

number of annual respondents, responses, burden hours, and annual costs to respondents have increased. Explanations for these changes are summarized below.

The currently approved number of annual respondents is 93,280. This renewal increases the number of annual respondents per year to 115,547. This estimate is based on the average of all interstate and intrastate motor carriers associated with crashes reported in MCMIS for each calendar year from 2023 through 2025.

The currently approved burden is 48,760 burden hours. The Agency increased its estimate to 51,661 burden hours. The adjustment in annual burden hours is due to a updated estimate of the number of reportable accidents from 162,533 to 172,203 per year, using interstate and intrastate DOT-reportable motor carrier crash records in MCMIS for calendar years 2023 through 2025.

The updated version of this ICR includes estimated labor costs associated with maintaining the Accident Register. The current labor cost associated with maintaining the Accident Register is \$1,507,169. The Agency increased its estimate to \$1,534,344.

Finally, the estimated annual cost associated with accident recordkeeping (outside of labor costs) increased from \$93,944 to \$99,107. FMCSA assumes that (1) approximately 15 percent of motor carriers are storing their Accident Registers electronically, at no extra cost, and (2) approximately 85 percent of motor carriers are storing hard copy versions of their Accident Registers. FMCSA further assumes that motor carriers that maintain paper records store their Accident Registers at their primary place of business, so that they have easy access to such records during an FMCSA investigation.

Title: Accident Recordkeeping Requirements.

OMB Control Number: 2126-0009.

Type of Request: Renewal of a currently approved ICR.

Respondents: Motor carriers.

Estimated Number of Respondents: 115,547.

Estimated Time per Response: 18 minutes.

Expiration Date: March 31, 2027.

Frequency of Response: On occasion.

Estimated Total Annual Burden: 51,661 (172,203 accidents × 18 minutes per response ÷ 60 minutes per hour).

Definitions: *Accident* is an occurrence involving a CMV operating on a public road which results in: (1) A fatality, (2) bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from

the scene of the accident, or (3) one or more motor vehicles incurring disabling damage as a result of the accident, requiring the motor vehicle(s) to be transported away from the scene by a tow truck or other motor vehicle (\$ 390.5T).

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.

Nicole S. Michel,

Acting Associate Administrator, Office of Research and Registration.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2024-0026; FMCSA-2025-0009; FMCSA-2026-0044]

Qualification of Drivers; Exemption Applications; Epilepsy and Seizure Disorders

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

ACTION: Notice of applications for exemption; request for comments.

SUMMARY: FMCSA announces receipt of applications from 18 individuals for an exemption from the prohibition in the Federal Motor Carrier Safety Regulations (FMCSRs) against persons with a clinical diagnosis of epilepsy or any other condition that is likely to cause a loss of consciousness or any loss of ability to control a commercial motor vehicle (CMV) to drive in interstate commerce. If granted, the exemptions would enable these individuals who have had one or more seizures and are taking anti-seizure medication to operate CMVs in interstate commerce.

DATES: Comments must be received on or before October 9, 2026.

ADDRESSES: You may submit comments identified by Docket No. FMCSA-2024-

0026, FMCSA-2025-0009, or FMCSA-2026-0044 using any of the following methods:

- *Federal eRulemaking Portal:* Go to www.regulations.gov, insert the docket number (FMCSA-2024-0026, FMCSA-2025-0009, or FMCSA-2026-0044) in the keyword box and click "Search." Next, choose the only notice listed, and click on the "Comment" button. 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., Monday through Friday, except Federal holidays.

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

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

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

SUPPLEMENTARY INFORMATION:

I. Public Participation

A. Submitting Comments

If you submit a comment, please include the docket number for this notice (FMCSA-2024-0026, FMCSA-2025-0009, or FMCSA-2026-0044), indicate the specific section of this document to which each 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 that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2024-0026>, FMCSA-2025-0009, or FMCSA-2026-0044. Next, choose the only notice listed, click the "Comment" button, and type your comment into the text box on the following screen. Choose whether you are submitting your

comment as an individual or on behalf of a third party and then submit.

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.

B. Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the notice contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the notice, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the notice. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at brian.g.dahlin@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this notice.

C. Viewing Comments

To view comments, go to www.regulations.gov, insert the docket number (FMCSA–2024–0026, FMCSA–2025–0009, or FMCSA–2026–0044) in the keyword box and click “Search.” Next, choose the only notice listed, and click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations in room W58–213 of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m. ET Monday through Friday, except Federal holidays.

D. Privacy Act

In accordance with 49 U.S.C. 31315(b)(6), DOT solicits comments from the public on the exemption request. 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 FDMS (Federal Docket Management System), which can be reviewed under the “Department Wide System of Records Notices” link at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edit and are searchable by the name of the submitter.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from the FMCSRs. FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including the applicant’s safety analysis. The Agency must provide an opportunity for public comment on the request.

The Agency reviews the application, safety analyses, and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level of safety that would be achieved absent such exemption, pursuant to the standard set forth 49 U.S.C. 31315(b)(1). The Agency must publish its decision in the **Federal Register** (49 CFR 381.315(b)). If granted, the notice will identify the regulatory provision from which the applicant will be exempt, the effective period, and all terms and conditions of the exemption (49 CFR 381.315(c)(1)). If the exemption is denied, the notice will explain the reason for the denial (49 CFR 381.315(c)(2)). The exemption may be renewed (49 CFR 381.300(b)). FMCSA grants medical exemptions from the FMCSRs for a 2-year period to align with the maximum duration of a driver’s medical certification.

III. Background

The physical qualification standard for drivers regarding seizures and loss of consciousness provides that a person is physically qualified to drive a CMV if that person has “no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause the loss of consciousness or any loss of ability to control” a CMV (49 CFR 391.41(b)(8)). To assist in applying this standard, FMCSA publishes guidance for medical examiners (ME) in the form of medical advisory criteria in

Appendix A to 49 CFR part 391.¹ In 2007, FMCSA published recommendations from a Medical Expert Panel (MEP) that FMCSA tasked to review the existing seizure disorder guidelines for MEs.² The MEP performed a comprehensive, systematic literature review, including evidence available at the time. The MEP issued recommended criteria to evaluate whether an individual with a history of epilepsy, a single unprovoked seizure, or a provoked seizure should be allowed to drive a CMV.

On January 15, 2013, FMCSA began granting exemptions, on a case-by-case basis, to individual drivers from the physical qualification standard regarding seizures and loss of consciousness in 49 CFR 391.41(b)(8) (78 FR 3069). The Agency considers the medical advisory criteria, the 2007 MEP recommendations, any public comments received, and each individual’s medical information and driving record in deciding whether to grant the exemption.

The 18 individuals listed in this notice have requested an exemption from the epilepsy and seizure disorders prohibition in 49 CFR 391.41(b)(8). Accordingly, the Agency will evaluate the qualifications of each applicant to determine whether granting the exemption will achieve the required level of safety mandated by statute.

IV. Qualifications of Applicants

Aric Braune

Aric Braune is a 38-year-old class D license holder in Kentucky. He has a history of epilepsy and has been seizure free since 2014. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2014. His physician states that they are supportive of him receiving an exemption.

Gregory Coiner

Gregory Coiner is a 31-year-old class D license holder in Tennessee. He has a history of epilepsy and has been seizure free since 2007. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2022. His physician states that they are supportive of him receiving an exemption.

¹ Appendix A to Part 391, Title 49, available at [https://www.ecfr.gov/current/title-49/part-391/appendix-Appendix A to Part 391](https://www.ecfr.gov/current/title-49/part-391/appendix-Appendix%20A%20to%20Part%20391).

² “Expert Panel Recommendations, Seizure Disorders and Commercial Motor Vehicle Driver Safety,” Medical Expert Panel (Oct. 15, 2007), available at <https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2020-04/Seizure-Disorders-MEP-Recommendations-v2-prot%2010152007.pdf>.

Jesus Garcia Perez

Jesus Garcia Perez is a 58-year-old class C license holder in Georgia. He has a history of seizure disorder and has been seizure free since 2006. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2022. His physician states that they are supportive of him receiving an exemption.

