affected by inclusion of these additional MOS in the program. These additional MOS are being included at the recommendation of the Army and Marine Corps to provide additional service members with the opportunity to transition to commercial driving jobs. These additional MOS were not included previously because FMCSA was not aware that these classifications received heavy-vehicle training and recurrent training equivalent to the training the original MOS receive. By increasing the MOS, FMCSA anticipates there will be an additional 30,000 drivers between the ages of 18 and 21 who are eligible to participate in the Under 21 Military CDL Pilot Program.

V. Paperwork Reduction Act

The Paperwork Reduction Act of 1995 (the PRA) (44 U.S.C. 3501–3520) prohibits agencies from conducting information collection (IC) activities until they analyze the need for the collection of information and how the collected data would be managed. Agencies must also analyze whether technology could be used to reduce the burden imposed on those providing the data. The Agency must estimate the time burden required to respond to the IC requirements, such as the time required to complete a particular form. The Agency submitted its IC analysis and burden estimate to the Office of Management and Budget (OMB) as a formal information collection request (ICR) for this pilot program and received approval on April 23, 2019. The ICR expires on April 30, 2022, and can be found under OMB Control Number 2126–0068.

VI. Removal From the Program

FMCSA reserves the right to remove any motor carrier or driver from the pilot program for reasons including, but not limited to, failing to meet any of the requirements of the program.

VII. Request for Public Comments

FMCSA requests comments on the need for, and the advisability of, including the additional MOS listed above in the pilot program. Because the questions asked in the 2016 Federal Register notice were addressed in the 2018 notice, we are not seeking responses on those issues.

James W. Deck,
Deputy Administrator.

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BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2020–0106]

Parts and Accessories Necessary for Safe Operation; Application for an Exemption From Nauto, Inc.

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

ACTION: Notice of final disposition.

SUMMARY: The Federal Motor Carrier Safety Administration (FMCSA) announces its decision to grant the Nauto, Inc. (Nauto) application for a limited 5-year exemption to allow its multi-sensor device to be mounted lower in the windshield on commercial motor vehicles (CMV) than is currently permitted. The Agency has determined that lower placement of the multi-sensor device would not have an adverse impact on safety and that adherence to the terms and conditions of the exemption would likely achieve a level of safety equivalent to, or greater than, the level of safety provided by the regulation.

DATES: This exemption is applicable October 9, 2020 and ending October 9, 2025.


Docket: For access to the docket to read background documents or comments submitted to notice requesting public comments on the exemption application, go to www.regulations.gov at any time or visit 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., ET, 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 Docket Operations. The online Federal document management system is available 24 hours each day, 365 days each year. The docket number is listed at the beginning of this notice.

SUPPLEMENTARY INFORMATION:

Background

FMCSA has authority under 49 U.S.C. 31136(e) and 31315 to grant exemptions from certain parts of the Federal Motor Carrier Safety Regulations (FMCSRs).

Background

FMCSA approved for the pilot program. As such, FMCSA believes that the safety of the pilot program will not be adversely
In its application, Nauto states that its technology uses a real-time, AI-powered Driver Behavior Learning Platform that utilizes a sophisticated road- and driver-facing, multi-sensor device equipped with interior and exterior image sensors on the windshield that continuously analyze driving activities. Nauto states that the interior image sensors identify and analyze driver actions and objects to detect distracted, drowsy, and risky driving, while the exterior image sensors detect threats such as vehicles ahead. In addition to the visual risks detected through AI on the image sensors, Nauto fuses all sensor data, including vehicle speed, location, and telemetry data, to build a complete, real-time risk assessment and predict risky events in context. Nauto states that its technology helps predict, prevent, and reduce distracted/risky driving, alerts drivers in real time, and allows for on-demand coaching of drivers. The technology also allows for the monitoring of fleets and drivers, which assists companies in identifying safety problems that can inform safety programs and policies. Nauto states that its technology “cannot function properly unless the device is mounted on a windshield at a location that allows the multiple sensors to have sufficient viewing angles to both the driver and exterior environment surrounding the vehicle and to ensure visibility of sensors to the roadway ahead the sensor placement must be within the area swept by the windshield wipers.” While the FMCSRs permit vehicle safety technologies to be placed within the swept area of the windshield under specified conditions, Nauto states that in some vehicles, its multi-sensor device must be placed lower than permitted by the regulation.

Specifically, Nauto notes that its device is:

- typically placed in the top of the center of the vehicle’s windshield. When possible, the device is located just below the vehicle’s headliner, outside of the driver’s field of vision. Sometimes such a placement is not possible, and the device is placed on either side of the mirror, no more than four inches below the upper edge of the area swept by the windshield wipers. But in some vehicles, the device must be placed more than four inches below the upper edge of the area swept by the windshield wipers. The device’s placement is never within the driver’s sight lines to the road and to highway signs and signals, and would not impair a driver’s ability to safely operate the vehicle. In the largest vehicles, the device may be placed up to eight inches below the upper edge of the area swept by the wipers, but in no event in a location that could impair a driver’s ability to safely operate the vehicle.

