

least two of which are adjustable, to secure automobiles, light trucks and vans will prevent against lateral, forward, rearward, and vertical motion as required in 49 CFR 393.128. The Agency believes that this configuration will maintain a level of safety that is equivalent to, or greater than, the level of safety achieved without the exemption.

Terms and Conditions for the Exemption

The Agency hereby grants the exemption for a 5-year period, beginning May 15, 2017 and ending May 16, 2022. During the temporary exemption period, motor carriers will be allowed to use a four-tiedown system, at least two of which must be adjustable, to secure automobiles, light trucks and vans under 49 CFR 393.128. The exemption will be valid for 5 years unless rescinded earlier by FMCSA. The exemption will be rescinded if: (1) Motor carriers and/or commercial motor vehicles fail to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a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 49 U.S.C. 31136(e) and 31315(b).

Interested parties possessing information that would demonstrate that motor carriers who use two non-adjustable tiedowns in addition to the two required adjustable tiedowns are not achieving the requisite statutory level of safety should immediately notify FMCSA. The Agency will evaluate any such information and, if safety is being compromised or if the continuation of the exemption is not consistent with 49 U.S.C. 31136(e) and 31315(b), will take immediate steps to revoke the exemption.

Preemption

In accordance with 49 U.S.C. 31313(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.

Issued on: May 8, 2017.

Daphne Y. Jefferson,
Deputy Administrator.

[FR Doc. 2017-09738 Filed 5-12-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2002-12432; FMCSA-2002-12844; FMCSA-2004-19477; FMCSA-2005-23238; FMCSA-2006-26066; FMCSA-2008-0106; FMCSA-2008-0266; FMCSA-2008-0340; FMCSA-2009-0291; FMCSA-2009-0321; FMCSA-2010-0114; FMCSA-2010-0187; FMCSA-2010-0201; FMCSA-2010-0354; FMCSA-2010-0385; FMCSA-2012-0040; FMCSA-2012-0104; FMCSA-2012-0159; FMCSA-2012-0214; FMCSA-2012-0337; FMCSA-2012-0338; FMCSA-2012-0339; FMCSA-2014-0004; FMCSA-2014-0006; FMCSA-2014-0007; FMCSA-2014-0296; FMCSA-2014-0298; FMCSA-2014-0299; FMCSA-2014-0300]

Qualification of Drivers; Exemption Applications; Vision

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

ACTION: Notice of final disposition.

SUMMARY: FMCSA announces its decision to renew exemptions for 81 individuals from the vision requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) for interstate commercial motor vehicle (CMV) drivers. The exemptions enable these individuals to continue to operate CMVs in interstate commerce without meeting the vision requirement in one eye.

DATES: Each group of renewed exemptions was effective on the dates stated in the discussions below and will expire on the dates stated in the discussions below.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, 202-366-4001, fmcsamedical@dot.gov, FMCSA, Department of Transportation, 1200 New Jersey Avenue SE., Room W64-224, Washington, DC 20590-0001. Office hours are from 8:30 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Docket Services, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Electronic Access

You may see all the comments online through the Federal Document Management System (FDMS) at: <http://www.regulations.gov>.

Docket: For access to the docket to read background documents or comments, go to <http://www.regulations.gov> and/or Room W12-140 on the ground level of the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m.

and 5 p.m., e.t., Monday through Friday, except Federal holidays.

Privacy Act: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

II. Background

On March 8, 2017, FMCSA published a notice announcing its decision to renew exemptions for 81 individuals from the vision requirement in 49 CFR 391.41(b)(10) to operate a CMV in interstate commerce and requested comments from the public (82 FR 13048). The public comment period ended on April 7, 2017, and no comments were received.

As stated in the previous notice, FMCSA has evaluated the eligibility of these applicants and determined that renewing these exemptions would achieve a level of safety equivalent to or greater than the level that would be achieved by complying with the current regulation 49 CFR 391.41(b)(10).

The physical qualification standard for drivers regarding vision found in 49 CFR 391.41(b)(10) states that a person is physically qualified to driver a CMV if that person:

Has distant visual acuity of at least 20/40 (Snellen) in each eye without corrective lenses or visual acuity separately corrected to 20/40 (Snellen) or better with corrective lenses, distant binocular acuity of a least 20/40 (Snellen) in both eyes with or without corrective lenses, field of vision of at least 70° in the horizontal meridian in each eye, and the ability to recognize the colors of traffic signals and devices showing red, green, and amber.

