

eye with corrective lenses is 20/50, according to a December 1997 examination, but this is not sufficient to meet the vision standard at 49 CFR 391.41(b)(10). His left eye is correctable to 20/20. According to his optometrist, Mr. Settle can perform the tasks associated with driving a commercial motor vehicle.

Mr. Settle is 47 years old; he has operated tractor-trailer combinations for 23 years and driven more than 2.5 million miles. He has worked for the same company all those years. He has had no traffic violations or accidents in a commercial motor vehicle in the last 3 years.

#### 11. Robert A. Wagner

Mr. Wagner, 34, was diagnosed with amblyopia of the right eye when he was 4 years old. The vision in his left eye is 20/20 without glasses. His optometrist says Mr. Wagner is able to perform the tasks associated with operating a commercial motor vehicle.

Mr. Wagner has driven straight trucks, tractor-trailer combinations and buses more than 1.2 million miles in an 18-year driving career. He has a Missouri commercial driver's license and his official State driving record contains no traffic violations or accidents in a commercial motor vehicle. He has operated a combination vehicle for the same company since 1990.

#### 12. Hubert Whittenburg

Mr. Whittenburg, 51, has had amblyopia in his left eye since birth. A 1997 medical report indicates he has 20/20 vision in his right eye with corrective lenses and 20/100 corrected in his left eye. In his ophthalmologist's opinion, Mr. Whittenburg is capable of operating a commercial motor vehicle.

Mr. Whittenburg holds a Missouri commercial driver's license and has been employed as a commercial truck driver since 1967. He has driven straight trucks approximately 500,000 miles and tractor-trailer combinations 3.5 million miles. His driving record for the last 3 years reflects one speeding ticket in a commercial motor vehicle and no accidents in any vehicle. Mr. Whittenburg has been employed by the same company since 1983, and his employer attests to his driving safety.

#### Basis for Preliminary Determination To Grant Waivers

Independent studies support the principle that past driving performance is a reliable indicator of an individual's future safety record. The studies are filed in FHWA Docket No. FHWA-97-2625 and discussed at 63 FR 1524, 1525 (January 9, 1998). All twelve waiver

applicants have many years of experience operating commercial motor vehicles with their vision deficiency and have demonstrated their ability to drive safely.

The FHWA believes waiving 49 CFR 391.41(b)(10) is consistent with the public interest and the safe operation of commercial motor vehicles as long as the applicants' vision continues to measure at least 20/40 (Snellen) in the better eye. As a stipulation of the waiver, therefore, the FHWA proposes to impose requirements on these individuals consistent with the grandfathering provisions applied to drivers who participated in the agency's former vision waiver program.

Those requirements are found at 49 CFR 391.64(b) and include the following: (1) that each individual be physically examined every year (a) by an ophthalmologist or optometrist who attests his vision continues to measure at least 20/40 (Snellen) in the better eye, and (b) by a medical examiner who attests he is otherwise physically qualified under 49 CFR 391.41; (2) that each individual provide a copy of the ophthalmologist's or optometrist's report to the medical examiner at the time of the annual medical examination; and (3) that each individual provide a copy of the annual medical certification to his employer for retention in its driver qualification file or keep a copy in his driver qualification file if he becomes self-employed. He must also have a copy of the certification when driving so it may be presented to a duly authorized Federal, State, or local enforcement official.

**Authority:** 49 U.S.C. 31136; 23 U.S.C. 315; 49 CFR 1.48.

Issued: May 26, 1998.

**Kenneth R. Wykle,**

*Federal Highway Administrator.*

[FR Doc. 98-14677 Filed 6-2-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-32 (Sub-No. 84X)]

#### Boston and Maine Corp.— Abandonment Exemption—in New Haven County, CT

Boston & Maine Corporation (B&M) has filed a notice of exemption under 49 CFR part 1152 subpart F—*Exempt Abandonments and Discontinuances* to abandon an approximately 0.48-mile line of railroad on the Watertown Industrial Track between Engineering Station 19+50 (approximately milepost

0.94) and Engineering Station 44+66 (approximately milepost 1.42) in Waterbury, New Haven County, CT. The line traverses United States Postal Service Zip code 06701.

B&M has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) any overhead traffic has been rerouted over other lines; (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 (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. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on July 3, 1998, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>1</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>2</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by June 15, 1998. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by June 23, 1998, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: John R. Nadolny, Esq., Boston and Maine Corporation, Law

<sup>1</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>2</sup> Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 49 CFR 1002.2(f)(25).

Department, Iron Horse Park, North Billerica, MA 01862.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

B&M has filed an environmental report which addresses the effects of the abandonment and discontinuance, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by June 8, 1998. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1545. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), B&M shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by B&M's filing of a notice of consummation by June 3, 1999, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: May 22, 1998.