Without the proposed exemption, Nauto states that it will not be able to deploy its multi-sensor device in a manner that would provide the range of benefits achievable with the technology because for the device to fully function, placement must be, in some cases, outside of the mounting area allowed by the FMCSRs. The exemption would apply to all CMVs equipped with Nauto’s multi-sensor device mounted on the windshield. Nauto believes that mounting the system as described will maintain a level of safety that is equivalent to, or greater than, the level of safety achieved without the exemption.

Comments

FMCSA published a notice of the application in the Federal Register on April 2, 2020, and asked for public comment (85 FR 18632).

The Agency received no comments on the exemption application.

FMCSA Decision

FMCSA has evaluated the Nauto exemption application. In certain vehicles, the multi-sensor device must be located up to 8 inches below the top of the area swept by the windshield wipers. The device needs to be mounted in this location to ensure that the multiple sensors have sufficient viewing angles to both the driver and exterior environment surrounding the vehicle, and to ensure the clear visibility of the sensors to the roadway ahead. The Agency believes that granting the exemption to allow placement of the multi-sensor device lower than currently permitted by Agency regulations will likely provide a level of safety that is equivalent to, or greater than, the level of safety achieved without the exemption because (1) based on the technical information available, there is no indication that the multi-sensor device would obstruct drivers’ views of the roadway, highway signs and surrounding traffic; (2) generally, trucks and buses have an elevated seating position that greatly improves the forward visual field of the driver, and any impairment of available sight lines would be minimal; and (3) the mounting location 8 inches below the upper edge of the windshield and out of the driver’s normal sightline will be reasonable and enforceable at roadside. In addition, the Agency believes that the use of the multi-sensor device by fleets is likely to improve the overall level of safety to the motoring public.

This action is consistent with previous Agency action permitting the placement of similarly-sized devices on
States may, but are not required to, adopt the same exemption with respect to operations in intrastate commerce.

James W. Deck,
Deputy Administrator.

DEPARTMENT OF TRANSPORTATION
Maritime Administration
[Docket No. MARAD—2020–0133]
Notice of Consultation Pursuant to Section 106 of the National Historic Preservation Act: Decommissioning of the Nuclear Ship SAVANNAH

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice and request for comments.

SUMMARY: The National Historic Preservation Act (NHPA) requires the Maritime Administration (MARAD) to develop a Programmatic Agreement (PA) to decommission the N.S. SAVANNAH’s (NSS) nuclear power plant and subsequent license termination with the Nuclear Regulatory Commission (NRC). MARAD is considering the effect of this undertaking on the NSS as an historic property, and by this notice is seeking public comment.

DATES: Comments must be received on or before November 23, 2020. MARAD will consider comments filed after this date to the extent practicable.

ADDRESSES: You may submit comments identified by DOT Docket Number MARAD–2020–0133 by any one of the following methods:

- Email: Rulemakings.MARAD@dot.gov. Include MARAD–2020–0133 in the subject line of the message and provide your comments in the body of the email or as an attachment.
- Mail or Hand Delivery: Docket Management Facility is in the West Building, Ground Floor of the U.S. Department of Transportation. The Docket Management Facility location address is: U.S. Department of Transportation, MARAD–2020–0133, 1200 New Jersey Avenue SE, West Building, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

FOR FURTHER INFORMATION CONTACT: Erhard W. Koehler, (202) 680–2066 or via email at marad.history@dot.gov.

Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1–800–877–8339 to contact the above individual during business hours. The FIRS is available twenty-four hours a day, seven days a week, to leave a message or question. You will receive a reply during normal business hours.

You may send mail to Department of Transportation, Maritime Administration, Office of Chief Counsel, Division of Legislation and Regulations, W24–220, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.

SUPPLEMENTARY INFORMATION: Built in 1959, NSS was the world’s first nuclear-powered merchant ship and served as a signature element of President Eisenhower’s Atoms for Peace program. While in service, NSS demonstrated the peaceful use of atomic power as well as the feasibility of nuclear-powered merchant vessels. The vessel was retired from active service in 1970 and registered as a National Historic Landmark in 1991. NSS is currently part of MARAD’s National Defense Reserve Fleet (NDRF) in retention status. Additional information regarding the vessel is available at https://www.maritime.dot.gov/nssavannah.

MARAD is decommissioning the NSS’s nuclear power plant, a process that will remove the plant systems, equipment, and components for disposal, which will result in termination of MARAD’s Nuclear Regulatory Commission (NRC) license and disposition of the vessel. MARAD has determined that this Undertaking will cause an adverse effect to the NSS, and is developing a PA with the Advisory Council on the Historic Preservation (AHP), the Maryland State Historic Preservation Officer.