III. Discussion of Comments

FMCSA received no comments in this preceding.

VI. Conclusion

As of February 5, 2017, and in accordance with 49 U.S.C. 31136(e) and 31315, the following 26 individuals have satisfied the conditions for obtaining a renewed exemption from the vision requirements (71 FR 5105; 71 FR 19600; 73 FR 11989; 73 FR 35194; 73 FR 35197; 73 FR 48273; 73 FR 48275; 73 FR 75803; 74 FR 6209; 74 FR 65842; 75 FR 9478; 75 FR 13653; 75 FR 44050; 75 FR 52062; 75 FR 54958; 75 FR 70078; 76 FR 4413; 76 FR 46793; 76 FR 59245; 77 FR 7234; 77 FR 17107; 77 FR 27847; 77 FR 36336; 77 FR 38386; 77 FR 46795; 77 FR

52389; 77 FR 68200; 77 FR 68202; 78 FR 797; 79 FR 17641; 79 FR 18391; 79 FR 18392; 79 FR 29495; 79 FR 29498; 79 FR 35212; 79 FR 38659; 79 FR 47175; 79 FR 51642; 79 FR 53514; 79 FR 58856; 79 FR 59348; 79 FR 59357; 79 FR 65759; 79 FR 69985; 79 FR 72754; 79 FR 73397; 80 FR 3305; 80 FR 8927; 80 FR 9304);

Michael J. Bechta (PA)
Anatoliy A. Bogdanets (OR)
William L. Brady (KS)
Ricky J. Childress (AL)
Donald S. Dickerson (WV)
David L. Dykman (ID)
Larry E. Emanuel (FL)
Milan D. Frasier (ID)
Greg E. Gage (IA)
Eric M. Giddens, Sr. (DE)
Harold J. Haier (NY)
James A. Jones (MD)
Timothy L. Kelly (TX)
Lewis A. Kielhack (IL)
Daniel E. Manchester (GA)
Joe A. McIlroy (NY)
Richard L. Moreland (MO)
Timothy W. Nappier (MI)
Don R. Padley (MO)
Dennis D. Pimley (CA)
Monte L. Purciful (IN)
Michael R. Seldomridge (FL)
Ronald M. Scott (IN)
Ronald B. Shafer (MI)
Dennis Torrence (WI)
Jeffrey T. Zuniga (CT)

The drivers were included in one of the following docket Nos: FMCSA–2005–23238; FMCSA–2008–0106; FMCSA–2008–0340; FMCSA–2009–0291; FMCSA–2010–0201; FMCSA–2012–0104; FMCSA–2012–0159; FMCSA–2012–0214; FMCSA–2014–0004; FMCSA–2014–0006; FMCSA–2014–0007; FMCSA–2014–0296; FMCSA–2014–0298; FMCSA–2014–0299. Their exemptions are effective as of February 5, 2017, and will expire on February 5, 2019.

As of February 7, 2017, and in accordance with 49 U.S.C. 31136(e) and 31315, Thomas J. Boss (IL), has satisfied the conditions for obtaining a renewed exemption from the vision requirements (67 FR 68719; 68 FR 2629; 69 FR 71100; 72 FR 1054; 74 FR 980; 76 FR 4414; 78 FR 798; 80 FR 5615).

The driver was included in docket No. FMCSA–2002–12844. The exemption is effective as of February 7, 2017, and will expire on February 7, 2019.

As of February 11, 2017, and in accordance with 49 U.S.C. 31136(e) and 31315, the following 5 individuals have satisfied the conditions for obtaining a renewed exemption from the vision requirements (77 FR 70534; 78 FR 9772; 80 FR 3308):

Douglas Eamens (NY)

Roberto Ramos (TX)
Johnie Reed (VA)
Sammie Soles, Jr. (MI)
Grover C. Taylor (VA)

The drivers were included in docket No. FMCSA–2012–0337. Their exemptions are effective as of February 11, 2017, and will expire on February 11, 2019.

