

granting the exemption would negatively impact safety.

FMCSA also believes that it would be inconsistent with the Agency's Non-Domiciled CDL final rule to allow SDLAs to issue standard CLPs and CDLs to individuals who are not domiciled in the United States. The final rule, and the CDL regulations in 49 CFR part 383, draw a bright line between individuals who are United States citizens and lawful permanent residents and those who are not. Therefore, this exemption decision also supersedes the prior exemption granted to the Oregon Department of Transportation that allowed Oregon to issue standard CLPs and CDLs to FAS citizens, rather than non-domiciled CLPs and CDLs. However, a non-domiciled CLP or CDL still permits citizens of the FAS "to pursue a CLP/CDL and a career in the motor carrier industry," as requested by Hawaii in its application.⁸ The exemption also permits SDLAs to issue a non-domiciled CLP or CDL for the maximum term available under 49 CFR 383.73(f)(2)(iv), which is one year. Accordingly, under this exemption, FAS citizens may obtain a non-domiciled CLP or DCDL from a State that issues non-domiciled CLPs and CDLs, subject to the domicile requirements imposed under State law.

Based on the information provided by HDOT, FMCSA concludes that the exemption, subject to the terms and conditions set forth in section V.B, would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption, in accordance with 49 U.S.C. 31315(b)(1).

A. Applicability of Exemption

FMCSA grants an exemption to all SDLAs, for a period of five years, from the condition that an individual's Form I-94/I-94A indicate an H-2A, H-2B, or E-2 classification, as described in paragraph (1)(ii) of the definition of "Evidence of lawful immigration status" in 49 CFR 383.5 and as required under 49 CFR 383.73(f)(3)(ii)(A), for FAS citizens residing in the United States, subject to the terms and conditions of this decision. SDLAs may issue non-domiciled CLPs and CDLs under this exemption in accordance with State procedures in 49 CFR 383.73(a) and (b) to an FAS citizen who is otherwise eligible and who presents a valid, unexpired passport issued by an FAS and an Arrival/Departure Record, meaning a Form I-94 or I-94A, to prove that the individual has entered the United States lawfully.

FMCSA intends to closely monitor the safety impacts of the relief granted under this exemption. As necessary, FMCSA may take action to modify the exemption, including scaling back the regulatory relief provided, or to terminate the exemption sooner, if conditions warrant.

B. Terms and Conditions

1. An SDLA must notify FMCSA at MCPSD@dot.gov that the SDLA intends to issue non-domiciled CLPs or CDLs under this exemption before issuing a non-domiciled CLP or CDL under this exemption.

2. An SDLA must not issue standard CLPs or CDLs to FAS citizens under this exemption.

3. An SDLA must comply with all other requirements for issuing non-domiciled CLPs and CDLs, including, but not limited to, ensuring that the period of validity of the non-domiciled CLP or CDL does not exceed one year under 49 CFR 383.73(f)(2)(iv), querying the Systematic Alien Verification for Entitlements system specified in 49 CFR 383.73(m)(2)(ii) to confirm the applicant's lawful immigration status, and retaining copies of all documents involved in the licensing process, as required by 49 CFR 383.73(m)(2)(iii).

4. An SDLA must comply with all other applicable Federal Motor Carrier Safety Regulations (49 CFR part 350–399).

5. An SDLA must provide to FMCSA, annually at MCPSD@dot.gov and upon request, the names and CLP/CDL numbers of all drivers who are issued a non-domiciled CLP or CDL pursuant to the terms of this exemption, as authorized by 49 CFR 383.73(h) and 384.225(e)(2).

6. This exemption supersedes the exemption previously granted to the Oregon Department of Transportation (89 FR 78428), which is no longer in effect. Absent receipt of information as specified in 49 CFR 383.73(f)(5), any CLP or CDL that the Oregon SDLA issued in accordance with the terms and conditions of the Oregon exemption may remain in effect until expiration. However, at the next licensing transaction following the effective date of this exemption (for example, reissuance, amending, correcting, reprinting, or otherwise duplicating a previously issued CLP or CDL; transfer; renewal; or upgrade), the SDLA must apply the terms and conditions of this exemption.

C. Preemption

In accordance with 49 U.S.C. 31315(d), as implemented by 49 CFR 381.600, during the period this

exemption is in effect, no State shall enforce any law or regulation applicable to interstate commerce that conflicts with or is inconsistent with this exemption with respect to a firm or person operating under the exemption.

