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 person or class of persons granted the exemption, the regulatory provision(s) from which the person or class of persons is 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

Under 49 CFR 390.21, CMVs must be marked with the legal name or single trade name and USDOT number of the motor carrier. Under 49 CFR 395.5(b), drivers of passenger-carrying CMVs may not drive after having been on duty 60 hours in any 7 consecutive days if the motor carrier does not operate CMVs every day of the week or after having been on duty 70 hours in any period of 8 consecutive days if the employing motor carrier operates CMVs every day of the week.

Applicant's Request

Huntsman's current application for exemption was described in detail in a **Federal Register** notice on July 17, 2026 (91 FR 44950) and will not be repeated as the facts have not changed. Previously, Huntsman filed an application for these exemptions and FMCSA requested public comment on that application (90 FR 14179). FMCSA subsequently denied Huntsman's initial application for exemption on February 6, 2026 (91 FR 5553).

IV. Public Comments

The Agency received six comments, all of which opposed the exemptions. Submitted comments were from AWM Associates, LLC (AWM), the Commercial Vehicle Safety Alliance (CVSA), a joint filing by the Truck Safety Coalition, Citizens for Reliable and Safe Highways, and Parents Against Tired Truckers, and three individuals. AWM wrote, ''If Colorado Huntsman's duties are too intense for standard vehicles and they're concerned for its employee's and client's safety; they may use smaller vehicles not subject to the FMCSR and add items such as bullet proofing similar to armored cars.''

CVSA stated, ''In the exemption request, Huntsman has not adequately assessed the exemption's potential safety impacts or explained how it would maintain a level of safety equivalent to or greater than the level achieved through compliance with the regulation. Nor does Huntsman address how relief from the marking requirements would reduce the security threat posed to the vehicles. As such, CVSA encourages FMCSA to once again deny the request.''

The Truck Safety Coalition stated, ''Huntsman Transport fails to meet the threshold to qualify for HOS exemption. Its exemption application does not include a single new countermeasure that would help combat its dangerously high risk of driver fatigue under its proposal.''

Steven Meyer said ''This request is utterly ridiculous. Granting this exemption would ultimately cost someone their life.''

V. FMCSA Decision

FMCSA evaluated Huntsman's application for reconsideration and the public comments. The Agency has concluded that Huntsman provided no additional information that would alter its prior, February 6, 2026, decision to deny Huntsman's application for exemptions. Huntsman failed to establish that it would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved without the exemptions. Therefore, the Agency denies this application for exemptions from the HOS and CMV marking requirements and reaffirms its previous denial.

Derek D. Barrs,

Administrator.

[FR Doc. 2026–24087 Filed 11–25–26; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2026–1521]

Hours of Service; Lone Star Haz Mat Response, LLC; Application for Exemption

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 Lone Star Haz Mat Response, LLC's (Lone Star) application for an exemption to allow its ''field response'' drivers to exceed the hours of service (HOS) requirements for the purpose of returning to their normal work reporting location or residence following hazardous materials incident response operations. FMCSA analyzed the application and public comments and determined that the exemption would not 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; *Bernadette.walker@dot.gov.*

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-2026-1521/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 by visiting Dockets Operations in the DOT West Building, 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.

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 person or class of persons granted the exemption, the regulatory provision(s) from which the persons is 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

Under 49 CFR 395.3(a)(1), a property-carrying commercial motor vehicle (CMV) driver may not drive without first taking 10 consecutive hours off duty. Under sections 395.3(a)(2) and 395.3(a)(3)(i), the driver may drive no more than a total of 11 hours during a period of 14 consecutive hours after coming on duty following 10 consecutive hours off duty. Under 49 CFR 395.3(a)(3)(ii), driving is not permitted if more than 8 hours of driving time have passed without at least a consecutive 30-minute interruption in driving status. Under 49 CFR 395.3(b)(1), no motor carrier shall permit or require a driver of a property-carrying CMV to drive, nor shall any driver drive a property-carrying CMV, regardless of the number of motor carriers using the driver's services, for any period after having been on duty 60 hours in any period of 7 consecutive days or having been on duty 70 hours in any period of 8 consecutive days (49 CFR 395.3(b)(2)).

Applicant's Request

Lone Star's application for exemption was described in detail in a **Federal Register** notice published on June 30, 2026 (91 FR 39658) and will not be repeated as the facts have not changed.

IV. Public Comments

The Agency received five comments, one supporting and four opposing the exemption. An anonymous commenter said, ''I support the adoption of the proposed exemption. The circumstances described in the application affect many hazardous materials and emergency response carriers throughout the country and are not unique to Lone Star Hazmat.''

AWM Associates, LLC said, ''Lone Star's application doesn't address fatigue. . . . It appears Lone Star is seeking relief from the regulations to overcome its ability to fulfill its contractual agreements.''

Scott Keane said, ''While I understand the desire to get employees home, the practical effect of this exemption is to reposition personnel and equipment for the company's next response. That primarily benefits the carrier, not public safety.''

The Commercial Vehicle Safety Alliance commented, ''The FMCSR were established to provide a framework of the minimum requirements to operate commercial motor vehicles safely. An exemption to those safety regulations should not be granted simply because they don't comport to a company's or industry's operational model.''

The Truck Safety Coalition (TSC), Citizens for Reliable and Safe Highways, and Parents Against Tired Truckers filed a joint comment and said, ''LoneStar Haz-Mat LLC fails to meet the threshold to qualify for HOS exemption. Its exemption application does not include a single countermeasure that combats driver fatigue.''

V. FMCSA Decision

FMCSA has evaluated Lone Star's application and the public comments and denies the exemption. Lone Star's application does not provide an analysis of the safety impacts the requested exemption from the HOS regulations may cause. It also does not provide any safety countermeasures. FMCSA is therefore unable to determine that the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved by the current regulations.

For the reasons stated, Lone Star's exemption application is denied.

Derek D. Barrs,

Administrator.

[FR Doc. 2026–24086 Filed 11–25–26; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2026–0101]

Parts and Accessories Necessary for Safe Operation; Application for an Exemption From Liberty Bulk Transport, LLC, USDOT No. 3256390

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

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

SUMMARY: FMCSA announces its decision to grant an application from Liberty Bulk Transport, LLC, USDOT No. 3256390, (Liberty) for an exemption to allow it to operate commercial motor vehicles (CMVs) equipped with a module manufactured by Intellistop, Inc. (Intellistop). The Intellistop module is designed to pulse the required rear clearance, identification, and brake lamps from a lower-level lighting intensity to a higher-level lighting intensity 4 times in 2 seconds when the brakes are applied and then return the lights to a steady-burning state while the brakes remain engaged. The Agency has determined that granting the exemption to Liberty would likely achieve a level of safety equivalent to, or greater than, the level of safety achieved by the regulation.

DATES: The exemption is effective November 27, 2026 and expires November 28, 2031.

FOR FURTHER INFORMATION CONTACT: Mr. José R. Cestero, Mechanical Engineer, FMCSA Vehicle and Roadside Operations Division, Office of Carrier, Driver and Vehicle Safety Standards; *MCPSV@dot.gov.*

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-2026-0101/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 by visiting Dockets Operations in the DOT West Building, 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.

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 applications, 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(s) from which the party will