

24, 2025 (90 FR 53048) and will not be repeated, as the facts have not changed.

IV. Public Comments

The Agency received 81 comments to the docket. Two commenters supported granting both the CDL and ELD exemptions. Project GAP also filed a comment in support of its application. Seventy-five commenters opposed granting the CDL portion of the exemption. Twelve of the commenters who opposed granting the CDL portion of the exemption noted that they did not oppose granting an exemption from the ELD requirement only. Finally, there were three unrelated comments filed to the docket.

Commenters in favor of granting the exemptions believed the exemptions were necessary because the applicant's operation supports communities effected by natural disasters and is a non-profit organization. Erice Burnett stated, "I think having drivers be exempt from elog and being non CDL will help out the community in a great way to bring us closer together in the time of crisis because not only will more people be able to help the community out but supplies would be provided quicker than ever for the people in need." An anonymous individual wrote, "I think it's good for non profits to be exempt. It's not for money[,] it's to help people."

Commenters who opposed granting the CDL portion of the exemption cited safety concerns. For example, Tim Kyner said, "This is a safety issue, anyone driving a cmv should be properly trained and licensed to operate the vehicle it doesn't matter how often or how far. I'm my opinion it's unsafe to allow anyone to drive a truck that doesn't hold a valid commercial driver's license regardless of reason or frequency. The paper logs should be allowed everyone knows the HOS regulations are bull anyway."

Some of the commenters suggested alternatives that are available to the applicant. Lee Eastburn wrote, "First, the organization could operate several smaller, non CDL trucks, to move goods. Second, local LTL freight companies can be hired to move the goods for them safely. Third, sponsors could donate driver[s] and equipment to move the goods for this organization and take a tax credit for the lost time and associated costs on a per trip basis." An anonymous commenter said, "If they want to skirt around the law then get a box truck small enough to accommodate the request." Jefferson Murray wrote, "A valid CDL ensures a measure of safety, find volunteers that have a CDL or sell the semi and get something smaller.

How far could you be going to pickup donations that you need an ELD and not the qualify for short haul?"

Some commenters who opposed the CDL exemption did not oppose the ELD exemption but did not provide specific reasoning. Dave Nelson said, "Please DO NOT give an exemption from requiring a CDL, and I have no problem with those drivers running on paper logs." Mark Hulsart said, "I can understand no eld but if you're driving a tractor trailer you MUST have CDL[,] if not[,] why does anyone need a CDL. They are driving a truck[,] not a car!"

V. FMCSA Decision

FMCSA evaluated Project GAP's application and the public comments submitted in response to the November 24, 2025 notice and denies the requested exemptions. Project GAP failed to establish that the exemptions would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved without the exemptions. While Project GAP states that "All drivers are trained, insured, and comply with medical and safety screenings," and indicated that they maintain "detailed records of vehicle use, routes, and trip purposes," it did not provide information on what training the drivers receive and how that training compares to the training required for a driver to receive a CDL. In addition, Project GAP did not provide any information on the safety management controls it has in place to ensure its drivers would comply with the hours-of-service regulations in 49 CFR part 395 in the absence of an ELD.

In addition, Project GAP states that it provides support during emergencies and natural disasters. On October 13, 2023, FMCSA revised its regulations covering automatic emergency relief from Federal regulations that is triggered by an emergency declaration (88 FR 70897). In that final rule, the Agency acknowledged that although responding to emergency situations is a compelling reason to issue relief from some safety regulations, there was not a sufficient basis to include relief from ELD and CDL requirements in response to emergencies and natural disasters.

Finally, under 49 CFR 381.305, applicants are encouraged to carefully review the regulations to determine whether there are any practical alternatives already available that would allow the applicant to conduct its motor carrier operations. Project GAP did not address the alternatives that are available, including the option to use smaller CMVs that do not require a CDL and the option to use existing exceptions to the ELD requirement.

For the above reasons, Project GAP's application for exemptions is denied.

Derek D. Barrs,
Administrator.

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2026-1094]

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

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

ACTION: Notice and request for comments.

SUMMARY: The Secretary of Transportation, as represented by MARAD, is authorized to make determinations regarding the coastwise use of foreign built; certain U.S. built; and U.S. and foreign rebuilt vessels that solely carry no more than twelve passengers for hire. MARAD has received such a determination request and is publishing this notice to solicit comments to assist with determining whether the proposed use of the vessel set forth in the request would have an adverse effect on U.S. vessel builders or U.S. coastwise trade businesses that use U.S.-built vessels in those businesses. Information about the requestor's vessel, including a description of the proposed service, is in the **SUPPLEMENTARY INFORMATION** section below.

DATES: Submit comments on or before August 17, 2026.

ADDRESSES: You may submit comments identified by DOT Docket Number MARAD-2026-1094 by any one of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov>. Search the above DOT Docket Number and follow the instructions for submitting comments.

