

greater than, the level of safety maintained without the exemptions for these commercial motor vehicle (CMV) drivers.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, (202) 366-4001, fmcsamedical@dot.gov, FMCSA, Department of Transportation, 1200 New Jersey Avenue SE., Room W64-113, Washington, DC 20590-0001. Office hours are 8:30 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption from the Federal diabetes standard for a renewable 2-year period if it finds “such an exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such an exemption.” The procedures for requesting an exemption are set forth in 49 CFR part 381.

Accordingly, FMCSA evaluated 74 individual exemption requests on their merits and made a determination that these applicants do not satisfy the criteria eligibility or meet the terms and conditions of the Federal exemption program. Each applicant has, prior to this notice, received a letter of final disposition on the exemption request. Those decision letters fully outlined the basis for the denial and constitute final Agency action. The list published in this notice summarizes the Agency’s recent denials as required under 49 U.S.C. 31315(b)(4) by periodically publishing names and reasons for denial.

The following 10 applicants met the diabetes requirements of 49 CFR 391.41(b)(3) and do not need an exemption:

Byron D. Benham (IL)
Donald D. Dixon, Sr. (IN)
Reggie L. Knight (NC)
Daniel Meza (TX)
Robert L. Middleton (NC)
Augustino M. Pang (NY)
Dana W. Rhoades (WA)
Gary W. Shreve (MI)
Robert B. Ulrich, Jr. (PA)
Kenneth D. Williams (GA)

The following 34 applicants were not operating CMVs in interstate commerce:

William F. Batz (NY)
Gregory A. Carroll (MD)
Fred J. Conti (PA)
Francis D.P. Desouza (PA)
Cory J. Dey (PA)
John R. Ebell (OR)
Harold K. Goebel (TX)

Evon L. Gray (PA)
Joseph L. Gutierrez (IL)
Joseph A. Haase (WI)
Jeffrey L. Hays (ID)
Pieter M. Hoeckman (CO)
Mary A. Jefferson (VA)
Randy W. Jones (NC)
Dennis V. Klima (KS)
Chi H. Ku (WI)
Vernard E. Lackey (OR)
Cory K. Malloy (NY)
David Marseille (NY)
Colton R. Martin (TX)
Gerasim J. Merculief (AK)
Luong G. Pham (OR)
Alphonso Rose (NH)
Paul Ross (GA)
Rafael A. Santana (MA)
Cole J. Schoennema (CA)
William C. Sexton, Jr. (VA)
Nicole B. Sherman (CT)
Kim D. Steinbeck (MA)
John C. Story (MT)
Randy L. Toy (PA)
Hartman P. Trabeaux (LA)
Tracy W. Williams (MD)
Mark E. Wilson (VA)

The following applicant, Raphael N. Haynes (NY), had renal insufficiency.

The following 8 applicants have had more than one hypoglycemic episode requiring hospitalization or the assistance of others, or has had one such episode but has not had one year of stability following the episode:

Glen A. Clark (DE)
Dana L. Guest (TN)
Jason P. Kunkle (PA)
Giasi A. Leite (GA)
David V. Marreel (NE)
Casey M. O’Reilly (PA)
Daniel A. Sorem (MN)
Michael D. Underwood (AL)

The following 6 applicants had other medical conditions making the applicant otherwise unqualified under the Federal Motor Carrier Safety Regulations:

Gordon R. Jockisch (IL)
Gerald P. Malone (IA)
Michael J. Perfect (WA)
Van A. Tenny (KS)
Jay M. Westerfer (PA)
Timothy A. Wright (OH)

The following applicant, Kenneth W. Wilson (BC), currently resides in Canada. He is not eligible because the Federal exemption is for drivers operating only in the United States.

The following 5 applicants did not meet the minimum age criteria outlined in 49 CFR 391.41(b)(1) which states that an individual must be at least 21 years old to operate a CMV in interstate commerce:

James C. Cox (TX)
Joseph M. Hall (NY)

Logan J. Kocher (PA)
Wilbur Robinson (SC)
Makhial J. Webb (CA)

The following 9 applicants were exempt from the diabetes standard:

David B. Anderson (VA)
Carlos J. Carames (NJ)
Ronald L. Cogan (OH)
Douglas L. Dudley (VA)
Michael Halsey (IN)
Frederick R. Haynes (MI)
Danny R. Knox (KY)
John M. Reichenberg (NJ)
Julia M. Seger (MD)

Issued on: October 14, 2016.

