ability to safely operate the special features of a school bus.

Further, because school buses are typically operated for relatively short distances, mechanics or other qualified personnel can readily provide roadside assistance in the event of an engine malfunction. In response to NASDPTS's concerns about the shortage of vehicle maintenance personnel, the exemption does not change FMCSA's vehicle maintenance requirements in 49 CFR part 396, including that every motor carrier must systematically inspect, repair, and maintain all vehicles (49 CFR 396.3) and that unsafe operations of a CMV are forbidden (49 CFR 396.7). All State or local school bus inspection maintenance standards continue to apply.

In response to concerns about the costs for States to adopt the exemption, FMCSA notes that use of the exemption is optional, as a State may elect to continue to require all CDL applicants to meet the requirements of 49 CFR 383.113(a)(1)(i). This exemption is expressly limited to intrastate operations and drivers obtaining licenses under the exemption must adhere to that restriction. A driver granted a CDL under this exemption would not be eligible to drive a school bus on a route that crosses State lines; to drive on such a route would require a CDL without a K restriction granted upon passing the full skills test. FMCSA acknowledges that only 15 States notified the Agency that they had adopted the exemption, with one State subsequently discontinuing its adoption of the exemption. Most CDL applicants in the States that adopted the exemption who received a CDL with S and P endorsements elected to take the full CDL skills test rather than to use the exemption. The lack of widespread adoption and use of the exemption, on its own, however, does not indicate that the application should be denied.

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. Applicability of Exemption

This exemption covers States for the period beginning at 12:00 a.m. (ET) on November 28, 2026, through 11:59 p.m. on November 28, 2028. Under this exemption, a State may, but is not required to, waive the engine compartment portion of the pre-trip vehicle inspection skills test, set forth in 49 CFR 383.113(a)(1)(i), only for CDL applicants seeking the S and P endorsements, subject to the K restriction limiting their operation to intrastate commerce. States issuing CDLs pursuant to this exemption are not subject to the requirement in 49 CFR 383.133(c)(1) that this portion of the pre-trip vehicle inspection test be administered in accordance with an FMCSA pre-approved examiner information manual.

B. Terms and Conditions

When operating under this exemption, States issuing CDLs pursuant to this exemption must abide by the following terms and conditions:

1. The State Driver's Licensing Agency, when requested by FMCSA, must submit the names and CDL numbers of drivers who are issued a CDL pursuant to the terms of this exemption, as authorized by 49 CFR 383.73(h) and 384.225(e)(2), monthly to *MCPSD@dot.gov.*

2. The CDL credential must conform to the requirements of 49 CFR part 383, subpart J.

3. When issuing a K-restricted CDL with the S and P endorsements pursuant to this exemption, States must continue to comply with the applicable provisions set forth in 49 CFR 383.73.

4. When issuing a K-restricted CDL with the S and P endorsements pursuant to this exemption, States must place a school bus-only restriction on the CDL, in accordance with 49 CFR 383.153(a)(10)(ix).

5. States must conduct the remaining pre-trip vehicle inspection components of the skills test for drivers subject to this exemption, as set forth in 49 CFR 383.113(a)(1)(ii–ix).

6. This exemption applies only to the intrastate operation of school buses used to transport pre-primary, primary, or secondary school students from home to school, from school to home, or to and from school-sponsored events, as defined in 49 CFR 383.5.

C. 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) States fail to comply with the terms 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 D. Barrs,

Administrator.

[FR Doc. 2026–24085 Filed 11–25–26; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2026–1520]

Hours of Service (HOS) of Drivers: Precision Fireworks LLC; Application for Exemption

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 exemption to Precision Fireworks LLC (Precision) (USDOT #3129980) during the designated Independence Day periods. The exemption allows drivers to exclude off-duty and sleeper berth time of any length from the calculation of the 14-hour limit. FMCSA has analyzed the exemption application and the public comments and has determined that the exemption, subject to the terms and conditions set forth below, is likely to achieve a level of safety that is equivalent to or greater than the level that would be achieved in the absence of the exemption.

DATES: The exemption is effective for the period June 28 through July 8, at 11:59 p.m. local time, each year through 2030.