- *Mail or Hand Delivery:* Docket Management Facility is in the West Building, Ground Floor of the U.S. Department of Transportation. The Docket Management Facility location address is U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

Note: If you mail or hand-deliver your comments, we recommend that you include the DOT Docket Number, your name and a

mailing address, an email address or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

Instructions: All submissions received must include the agency name and specific DOT Docket Number. All comments received will be posted without change to the docket at www.regulations.gov, including any personal information provided. For detailed instructions on submitting comments, or to submit comments that are confidential in nature, see the section entitled Public Participation.

FOR FURTHER INFORMATION CONTACT: Patricia Hagerty, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Mail Stop 2, MAR-620, Washington, DC 20590. Telephone: (202) 366-5400. Email: smallvessels@dot.gov.

SUPPLEMENTARY INFORMATION: Pursuant to 46 U.S.C. 12121(b), the U.S. Coast Guard may issue a certificate of documentation with a coastwise trade endorsement for eligible, small passenger vessels authorized to carry no more than 12 passengers for hire if MARAD, after notice and an opportunity for public comment, determines the use of the small passenger vessel in the coastwise trade will not adversely affect United States vessel builders or the coastwise trade business of any person that employs vessels built in the United States in that business.¹

MARAD has received an eligibility determination request. Further details about the requester's vessel and its proposed operations may be found in the determination request posted in the DOT Docket Number listed in the **ADDRESSES** section above at <https://www.regulations.gov>. Interested parties may comment on the undue adverse effect this action may have on U.S. vessel builders or coastwise trade businesses in the U.S. that employ U.S.-built vessels in those businesses. Comments should refer to the vessel name, state the commenter's interest in the request, and demonstrate, with supporting documentation, the undue adverse effect on U.S. vessel builders and coastwise trade businesses.

Public Participation

How do I submit comments?

Please submit comments, including the attachments, following the

instructions provided under the above heading entitled **ADDRESSES**. It may take a few hours or even days for comments to be reflected on the docket. Comments must be written in English. Provide concise comments and attach additional documents as necessary. There is no limit on the length of the attachments.

Where do I go to read public comments, and find supporting information?

The docket online is located at <https://www.regulations.gov>, keyword search the DOT Docket Number list in the **ADDRESSES** section above or visit the Docket Management Facility (see **ADDRESSES** for hours of operation). Please periodically check the Docket for new submissions and supporting material.

Will my comments be made available to the public?

Yes. Your entire comment, including your personal identifying information, will be made publicly available.

May I submit comments confidentially?

You may request that MARAD treat your comments as commercially confidential by submitting them to SmallVessels@dot.gov. Include in the email subject heading "Contains Confidential Commercial Information" or "Contains CCI" and state in your submission, with specificity, the basis for any such confidential treatment highlighting the CCI portions. If possible, please provide a summary of your submission that can be made available to the public.

If MARAD receives a Freedom of Information Act (FOIA) request for the information, procedures described in the Department's FOIA regulation at 49 CFR 7.29 will be followed. Only information that is ultimately determined to be confidential under those procedures will be exempt from disclosure under FOIA.

Privacy Act

Anyone can 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.). For information on DOT's compliance with the Privacy Act, please visit <https://www.transportation.gov/privacy>.

(Authority: 46 U.S.C. 12121, 49 CFR 1.93(a))

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2026-1091]

Request Notice: Use of Foreign-Built Small Passenger Vessel in United States Coastwise Trade, S/V TEXAS CORSAIR

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

ACTION: Notice and request for comments.

SUMMARY: The Secretary of Transportation, as represented by MARAD, is authorized to make determinations regarding the coastwise use of foreign built; certain U.S. built; and U.S. and foreign rebuilt vessels that solely carry no more than twelve passengers for hire. MARAD has received such a determination request and is publishing this notice to solicit comments to assist with determining whether the proposed use of the vessel set forth in the request would have an adverse effect on U.S. vessel builders or U.S. coastwise trade businesses that use U.S.-built vessels in those businesses. Information about the requestor's vessel, including a description of the proposed service, is in the **SUPPLEMENTARY INFORMATION** section below.

DATES: Submit comments on or before August 17, 2026.

ADDRESSES: You may submit comments identified by DOT Docket Number MARAD-2026-1091 by any one of the following methods:

- **Federal eRulemaking Portal:** Go to <https://www.regulations.gov>. Search the above DOT Docket Number and follow the instructions for submitting comments.

- **Mail or Hand Delivery:** Docket Management Facility is in the West Building, Ground Floor of the U.S. Department of Transportation. The Docket Management Facility location address is U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

Note: If you mail or hand-deliver your comments, we recommend that you include the DOT Docket Number, your name and a mailing address, an email address or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

Instructions: All submissions received must include the agency name and specific DOT Docket Number. All

¹ The U.S. Coast Guard and MARAD have authority under 46 U.S.C. 12121(b) through the Secretary of the Department of Homeland Security and the Secretary of the Department of Transportation, respectively.