Dustin Green

Dustin Green is a 32-year-old class C license holder in Georgia. He has a history of seizure disorder and has been seizure free since February 2015. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2015. His physician states that they are supportive of him receiving an exemption.

Shane Humphrey

Shane Humphrey is a 39-year-old class B commercial driver's license (CDL) holder in Tennessee. He has a history of epilepsy and has been seizure free since 2006. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2005. His physician states that they are supportive of him receiving an exemption.

Mila Johnson

Mila Johnson is a 21-year-old class R license holder in Colorado. She has a history of epilepsy and has been seizure free since 2016. She takes an anti-seizure medication with the dosage and frequency remaining the same since 2020. Her physician states that they are supportive of her receiving an exemption.

Joshua Larson

Joshua Larson is a 39-year-old class D license holder in Wisconsin. He has a history of epilepsy and has been seizure free since August 2015. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2015. His physician states that they are supportive of him receiving an exemption.

Bruce Machtemes

Bruce Machtemes is a 61-year-old class D license holder in Minnesota. He has a history of epilepsy and has been seizure free since February 21, 2010. He takes an anti-seizure medication with the dosage and frequency remaining the same since March 2016. His physician states that they are supportive of him receiving an exemption.

Landon Marshall

Landon Marshall is a 40-year-old class A CDL holder in Tennessee. He has a history of epilepsy and has been seizure free since 2002. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2004. His physician states that they are supportive of him receiving an exemption.

Trenton May

Trenton May is a 55-year-old class B license holder in Maryland. He has a history of epilepsy and has been seizure free since 2000. He takes an anti-seizure medication with the dosage and frequency remaining the same since May 17, 2024. His physician states that they are supportive of him receiving an exemption.

Randy McKley

Randy McKley is a 66-year-old class D license holder in Illinois. He has a history of epilepsy and has been seizure free since 2006. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2006. His physician states that they are supportive of him receiving an exemption.

James Nieman

James Nieman is a 62-year-old class C license holder in Texas. He has a history of epilepsy and has been seizure free since 1977. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2016. His physician states that they are supportive of him receiving an exemption.

Ulysses Pena

Ulysses Pena is a 27-year-old class C chauffeur's license holder in Michigan. He has a history of epilepsy and has been seizure free since 2013. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2018. His physician states that they are supportive of him receiving an exemption.

Antonio Reddick

Antonio Reddick is a 38-year-old class A CDL holder in Florida. He has a history of a single provoked seizure and has been seizure free since April 2022. He does not take anti-seizure medication. His physician states that they are supportive of him receiving an exemption.

Erick Steinlage

Erick Steinlage is a 37-year-old class A CDL holder in Iowa. He has a history of generalized seizures and has been

seizure free since May 2007. He takes an anti-seizure medication with the dosage and frequency remaining the same since March 26, 2024. His physician states that they are supportive of him receiving an exemption.

Timothy Sullivan

Timothy Sullivan is a 34-year-old class D license holder in New Hampshire. He has a history of epilepsy and has been seizure free since December 28, 2010. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2016. His physician states that they are supportive of him receiving an exemption.

Aidan Traynor

Aidan Traynor is a 54-year-old class ABCDM CDL holder in Wisconsin. He has a history of seizure disorder and has been seizure free since 2004. He takes an anti-seizure medication with the dosage and frequency remaining the same since May 2022. His physician states that they are supportive of him receiving an exemption.

Joseph Virag

Joseph Virag is a 49-year-old class CM license holder in Pennsylvania. He has a history of seizure disorder and has been seizure free since 1998. He takes an anti-seizure medication with the dosage and frequency remaining the same since 2014. His physician states that they are supportive of him receiving an exemption.

V. Request for Comments

In accordance with 49 U.S.C. 31136(e) and 31315(b), FMCSA requests public comment from all interested persons on the exemption applications described in this notice. FMCSA will consider all comments received before the close of business on the closing date indicated under the **DATES** section of the notice.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2026-18308 Filed 9-8-26; 8:45 am]

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