Larry W. Minor,

Associate Administrator for Policy.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2016-0105]

Traffic Safety for Older Road Users Meeting

AGENCY: National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) is announcing a meeting that will be held in Washington, DC on November 3, 2016 to discuss older driver traffic safety program priorities and current research efforts. The Traffic Safety for Older Road Users meeting will include presentations and discussions on a number of topics including older driver demographics; research on understanding the dynamics, mechanisms, determinants and consequences of older driver safety; integration of law enforcement information, education of licensing agency personnel, aging services providers and medical personnel; identification and services for at-risk drivers; state and local mobility alternatives and the future potential of connected and automated vehicles for an aging population. Attendance at the meeting is limited to invited participants because of space limitations of the DOT Conference Center. However, the meeting will be available for live public viewing on the NHTSA Web site (www.nhtsa.gov).

DATES: The meeting will be held on November 3, 2016 from 9:00 a.m. to 4:30 p.m.

ADDRESSES: The meeting will be held in the Media Center of the U.S. Department

of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Mr. Brian Chodrow, Telephone: 202-366-9765; email address: brian.chodrow@dot.gov.

SUPPLEMENTARY INFORMATION: NHTSA will host a meeting to focus on ways to improve the safety of older drivers over the next 5–10 years. The Traffic Safety for Older Road Users Meeting will begin with an introduction by NHTSA Administrator Mark Rosekind, followed by a discussion of the demographics of older road users, effective technologies to ensure safe driving for older people, and integrating information from law enforcement, licensing agencies, aging services providers and medical care providers. A panel discussion will then explore methods for identifying and serving at-risk drivers, leading to the identification of State and local alternatives. The meeting will conclude with a discussion on connected and automated vehicles—the future of mobility for an aging population.

Invited participants will include representatives from a number of fields including the behavioral and engineering sciences, traffic and highway safety, and public health, as well as from diverse organizations including advocacy groups, industry, state government, and other Federal Agencies.

NHTSA will facilitate sharing of important information regarding programs to improve the safety of older road users. Saving lives by preventing traffic deaths is a top priority of this Administration.

Workshop Procedures. NHTSA will conduct the meeting informally. Thus, technical rules of evidence will not

apply. The meeting will consist of presentations and panels. Each panel will have two or three short presentations, a roundtable discussion among the panel members, and participant questions to be discussed by the panel members and other meeting participants.

Authority: 49 U.S.C. 30182.

Issued in Washington, DC, on October 20, 2016.

Jeff Michael,

Associate Administrator, Research and Program Development.

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

Hazardous Materials: Notice of Applications for Special Permits

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

ACTION: List of applications for special permits.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, special permits from the Department of Transportation's Hazardous Material Regulations (49 CFR part 107, subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the application described herein. Each mode of transportation for which a particular special permit is requested is indicated by a number in the "Nature of Application" portion of

the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

DATES: Comments must be received on or before November 25, 2016.

ADDRESSES: *Address Comments to:* Record Center, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the special permit number.

FOR FURTHER INFORMATION CONTACT: Ryan Paquet, Director, Office of Hazardous Materials Approvals and Permits Division, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, East Building, PHH–30, 1200 New Jersey Avenue Southeast, Washington, DC 20590–0001, (202) 366–4535.

SUPPLEMENTARY INFORMATION: Copies of the applications are available for inspection in the Records Center, East Building, PHH–30, 1200 New Jersey Avenue Southeast, Washington, DC or at <http://regulations.gov>.

This notice of receipt of applications for special permit is published in accordance with Part 107 of the Federal hazardous materials transportation law (49 U.S.C. 5117(b); 49 CFR 1.53(b)).

Issued in Washington, DC, on September 20, 2016.

Donald Burger,

Chief, Office of the Special Permits and Approvals.

SPECIAL PERMITS DATA

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of the special permits thereof
20307–N	TESLA MOTORS, INC..	172.101(j) 173.185(a)	To authorize the transportation in commerce of low production and prototype lithium ion batteries in excess of 35 kg by cargo-only aircraft. (mode 4).	
20308–N	THE DOW CHEMICAL COMPANY.	172.203(a), 172.302(c), 180.605(h)(3).	To authorize transportation in commerce of UN portable tanks which have been periodically pressure tested using materials other than water. (modes 1, 2, 3).	