FOR FURTHER INFORMATION CONTACT: Ms. Pearlie Robinson, FMCSA Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; *pearlie.robinson@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-2026-1520/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 regulatory provision(s) 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

The HOS rule in 49 CFR 395.3(a)(2) prohibits a property-carrying CMV driver from driving a CMV after the 14th hour after coming on duty following 10 consecutive hours off duty.

Applicant's Request

Precision's application for exemption was described in detail in a **Federal Register** notice published on July 30, 2026 (91 FR 48209) and will not be repeated as the facts have not changed.

On June 24, 2026, FMCSA granted a waiver to Precision to cover the 2026 Independence Day period. The waiver provided the Agency time to complete the exemption process.

IV. Public Comments

The Agency received seven comments in response to Precision's request, none supporting the exemption. Among the seven commenters opposing the exemption were Brian Boswell; AWM Associates, LLC, (AWM); a joint filing by the Truck Safety Coalition, Citizens for Reliable and Safe Highways, Parents Against Tired Truckers (TLC); and an anonymous individual. The individual wrote, ''I respectfully oppose this requested exemption. The applicant's rationale is based primarily on operational challenges, workforce availability, and economic considerations rather than any demonstrated deficiency in the underlying safety regulation. While these challenges may be real, they do not justify an exception that could increase risk to the motoring public. The exemption process is intended for situations where an equivalent or greater level of safety can be demonstrated, not where compliance is difficult, costly, or inconvenient.''

Brian Boswell said, ''This is not just any hazmat being considered but fireworks class 1, there are plenty of companies and Owner Operators out here that can meet their requirements and do this within the rules. The company in question does not want to have to pay for a truck and driver sitting around while waiting on the conclusion of show. Any extra burden of expense is well worth the added safety. This seems more like profit over safety''

AWM said, ''The application must be denied avoiding an onslaught of similar exemption request from competitors striving to achieve the same economic benefits in sidestepping the HOS.''

TLC stated, ''Precision Fireworks offers no detail regarding the maximum number of on-duty hours its dual-hatted drivers may have to work in 24 hours, no detail regarding the length of its ''mandatory rest periods, and no substantial justification for how an equivalent level of safety will be achieved if the exemption is granted. Considering the exemption application's documented shortcomings and FMCSA's mission to protect the public safety interest, FMCSA must deny this request.''

V. FMCSA Decision

FMCSA has determined that granting an exemption to Precision will likely achieve a level of safety that is equivalent to, or greater than, the level of safety that would be achieved absent such exemption. Based on the Agency's experience evaluating exemption requests from fireworks companies responsible for Independence Day celebrations, pyrotechnicians rarely drive the full 11 hours allowed by the current regulations. However, in preparing for these celebrations they may need to be on duty more than 14 consecutive hours and to drive at the end of that tour of duty. Without an exemption, these pyrotechnician/drivers would be stranded, often with a CMV partially loaded with fireworks, at the site of a forthcoming shoot. The fireworks company could employ a second CDL holder, operating on a later schedule, to return the vehicle to a secure location within the 14-hour limit. The first option poses certain risks to public safety and the second would significantly increase the costs and logistical complexity of a shoot.

The operational demands of this unique industry minimize the risk of crashes. In the several days before the Independence Day celebrations, the drivers transport fireworks over relatively short routes from distribution points to the site of the fireworks display and typically do so in the early morning hours when traffic is light. At the site, the drivers spend most of their time installing, wiring, and safety-checking the fireworks displays, followed by several hours off duty in the late afternoon and early evening prior to the event. During this time, the drivers can rest and nap, thereby reducing or eliminating the fatigue accumulated during the day. The drivers then pick up the equipment and return it, and any remaining fireworks, to the licensed storage facility. Before beginning another duty day, these drivers must take 10 consecutive hours off duty, the same as other commercial motor vehicle (CMV) drivers. The individuals spend very little time driving during any work shift and they must adhere to the weekly hours of service limits, which prohibit operating a CMV after accumulating 60 hours on duty within 7 consecutive days, or 70 hours on duty within 8 consecutive days.

