

would maintain the requisite statutory level of safety.

All comments received before the close of business on the comment closing date of this notice will be considered and will be available for examination in the docket. Comments received after the comment closing date will be filed in the public docket and considered to the extent practicable.

Derek D. Barrs,
Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2025–0226]

Commercial Driver's License Standards: Application for Exemption; Agri-Tech Aviation

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

ACTION: Notice of final disposition; denial of application for exemption.

SUMMARY: FMCSA announces its decision to deny the application from Agri-Tech Aviation requesting an exemption to allow its commercial learner's permit (CLP) holders who have passed the commercial driver's license (CDL) skills test but not yet obtained a CDL license to drive its commercial motor vehicles (CMV) without being accompanied by a CDL holder in the passenger seat. FMCSA analyzed the application and public comments and determined there is insufficient basis to conclude the exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption.

FOR FURTHER INFORMATION CONTACT: Ms. Bernadette Walker, FMCSA Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; (202) 507–0363; bernadette.walker@dot.gov. If you have questions on viewing or submitting material to the docket, contact Docket Services, telephone (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2025-0226/document> and

choose the document to review. To view comments, click this notice, then click “Document 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, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., 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.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from the Federal Motor Carrier Safety Regulations (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 that would be achieved absent such exemption, pursuant to the standard set forth in 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 exempted party 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)).

III. Background

Current Regulatory Requirements

Section 383.25(a)(1) of the FMCSRs requires a CDL holder with the proper CDL class and endorsements necessary to operate the CMV to accompany a CLP holder and be physically present in the front seat of the CMV next to the CLP holder at all times or, in a commercial passenger vehicle, directly behind or in the front row behind the driver and must have the CLP holder under observation and direct supervision.

Applicant's Request

Agri-Tech Aviation's application for exemption was described in detail in a **Federal Register** notice on November

24, 2025 (90 FR 53049) and will not be repeated as the facts have not changed.

IV. Public Comments

The Agency received 38 comments. None of the comments supported granting the exemption. The main theme of all opposing comments highlighted concerns about safety while urging FMCSA to adhere to all existing regulations without exceptions.

Allen Taylor commented, “The safety of the American citizen demands that those who manage the most dangerous equipment on the roadway MUST be tested and licensed. There cannot be an exemption for heavy trucks just because an untested, incapable driver wishes to do a good deed. As an equivalent, I personally should not be licensed to fly a commercial aircraft just because I may wish to bring food to Zimbabwe. The intention is NOT the critical factor—the ability to manage ALL aspects heavy trucks is. The safety of our roadways demands nothing less.” Michael Hinchley commented, “As a CDL A driver, absolutely NOT. School & test requirements are REQUIRED by law for many reasons. Understanding & speaking English also needs to be required, otherwise citizens are at a very serious risk. Moving freight is expensive & no reason to allow unqualified people operating 30,000+ lb vehicles with proper qualifications.” Neil Lemerise commented, “Student driver's need to have an experienced CDL holder in the passenger seat to adequately mentor them. Do not give an exemption to the current regulations.” Dale Richards commented, “This seems to be adding a lot of risk to the general public without any rewards. I would urge the FMCSA to not allow this exemption.”

V. FMCSA Decision

FMCSA evaluated Agri-Tech Aviation's application and public comments and denies the exemption request. The request from Agri-Tech Aviation raises safety concerns because of multiple complicating factors identified in the application, including the potential use of CLP holders to transport hazardous materials (HM).

Agri-Tech Aviation's exemption application states that it transports between 500 to 900 gallons of jet fuel and 1350 gallons of crop protection products, some of which require placarding. The applicant does not address any safety countermeasures relating to the transportation of HM under the exemption. In addition, 49 CFR 383.93(b) provides that all drivers of vehicles that require an HM placard must have an HM CDL endorsement

unless waived by the State under 49 CFR 383.3(i).

Although the applicant's CLP holders for whom the exemption is sought have passed the CDL skills test, 49 CFR 383.93(a)(2) prohibits CLP holders from obtaining an HM endorsement. The applicant's statement that it takes time to get a Class A CDL with a HM endorsement and that the exemption would allow its drivers to "get real driving experience while obtaining a Class A CDL" suggest that the applicant would use its CLP holders to transport material that requires an HM endorsement if the exemption were granted. The applicant does not address how it would achieve an equivalent level of safety while using drivers to transport placarded HM without a HM endorsement.