By the Board, David M. Konschnik, Director, Office of Proceedings.

**Vernon A. Williams,**

Secretary.

[FR Doc. 98-14268 Filed 6-2-98; 8:45 am]

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## DEPARTMENT OF THE TREASURY

### Customs Service

#### Announcement of a General Test Regarding the International Trade Prototype

**AGENCY:** U.S. Customs Service, Department of the Treasury.

**ACTION:** General Notice.

**SUMMARY:** This notice announces Customs' plan to conduct what is expected to be a series of prototypes collectively called the International Trade Prototype (ITP). This notice invites public comments concerning any aspect of the planned prototype, informs interested members of the public of the eligibility requirements for voluntary

participation in the first phase of the first prototype called International Trade Prototype 1 (ITP1) and outlines the development and evaluation methodology to be used in the test. To participate in the first phase of ITP1, the necessary information, as outlined in this notice, must be filed with Customs and approval granted. It is important to note that resources expended by the trade and Customs on these prototypes may not carry forward to the final program.

This notice supersedes the information on the International Trade Prototype published by the International Trade Data System Project Office of the Treasury Department in the **Federal Register** on December 31, 1997.

**DATES:** The first phase of ITP1 will commence no earlier than June 8, 1998 and will run for approximately six months with evaluations of the prototype occurring periodically. Comments concerning any aspect of this phase must be received on or before July 6, 1998. Future phases, prototypes, or participant expansion of this prototype will be announced in a **Federal Register** notice.

**ADDRESSES:** Written comments regarding this notice, and information submitted to be considered for voluntary participation in this first phase of ITP1 should be addressed to the U.S. Customs Service, International Trade Prototype Team, Attn: Linda LeBaron Grasley, 4455 Genesee Street, Bldg. 10, Room #342, Buffalo, New York 14225. Note that all comments received by U.S. Customs will be part of the public record.

**FOR FURTHER INFORMATION CONTACT:** For any prototype or participation questions please contact Daniel Buchanan, U.S. Customs Service at (617) 565-6236, or Linda LeBaron Grasley, U.S. Customs Service at (716) 626-0400 x 204, or Kevin Franklin, United Kingdom, Her Majesty's Custom and Excise at 011 44 171 865 4728 in London, England.

#### SUPPLEMENTARY INFORMATION:

##### Background

The ITP has evolved from an international drive to streamline global trade. In both business and government, around the world, processes are being automated and reengineered. Trade and information are moving faster and more effectively all the time. Many international companies share critical data with business and trading partners around the world, and they expect government to maintain the leadership position it has taken in developing domestic electronic trade systems by moving into the global arena.

The ITP concept has been under consideration by both the U.S. Customs Service (USCS) and Her Majesty's Custom and Excise (HMCE) since 1996. The nucleus of this program is an extension of ideas developed in partnership with the trade community by various members of the Trans-Atlantic Team, which is primarily comprised of USCS and HMCE officers. The ITP concept also addresses issues raised by international traders, the World Customs Organization (WCO), the United Nations Conference on Trade and Development (UNCTAD), G-7 and other international organizations. The concept is intended to simplify and standardize customs processes and procedures in order to facilitate trade while maintaining effective and efficient control. Information on an ITP prototype contained in an information collection notice published in the **Federal Register** (63 FR 68353 on December 31, 1997) is superseded by this notice.

In the United States Customs Service Annual Plan for Fiscal Year 1998, USCS states a number of objectives associated with increased cooperation and support of international trade automation. The plan's objectives include increased cooperation with other customs administrations at the multilateral, regional and bilateral levels. The plan further states that USCS will work to promote standardized customs processing through implementation of "Customs Guidelines" and establishment of best practices. This is to be accomplished by working with the WCO and the international trade community to promote the development of international instruments to reduce customs procedural barriers to trade and to secure greater standardization, transparency, simplification and automation worldwide.

The developing relationship between the USCS and HMCE leads us to prototype this concept. The USCS and HMCE have agreed that the ITP will be delivered in a series of prototypes. Each prototype will be evaluated against predetermined success criteria.

Subsequent ITP prototypes will build on lessons learned in ITP1 and the need for enabling legislation will be evaluated.

It is expected that ITP1 will be rolled out in three phases. USCS and HMCE agree that the first phase of ITP1 will commence no earlier than June 8, 1998. Additional phases are being planned and future prototypes are also under consideration.

The USCS will be testing the ITP in accordance with Section 101.9 of the Customs Regulations (19 CFR 101.9), which provides for the testing to