Furthermore, FMCSA reviewed Precision's records on file with the Agency to ensure the carrier possesses an active USDOT registration, minimum required levels of insurance, and is not subject to any ''imminent hazard'' or other operational out-of-service (OOS) orders. The Agency also conducted a comprehensive review of the carrier's safety performance history, reviewed its Motor Carrier Management Information System safety records, including inspection and crash reports submitted to FMCSA by State agencies. The carrier has a ''satisfactory'' safety rating issued by FMCSA and valid Hazardous Materials Safety Permits. In addition, the Pipeline and Hazardous Materials Safety Administration reviewed its investigative records and found no adverse data.

VI. Exemption

The exemption from the requirements of 49 CFR 395.3(a)(2) is effective for the period June 28 through July 8 each year from 2027 through 2030.

A. Applicability of Exemption

This exemption is restricted to drivers employed by Precision. Drivers covered

by this exemption will be able to exclude off-duty and sleeper-berth time of any length from the calculation of the 14-hour limit.

B. Terms and Conditions

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

1. Drivers must not drive more than 11 hours after accumulating 14 hours on duty prior to beginning a new driving period.

2. Drivers must have 10 consecutive hours off duty following 14 hours on duty prior to beginning a new driving period.

3. Drivers must maintain a valid CDL with hazardous materials endorsement and not be subject to an out-of-service order or loss of driving privileges.

4. Precision must maintain a Hazardous Materials Safety Permit and Satisfactory safety rating assigned by FMCSA under the procedures in 49 CFR part 385.

5. Precision must ensure its CMVs are properly marked as required by 49 CFR 390.21.

6. Precision must ensure it complies with the requirements for shipping papers, package marking, labeling, and placarding in 49 CFR part 172.

7. Precision and its drivers covered by the exemption must comply with all other applicable provisions of the FMCSRs (49 CFR parts 350–399) and Hazardous Materials Regulations (49 CFR parts 105–180) (HMRs).

8. Prior to the beginning of each Independence Day period this exemption is in effect, FMCSA will ensure that Precision possesses an active USDOT registration, minimum required levels of insurance, and was not subject to any ''imminent hazard'' or other OOS orders. FMCSA will also conduct a comprehensive review of the safety performance history on the carrier during the review process. As part of this process, FMCSA will review its Motor Carrier Management Information System safety records, including inspection and crash reports submitted to FMCSA by State agencies.

9. Precision may be investigated to evaluate compliance with the terms and conditions of this exemption, in addition to the FMCSRs and HMRs.

10. Precision must notify FMCSA within 5 business days of any accident (as defined in 49 CFR 390.5), involving any of the motor carrier's CMVs operating under the terms of this exemption. The notification must include the following information:

a. Identifier of the Exemption ''Precision Fireworks LLC'';

b. Date of the accident;

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

d. Driver's name and license number;

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

f. Vehicle number and State license number;

g. Number of individuals suffering physical injury;

h. Number of fatalities;

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

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

k. 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. The motor carrier must provide a copy of the driver's records of duty status for the day of the crash and the prior 7 days upon request.

Reports filed under this provision shall be emailed to *MCPSD@DOT.GOV* with Precision's name and the docket number FMCSA–2026–1520 in the subject line.

C. 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.

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) Precision 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 D. Barrs,

Administrator.

[FR Doc. 2026–24088 Filed 11–25–26; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2024–0317]

Commercial Motor Vehicle Marking; Hours of Service of Drivers: Application for Exemption; Colorado Huntsman Transport, Inc.

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 request from Colorado Huntsman Transport, Inc. dba Huntsman Transport, USDOT 4050798 (''Huntsman'') for reconsideration of its application for exemptions from the commercial motor vehicle (CMV) marking requirements and the hours of service (HOS) 60 hour/7-day limit that the Agency denied on February 6, 2026. FMCSA analyzed Huntsman's application for reconsideration and the public comments received and has determined that the applicant did not provide information that would change the Agency's previous decision to deny the exemptions.

FOR FURTHER INFORMATION CONTACT: Ms. Pearlie Robinson, FMCSA Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; *pearlie.robinson@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-2024-0317/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. 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,