

certain other U.S. criminal statutes enumerated at section 38(g)(1)(A) of the AECA. A person convicted of violating the AECA is also subject to statutory debarment under section 127.7 of the ITAR.

In July 1999, ROTHCO was convicted of violating the AECA and the ITAR (U.S. District Court, District of Connecticut, 3:04CR 149-JBA). Based on this conviction, ROTHCO was statutorily debarred pursuant to section 127.7 of the ITAR and, thus, prohibited from participating directly or indirectly in exports of defense articles and defense services. Notice of debarment was published in the **Federal Register** (67 FR 10033, March 5, 2002).

In accordance with section 38(g)(4) of the AECA, statutory debarment may be terminated after consultation with the other appropriate U.S. agencies and after a thorough review of the circumstances surrounding the conviction and a finding that appropriate steps have been taken to mitigate any law enforcement concerns. The Department of State, after consultation with other agencies, has determined that ROTHCO has taken appropriate steps to address the causes of the violations and to mitigate any law enforcement concerns. Therefore, the debarment against ROTHCO is rescinded, effective November 20, 2007.

Dated: November 20, 2007.

Stephen D. Mull,

Acting Assistant Secretary of State, Bureau of Political-Military Affairs, Department of State.

[FR Doc. E7-23305 Filed 11-29-07; 8:45 am]

BILLING CODE 4710-25-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties, IL

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Christian, Shelby, Fayette, Marion, Clinton, Jefferson, and Washington Counties, Illinois.

FOR FURTHER INFORMATION CONTACT: Norman R. Stoner, P.E., Division Administrator, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703,

Phone: (217) 492-4600. Christine Reed, P.E., Deputy Director of Highways, Region 4 Engineer, District 7, Illinois Department of Transportation, 400 W. Wabash, Effingham, Illinois 62401, Phone: (217) 342-8201.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Illinois Department of Transportation, will prepare an environmental impact statement (EIS) on a proposal to improve US Route 51 located in the Illinois counties of Christian, Shelby, Fayette, Marion, Clinton, Jefferson, and Washington. The proposed improvement would involve the expansion of the existing 70-mile roadway facility between CR 900 N (South of Pana) to CR 2150 N (East of Irvington).

Improvements to the corridor are considered necessary due to increases in traffic volumes, operational issues, and State economic initiatives. Alternatives that may be considered include (1) taking no action; (2) combining the existing two-lane highway with widening to four lanes on existing and/or new location; and (3) constructing a four-lane highway on new location.

Improvements to US 51 have the potential to affect agricultural, biological, historical, and natural resources within the corridor. The corridor contains moderately prime farmland in rural areas. A nature preserve exists along the abandoned railroad right-of-way north of Ramsey and the palustrine wetlands of the Kaskaskia River basin area may be habitat for plant and animal species listed by State and Federal endangered and threatened wildlife and plants programs. The Kaskaskia drainage basin has potential to contain prehistoric archaeological sites. Historical resources located along US 51 include the Vandalia Statehouse and the First Presbyterian church in Vandalia. Hazardous waste sites exist within the corridor, including the Sandoval zinc smelter site and several tank farms east of US 51 near Patoka. In the urban limits of the corridor, residential areas adjacent to US 51 may be affected.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies. A public scoping meeting is planned for January 2008 and agency scoping meeting is planned for February 2008. Due to the length of the corridor, public meetings will be held in each region; north, central, and south. The first public meetings will take place in January 2008. Illinois' Context Sensitive Solutions (CSS) process will be used for public involvement. The project Web

site is www.US51-IDOT.com. In addition to the public meetings, a public hearing and comment period will be held following the release of the Draft EIS. Public notice will be given for the time and place of the public meetings and hearing.

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 or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

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

Issued on: November 26, 2007.

Norman R. Stoner,

P.E., Division Administrator, Springfield, Illinois.

[FR Doc. 07-5881 Filed 11-29-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2007-0069]

Electronic Signatures on Documents: Verigo, Incorporated (Verigo), Application for Exemption

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

ACTION: Notice of application for exemption; request for comments.