D. Termination

FMCSA does not believe the SDLAs or FAS citizen CLP- and CDL-applicants covered by this exemption will experience any deterioration of their safety record. However, the exemption will be revoked if: (1) an SDLA fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of Title 49, chapter 313 or section 31136.

Derek D. Barrs,
Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2026–1090]

Agency Information Collection Activities; Renewal of an Approved Information Collection: Request for Revocation of Authority Granted

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

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public comment. FMCSA requests approval to renew an ICR titled, "Request for Revocation of Authority Granted," OMB control number 2126–0018. This allows certain transportation industry registrants, such as motor carriers, freight forwarders, and property brokers, to request the voluntary revocation of all or part of their operating authority registration utilizing Form OCE-46.

DATES: Comments on this notice must be received on or before July 13, 2026.

ADDRESSES: You may submit comments identified by Docket Number FMCSA–2026–1090 using any of the following methods:

⁸ Application at 2.

- *Federal eRulemaking Portal:* <https://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Mail:* Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, W58-213, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W58-213, Washington, DC, 20590-0001 between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Dockets Operations.

- *Fax:* (202) 493-2251.

To avoid duplication, please use only one of these four methods. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: Mr. Jeffrey Secrist, Office of Registration, Chief, Registration Division, DOT, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590-0001; (202) 385-2367; jeff.secrist@dot.gov.

SUPPLEMENTARY INFORMATION:

Instructions

All submissions must include the Agency name and docket number. For detailed instructions on submitting comments, see the Public Participation heading below. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

Public Participation and Request for Comments

If you submit a comment, please include the docket number for this notice (FMCSA-2026-1090), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2026-1090/document>, click on this notice, click "Comment," and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

Privacy Act

In accordance with 5 United States Code (U.S.C.) 553(c), DOT solicits comments from the public to better inform its regulatory process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice DOT/ALL 14 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edits and are searchable by the name of the submitter.

Background

FMCSA registers for-hire motor carriers of regulated commodities under 49 U.S.C. 13902, surface freight forwarders under 49 U.S.C. 13903, and property brokers under 49 U.S.C. 13904. Each registration is effective from the date specified under 49 U.S.C. 13905 (c). Subsection (d) of 49 U.S.C. 13905 also provides that on application of the registrant, the Secretary may amend or revoke a registration, and hence the registrant's operating authority.

Form OCE-46 allows these registrants to apply voluntarily for revocation of their operating authority or parts thereof. If the registrant fails to maintain evidence of the required level of insurance coverage on file with FMCSA, its operating authority will be revoked involuntarily. Although the effect of both types of revocation is the same, some registrants prefer to request voluntary revocation. For various business reasons, a registrant may request revocation of some part, but not all, of its operating authority. This information collection, which supports the DOT Strategic Goal of Safety, reflects modified estimates of burden hours and costs. For respondents, the program adjustment has resulted in decreased total burden hours and a decrease in respondent costs. The burden hour decrease is due to an estimated decrease in the number of annual filings of Form OCE-46 from 8,699 to 5,712 per year, resulting in a decrease of 2,987 responses and 747 burden hours. The estimated annual labor cost for industry resulting from submitting Form OCE-46 is \$49,012, a decrease of \$18,175. The total annual

non-labor respondent cost has decreased by \$8,177. This decrease is due to the decrease in the number of respondents. While the online submission option exists, FMCSA still estimates that approximately 1,517 respondents (approximately 27 percent of the total number of respondents) will continue to file the form by mail, which incurs notarization and postage fees. For the Federal Government, the program costs have decreased by \$14,513 due to the decrease in the number of forms received by FMCSA.

Title: Request for Revocation of Authority Granted.

OMB Control Number: 2126-0018.

Type of Request: Renewal of a currently approved ICR.

Respondents: For-hire motor carriers, freight forwarders, and property brokers.

Estimated Number of Respondents: 5,712.

Estimated Time per Response: 15 minutes (0.25 hours).

Expiration Date: December 31, 2026.

Frequency of Response: Other (As needed).

Estimated Total Annual Burden: 1,428.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) whether the proposed collection is necessary for the performance of FMCSA's functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information. The Agency will summarize or include your comments in the request for OMB's clearance of this ICR.

Issued under the authority of 49 CFR 1.87.

David M. Sutula,

Acting Associate Administrator, Office of Research and Registration.

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2026-0664]

Request Notice: Use of Foreign-Built Small Passenger Vessel in United States Coastwise Trade, M/V ALOLKOY

AGENCY: Maritime Administration (MARAD), U.S. Department of Transportation (DOT).