

by a CDL holder who is on duty and in the front seat of the vehicle. However, CLP holders who have passed the CDL skills test are eligible to obtain a CDL without further training. Because these drivers have passed the CDL skills test, the only necessary step to begin driving a CMV without any on-board supervision is to retrieve the physical CDL from the State Drivers Licensing Agency (SDLA) in the driver's State of domicile. If these CLP holders had obtained their training and CLPs in their State of domicile, they could immediately obtain their CDL at the in-State SDLA and immediately begin driving a CMV without any on-board supervision. In contrast, under the exemption, the CDL holder will remain in the CMV while the CLP holder (who has passed the skills test and is eligible to retrieve their CDL document from the SDLA) is operating the CMV.

FMCSA is unaware of any evidence of a degradation of safety attributable to the current exemption for Covenant Logistics drivers. Furthermore, the Agency has granted the same exemption to other applicants.¹ FMCSA clarifies in the terms and conditions below that the CLP holder may operate for no more than 30 days after passing the CDL skills test without a CDL holder present in the front passenger seat. This allows the CLP holder time to travel to his or her State of domicile to retrieve the CDL document.

FMCSA concludes that the exemption, subject to the terms and conditions set forth in section VI, 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).

VI. Exemption

A. Grant of Exemption

FMCSA renews the exemption from the requirement in 49 CFR 383.25(a)(1), that a valid CDL holder be in the front seat of the vehicle next to the CLP holder, for a period of five years subject to the terms and conditions of this decision.

B. Applicability of Exemption

This exemption from 49 CFR 383.25(a)(1) permits Covenant Logistics' drivers who hold a CLP and have successfully passed a CDL skills test to drive a CMV without a CDL holder being present in the front seat of the vehicle, but remains present in the CMV, for no more than 30 days after the CLP holder has passed the CDL skills test.

C. Terms and Conditions

When operating under this exemption, Covenant Logistics and its drivers are subject to the following terms and conditions:

(1) Covenant Logistics and its drivers must comply with all other applicable Federal Motor Carrier Safety Regulations (49 CFR parts 350–399);

(2) A CLP holder may operate under the exemption for no more than 30 days after passing the CDL skills test;

(3) The drivers must be in possession of a valid State driver's license, CLP with the required endorsements, and documentation that they have passed the CDL skills test;

(4) The drivers must not be subject to any out-of-service order or suspension of driving privileges;

(5) The accompanying CDL holder must have the proper CDL class and endorsements necessary to operate the CMV operated by the CLP holder; and

(6) The drivers must provide this exemption document upon demand to enforcement officials.

D. 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. States may, but are not required to, adopt the same exemption with respect to operations in intrastate commerce.

E. Notification to FMCSA

Covenant Logistics must notify FMCSA within 5 business days of any accident (as defined in 49 CFR 390.5T), involving any of the motor carrier's CMVs operating under the terms of this exemption. The notification must include the following information:

1. Identifier of the Exemption: "Covenant Logistics"
2. Name of operating carrier and USDOT number;
3. Date of the accident;

4. City or town, and State, in which the accident occurred, or closest to the accident scene;

5. Driver's name and license number;

6. Co-driver's name (if any) and license number;

7. Vehicle number and State license number;

8. Number of individuals suffering physical injury;

9. Number of fatalities;

10. The police-reported cause of the crash, if provided by the enforcement agency;

11. Whether the driver was cited for violation of any traffic laws, motor carrier safety regulations; and

12. The total on-duty time accumulated during the 7 consecutive days prior to the date of the crash, and the total on-duty time and driving time in the work shift prior to the crash.

Reports filed under this provision shall be emailed to MCPSPD@DOT.GOV with "Covenant Logistics FMCSA–2024–0063" in the subject line.

VII. Termination

FMCSA does not believe the drivers covered by this exemption will experience any deterioration of their safety record. However, the exemption will be revoked if: (1) Covenant Logistics' or the drivers operating under the exemption fail 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 Barrs,
Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2026–1684]

Notice of Petition for Waiver of Compliance

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This document provides the public notice that CSX Transportation Inc. (CSXT) petitioned FRA for relief from certain regulations concerning inspections performed by qualified mechanical inspectors (QMIs).

¹ To CRST Expedited [83 FR 53149, Sept. 23, 2018 (original) and 89 FR 42055, Sept. 24, 2023 (renewal)]; to New PRIME [82 FR 29143, June 27, 2017 (original) and 87 FR 38449, June 28, 2022 (renewal)]; to C.R. England [80 FR 33329, June 11, 2015 (original), 82 FR 26975, June 12, 2017 (renewal), 82 FR 48889, Oct. 20, 2017 (renewal), and 87 FR 36360, June 16, 2022 (renewal)]; to Wilson Logistics [86 FR 11050, Feb. 23, 2021 (original) and 91 FR 9914, Feb. 27, 2026 (renewal)]; and to Werner Enterprises, Inc. [87 FR 18855, Mar. 31, 2022].

DATES: FRA must receive comments on the petition by November 2, 2026. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT:

Caleb Rogers, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202-493-6322, email: caleb.rogers@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated June 5, 2026, CSXT petitioned FRA for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 229 (Railroad Locomotive Safety Standards). FRA assigned the petition Docket Number FRA-2026-1684.

Specifically, CSXT seeks relief from the requirements of § 229.23(b)(2), *Periodic inspection: general*, related to locomotives equipped with advanced microprocessor-controlled systems. CSXT seeks to eliminate the requirement for QMIs to perform a daily inspection once every 33 days on a microprocessor-equipped locomotives maintained on extended 184-day periodic inspection cycles.

In support of its request, CSXT states that microprocessor-based systems allow “continuous monitoring of locomotive health and system performance” and “immediate digital reporting [of such performance] to mechanical personnel,” enabling the identification and rectification of issues in real time before they impact the locomotive’s operation. CSXT asserts that its ability to use the data from microprocessor-based systems to identify developing faults and provide

continuous oversight and rapid response “exceeds the value of a periodic 33-day inspection,” which creates “additional line-of-road exposure [and] disruption in train operations” and “diverts skilled mechanical personnel away from shop-based maintenance activity.”

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

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 and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by November 2, 2026 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA’s dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of [regulations.gov](https://www.regulations.gov).

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2026-1421]

Petition for Approval of Test Program; Extension of Comment Period

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice; Extension of comment period.

SUMMARY: This document extends the period for public comment regarding the Union Pacific Railroad Company (UP) request for FRA approval of a test program related to a locomotive control system, and the temporary suspension of certain FRA safety regulations in connection with that program.

DATES: FRA must receive comments on the petition by September 30, 2026. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT: Fred Mottley, Systems Engineer, Engineering, Technology, and Automation Division, FRA, telephone: 617-494-3160, email: fred.mottley@dot.gov.

SUPPLEMENTARY INFORMATION: On July 1, 2026, FRA published notice¹ that UP submitted a request for FRA approval of a test program (Program) related to a locomotive control system, and the temporary suspension of certain FRA safety regulations in connection with the Program. FRA assigned the petition Docket Number FRA-2026-1421.

On August 10, 2026, the Brotherhood of Locomotive Engineers and Trainmen

¹ <https://www.regulations.gov/document/FRA-2026-1421-0002>.