SUMMARY: The FMCSA announces that it has received from Verigo, Incorporated (Verigo) an application for an exemption from the signature requirement for a driver on the record of duty status (RODS). Verigo's application is being made on behalf of all drivers and carriers operating commercial motor vehicles in the U.S. and using the Verigo Wireless Logbook. The exemption would allow a signature entered on an electronic "signature pad" to be the functional equivalent of a handwritten signature on the RODS. Verigo states that this will allow the trucking industry to reduce administrative costs and increase productivity by providing a simple and effective alternative to paper RODS. The FMCSA requests public comment on Verigo's application for exemption.

DATES: Comments must be received on or before December 31, 2007.

ADDRESSES: You may submit comments identified by Federal Docket Management System Number FMCSA-2007-0069 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 on the exemption process, 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 19477-78) or you may visit <http://www.regulations.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.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Clemente, Transportation Specialist, FMCSA Driver and Carrier Operations Division, Office of Bus and Truck Standards and Operations. Telephone: 202-366-4325. E-mail: MCPSD@fmcsa.dot.gov.

SUPPLEMENTARY INFORMATION:

Background

Section 4007 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178, 112 Stat. 107, June 9, 1998) amended 49 U.S.C. 31315 and 31136(e) to provide authority to grant exemptions from motor carrier safety regulations. Under its regulations, FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including the conducting of any safety analyses. The Agency must also provide an opportunity for public comment on the request.

The Agency reviews the safety analyses and the public comments and determines 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). The decision of the Agency must be published in the **Federal Register** (49 CFR 381.315(b)) with the reason for denying, or, in the alternative, the specific person or class of persons receiving the exemption, and the regulatory provision or provisions from which exemption is granted. The notice must also specify the effective period of the exemption (up to 2 years), and explain the terms and conditions of the exemption. The exemption may be renewed (49 CFR 381.300(b)).

Request for Exemption

Verigo, a software developer headquartered in Edmonton, Alberta, Canada, manufactures a wireless record-of-duty-status (RODS) ("logbook") and trip-inspection report system that is currently used by Canadian motor carriers and drivers. This system uses a software program operating on a "pocket-PC" cellular telephone with a touch screen, which, according to Verigo, provides a very simple method for drivers to create the RODS. Verigo states that this system reduces the driver and motor carrier compliance "burden" of the hours of service (HOS) regulations by automating five of the six manual RODS processes, as drivers are only required to make simple touch screen entries to complete each step. The software program makes all

calculations, provides an onscreen display that meets the requirements for roadside inspectors, and e-mails a copy of the driver's daily RODS to the motor carrier or any other person authorized by the driver to receive a copy. The Wireless Logbook System includes an automatic change-over feature between Canadian and U.S. HOS rules when the driver makes a border-crossing entry.

Verigo is applying for a 2-year exemption from 49 CFR 395.8(f)(2). This section requires entries made by the driver on the RODS to be legible and in the driver's own handwriting. Verigo is requesting the exemption for all users of their Verigo Wireless Logbook. The total number of units to be operated under the exemption is unknown as they are a service provider for an indeterminate number of motor carriers with various fleet sizes.

Verigo requests the exemption from the requirement to print and sign the daily RODS by accepting either an onscreen display or an e-mail or fax copy of the document, all of which have been certified by capturing the driver's own handwriting on the signature pad that is embedded in the "pocket PC" device. The touch screen—with an embedded signature pad—allows the driver to sign each RODS in his or her own handwriting. The device also allows inspectors and enforcement officers to view up to 14 previous days' RODS, or to obtain printed copies at the roadside via e-mail.