Other than the statement that all drivers are fully trained to meet FMCSA regulations, the applicant does not provide any information on how it would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption. This is not sufficient information for FMCSA to make a finding that granting the exemption would likely result in an equivalent level of safety as would be achieved under the regulations.

Derek D. Barrs,
Administrator.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2026-0167]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Consolidated Labeling Requirements for Motor Vehicles (Except the VIN)

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

ACTION: Notice and request for comments on a reinstatement with modification of a previously-approved information collection.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) summarized below will be submitted to the Office of Management and Budget (OMB) for review and approval. The ICR

describes the nature of the information collection and its expected burden. This document describes a collection of labeling information on nine Federal Motor Vehicle Safety Standards (FMVSS) for which NHTSA intends to seek OMB approval. The labeling requirements include brake fluid warning for vehicles with a GVWR greater than 3,500 kilograms (7,716 pounds), brake fluid warning for vehicles with a GVWR of 3,500 kilograms (7,716 pounds) or less, glazing labeling, air bag warning labels, seat belt labeling, compressed natural gas (CNG) vehicle fuel label, CNG fuel container labels, hydrogen fueled vehicle fueling label, and hydrogen fuel container labels. NHTSA is also requesting a modification of this collection to include three existing label requirements that were not previously included in this ICR and two recently established labeling requirements. The label requirements added to this ICR are for requirements contained in 49 CFR parts 571.208, 303, 304, 307, and 308. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on April 8, 2026. No comments were received.

DATES: Comments must be submitted on or before October 30, 2026.

ADDRESSES: Written comments and recommendations for the proposed information collection, including suggestions for reducing burden, should be submitted to the Office of Management and Budget at www.reginfo.gov/public/do/PRAMain. To find this particular information collection, select "Currently under Review—Open for Public Comment" or use the search function.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Mr. James Myers, Office of Crashworthiness Standards. You can reach this official by phone at 202-366-1810. Address: National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Washington, DC 20590. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from the Office of Management and Budget (OMB) before it collects certain information from the public, and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In

compliance with those requirements, this notice announces that the following information collection request is being submitted to OMB.

Title: "Consolidated Labeling Requirements for Motor Vehicles (except the VIN)."

OMB Control Number: 2127-0512.

Form Number: N/A.

Type of Request: Reinstatement and modification of a previously-approved information collection.

Type of Review Requested: Regular.

Length of Approval Requested: Three years from date of approval.

Summary of the Collection of Information: 49 U.S.C. 30111 authorizes the issuance of Federal motor vehicle safety standards (FMVSS). The agency, in prescribing a FMVSS, considers available relevant motor vehicle safety data, and consults with other agencies, as it deems appropriate. Further, the statute mandates that in issuing any FMVSS, the agency considers whether the standard is "reasonable, practicable and appropriate for the particular type of motor vehicle or item of motor vehicle equipment for which it is prescribed," and whether such a standard will contribute to carrying out the purpose of the Act.

This document describes a collection of labeling information on nine Federal Motor Vehicle Safety Standards (FMVSS) for which NHTSA intends to seek OMB approval. NHTSA is also requesting a modification of this collection to include three existing label requirements that were not previously included in this ICR and two recently established labeling requirements. The associated standards are the only standards requesting this information, meaning there is no duplication of effort. These collections provide consumers with information on safety and proper use. The information is present on every product affected by each standard. Collecting the information less frequently or not at all would increase the safety risk posed to consumers. The Secretary is authorized to invoke such rules, as deemed necessary to carry out these requirements. Using this authority, the agency issued the following FMVSS, specifying labeling requirements to aid the agency in achieving many of its safety goals:

FMVSS No. 105, "Hydraulic and electric brake systems,"

FMVSS No. 135, "Light vehicle brake systems,"

FMVSS No. 205, "Glazing materials,"

FMVSS No. 208, "Occupant crash protection,"

FMVSS No. 209, "Seat belt assemblies,"