Robert A. Sherry*

Mr. Sherry, 48, has had amblyopia in his right eye since childhood. The best corrected visual acuity in his right eye is 20/400 and in the left, 20/15. His optometrist examined him in 2005 and noted “Uncorrected visual acuity meets criteria to operate a commercial vehicle.” Mr. Sherry reported that he has driven straight trucks for 5 years, accumulating 25,000 miles and tractor-trailer combinations for 30 years, accumulating 1.95 million miles. He holds a Class A CDL from Pennsylvania. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

*Thomas E. Voyles, Jr.*

Mr. Voyles, 53, has had histoplasmosis retinitis in his left eye since 1999. The best corrected visual acuity in his right eye is 20/15 and in the left, count-finger-vision at 10 feet. His optometrist examined him in 2005 and noted “It is my opinion that Thomas E. Voyles, Jr. has adequate vision to safely operate a commercial motor vehicle.” Mr. Voyles reported that he has driven straight trucks for 30 years, accumulating 150,000 miles. He holds a Class M chauffeur license from Indiana. His driving record for the last 3 years shows no crashes or convictions for moving violations in a CMV.

Issued on: November 21, 2005.

**Rose A. McMurray,**

*Associate Administrator, Policy and Program Development.*

[FR Doc. 05-23490 Filed 11-29-05; 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 new Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for emergency

processing. The Maritime Administration (MARAD) is requesting approval of this collection for the period December 9, 2005 to September 30, 2006. With this one-time survey, MARAD has made a concerted effort to keep the burden on the public to an absolute minimum.

**DATES:** Comments must be submitted on or before December 30, 2005.

#### FOR FURTHER INFORMATION CONTACT:

Gilda Lee, Maritime Administration, 400 Seventh Street Southwest, Washington, DC 20590. Telephone: 202-366-3971; FAX: 202-366-3746; or E-MAIL: [gilda.lee@dot.gov](mailto:gilda.lee@dot.gov). Copies of this collection also can be obtained from that office.

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

*Title:* Great Lakes/St. Lawrence Seaway Survey for the New Cargoes/ New Vessels Study.

*OMB Control Number:* 2133-NEW.

*Type of Request:* Emergency approval of a one-time collection.

*Affected Public:* Great Lakes/St. Lawrence Seaway shippers.

*Forms:* Great Lakes/St. Lawrence Seaway System Shipper Survey (Un-numbered)

*Abstract:* The United States and Canada are jointly undertaking a multi-year assessment of the Great Lakes/St. Lawrence Seaway (GLSLS) System. This assessment will evaluate the ongoing maintenance and long-term capital requirements to ensure the GLSLS system is a competitive, reliable and sustainable component of North America's transportation infrastructure.

*Annual Estimated Burden Hours:* 433 hours.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street Northwest, 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 November 23, 2005.

**Murray A. Bloom,**

*Acting Secretary, Maritime Administration.*

[FR Doc. 05-23477 Filed 11-29-05; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-33 (Sub-No. 228X)]

#### Union Pacific Railroad Company— Abandonment Exemption—in Imperial County, CA

Union Pacific Railroad Company (UP) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon segments of the Holtville Industrial Lead from milepost 711.90 near El Centro to milepost 703.26 at Holtville, and from milepost 702.72 to milepost 703.46 near Holtville, for a total distance of 9.38 miles, in Imperial County, CA.<sup>1</sup> The line traverses United States Postal Service Zip Codes 92243, 92244, and 92250.

UP has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

<sup>1</sup> In 1995, Southern Pacific Transportation Company (SPT) was granted authority to discontinue rail service on the line. See *Southern Pacific Transportation Company—Discontinuance of Service Exemption—in Imperial County, CA*, Docket No. AB-12 (Sub-No. 157X) (ICC served Nov. 3, 1995). The line became a line of UP on February 1, 1998, when SPT was merged into UP pursuant to the Board's decision in *Union Pacific/Southern Pacific Merger*, 1 S.T.B. 233 (1996).