Verigo believes that the requested exemption is administrative in nature and does not affect the limits on driving time and on-duty time. An equivalent or greater level of safety would be achieved by using the device because of its ability to simplify and encourage regulatory compliance. According to Verigo, the wireless logbook deters falsification. The time-line on the grid sheet is plotted by the software program, and once the driver has selected a duty status, all time spent doing that task is recorded and stored. The driver may edit the record, but the time of the original data entry and all modifications are recorded and cannot be changed. This results in a "dual data stream" of original and modified entries that can be displayed on the screen. Modifications to entries are not permitted after the RODS is signed. New information may be added to the RODS after the signature time-stamp, but it must be signed before it can be sent to the server for distribution to the motor carrier or the roadside inspector. Verigo states that its logbook program replicates and automates all of the functions of paper RODS. The program provides a significantly higher and faster level of

information feedback, which allows drivers and dispatchers to proactively plan trips in advance of commencing them and to make adjustments to trips as unplanned events that impact the driver's work schedule occur.

According to Verigo, if its application for exemption is denied, the trucking industry will lose an opportunity to become more efficient and cost-effective in complying with the HOS regulations. The use of Verigo's technological solution will allow the industry to reduce administrative costs and increase productivity by providing a simple and effective alternative to paper RODS. Verigo therefore requests that an exemption be granted for a period of 2 years, with the possibility of renewal. A copy of Verigo's exemption application is in the docket identified at the beginning of this notice.

Request for Comments

In accordance with 49 U.S.C. 31315(b)(4) and 31136(e), FMCSA requests public comment on Verigo's application for an exemption. The Agency will consider all comments received by close of business on December 31, 2007. Comments will be available for examination in the docket at the location listed under the "Addresses" section of this notice. The Agency will file comments received after the comment closing date in the public docket, and will consider them to the extent practicable.

Issued on: November 26, 2007.

Larry W. Minor,

Associate Administrator for Policy and Program Development.

[FR Doc. E7-23245 Filed 11-29-07; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Mount Vernon Terminal Railway, Inc.

[Docket Number FRA-2007-29238]

Mount Vernon Terminal Railway, Inc. (MVT) of Clear Lake, Washington, seeks

a waiver of compliance from Safety Glazing Standards 49 CFR 223.11, "Requirements for existing locomotives." The petitioner operates a 1953, vintage switching, Locomotive Number 1200, 2 to 3 times a week over ½ mile of main track and ½ mile of sidings and spurs at a speed not to exceed 10 miles per hour. The railroad states they have operated locomotives under the same conditions as requested since 1939, without a single glazing incident.

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, 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 (Docket Number FRA-2007-29238) and may be submitted by any of the following methods:

- *Web site:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202-493-2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., W12-140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue, SE., Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://www.regulations.gov>.

Anyone is able to search the electronic form of any written communications and 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 (Volume 65, Number 70; Pages 19477-78).

Issued in Washington, DC, on November 26, 2007.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E7-23199 Filed 11-29-07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

SMS Lines

[Waiver Petition Docket Number FRA-2007-0007]

The SMS Lines (SMS), a Class III railroad, seeks a waiver of compliance from the requirements of Title 49 Code of Federal Regulations (CFR) § 223.11 *Requirements for existing locomotives*. SMS has operated within the Pureland Industrial Park in Bridgeport, Gloucester County, New Jersey since June, 1994. The petitioner proposes to use three switching type locomotives numbers 102, 308, and 309 on a limited reserve basis for yard and local switching service.

SMS Locomotives Number 102, model DS 4-4-750 was built in 1951, 308 model S-12 was built in 1953, and 309 model S-12 was built in 1952, by the Baldwin Locomotive Works (BLW). They would operate over approximately 5 miles of track with four grade crossings within the Industrial Park at Bridgeport, New Jersey, and one grade crossing at the Valery Refinery in Paulsboro, New Jersey. Current operations average 1 train per day, 6 days per week, year-round at each location operating at restricted speed, as all track is FRA Class I (10 mph).

The petitioner believes that this locomotive can be safely operated throughout the industrial park and refinery with the current non-compliant safety-type glazing. The cost to the SMS for installation of all new window frames and compliant FRA Types I and II glazing is significant, with only a