As of February 18, 2017, and in accordance with 49 U.S.C. 31136(e) and 31315, the following 30 individuals have satisfied the conditions for obtaining a renewed exemption from the vision requirements (80 FR 2473; 80 FR 18693):

David C. Berger (PA)
Raymond L. Bradshaw (TX)
Jeffrey L. Coachman (NY)
Robert W. Cushing (NH)
Kenneth Dionisi (MI)
Wolfgang K. Faulkingham (ME)
Ricky J. Franklin (OR)
James P. Gapinski (MN)
David N. Groff (PA)
Robert J. Hansen (MN)
Kevin L. Himes (CO)
Jackie Lee (FL)
Keith A. Looney (AR)
Van C. Mac (IL)
Chris D. McCance (IL)
Michael W. McCann (VA)
Preston Nehring (FL)
Dennis J. Oie (MN)
Leonardo Polonski (MA)
Don C. Powell (NY)
Luis Ramos (FL)
Kevin C. Rich (NC)
Gerardo Silva (IL)
James A. Spittal (OR)
Paul J. Stewart (CO)
David A. Stinelli (PA)
Ingrid V. Taylor (MI)
Bobby M. Warren (KY)
Steven E. Williams (GA)
Vantha Yeam (PA)

The drivers were included in docket No. FMCSA–2014–0300. Their exemptions are effective as of February 18, 2017, and will expire on February 18, 2019.

As of February 25, 2017, and in accordance with 49 U.S.C. 31136(e) and 31315, the following 19 individuals have satisfied the conditions for obtaining a renewed exemption from the vision requirements (67 FR 54525; 68 FR 8794; 69 FR 64806; 70 FR 2705; 70 FR 8659; 71 FR 63380; 72 FR 1050; 72 FR 1056; 72 FR 5489; 73 FR 51689; 73 FR 63047; 73 FR 76439; 74 FR 981; 74 FR 6207; 75 FR 1835; 75 FR 9482; 75 FR 34209; 75 FR 47883; 75 FR 47886; 75 FR 63255; 75 FR 72863; 75 FR 77942; 75 FR 79083; 75 FR 79084; 76 FR 2190; 76 FR 4414; 76 FR 5425; 76 FR 8809; 77 FR 23799; 77 FR 33558; 77 FR 70534; 77 FR 74731; 77 FR 75496; 78 FR 1919; 78 FR

9772; 78 FR 12811; 78 FR 12813; 78 FR 12817; 80 FR 3723);

William Audinwood (NY)
Kenneth L. Bowers, Jr. (MN)
Lester W. Carter (CA)
Matthew T. Eggers (IA)
Dennis E. Fisher (NY)
Andrew G. Fornsel (NY)
Jerry Hall (KY)
Dennis R. O'Dell Jr. (OK)
Jerry W. Parker (OH)
Gary W. Phelps (PA)
Charles D. Reddick (GA)
Myriam Rodriguez (CA)
Bobby L. Rupe (TX)
Jules M. Sancho, Jr. (LA)
Frank Santak (DE)
Gary Wanek (NE)
Keith Washington (IL)
Kenneth J. Weaver (WY)
Cameron R. Whitford (NY)

The drivers were included in one of the following docket Nos: FMCSA–2002–12432; FMCSA–2004–19477; FMCSA–2006–26066; FMCSA–2008–0266; FMCSA–2009–0321; FMCSA–2010–0114; FMCSA–2010–0187; FMCSA–2010–0354; FMCSA–2010–0385; FMCSA–2012–0040; FMCSA–2012–0337; FMCSA–2012–0338; FMCSA–2012–0339. Their exemptions are effective as of February 25, 2017, and will expire on February 25, 2019.

In accordance with 49 U.S.C. 31315, each exemption will be valid for two years from the effective date unless revoked earlier by FMCSA. The exemption will be revoked if the following occurs: (1) The person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained prior to being granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136 and 31315.

Issued on: May 8, 2017.

Larry W. Minor,

Associate Administrator for Policy.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2007–28043]

Hours of Service (HOS) of Drivers; American Pyrotechnics Assn. (APA) Application for Exemption From the 14-Hour Rule; Request To Add New Member to Current APA Exemption

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