

provision from which the applicant 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

Under 49 CFR 395.3(a)(2) and (3), a property-carrying commercial motor vehicle (CMV) driver may drive 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(b)(1) and (2), 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. Additionally, under 49 CFR 395.3(c)(1) or (2), any period of 7 or 8 consecutive days may end with the beginning of an off-duty period of 34 or more consecutive hours.

Applicant's Request

NPGA's application for exemption was described in detail in a **Federal Register** notice on July 1, 2025, [90 FR 28854] and will not be repeated as the facts have not changed.

IV. Public Comments

The Agency received 31 unique comments.¹ Of the 31 comments, 22 comments supported granting the exemption and eight opposed the exemption. One commenter requested an extension of the comment filing period, which FMCSA granted by extending the deadline until August 15, 2025 [90 FR 35568]. Commenters that opposed the exemption included Advocates for Highway and Auto Safety, the Commercial Vehicle Safety Alliance (CVSA), National Tank Truck Carriers (NTTC), the Owner-Operator Independent Driver's Association (OOIDA), the North Carolina Department of Environmental Quality (North Carolina), the Massachusetts Department of Energy Resources (Massachusetts), the Maine Governor's Energy Office (in coordination with the Maine Emergency Management Agency and the Maine Department of Public

Safety) (Maine), and AWM Associates. Themes of opposing comments included that the exemption is unnecessary, that the request is overly broad, and that there is an existing process for waivers of HOS requirements during emergency declarations. Advocates for Highway and Auto Safety said, "Permitting an exemption for any industry or group of drivers that may face inclement weather during the winter months is a needless weakening of the HOS regulations as there is an emergency declaration process in place to consider such waivers when the conditions actually occur."

CVSA commented that the exemption is unnecessary and does not provide an explanation for how an equivalent level of safety will be maintained if implemented. OOIDA recognized NPGA's work as important but said, "we do not feel overly broad relief from HOS regulations is warranted for these types of operations." Maine expressed concern that the exemption would "usurp [] local control over actions to address local energy emergencies. . . ." North Carolina noted that liquid fuels are hazardous and explosive and commented that the State has seen significant crashes involving liquid fuels. Massachusetts stated concern with giving NPGA members "carte blanche" authority for three months every year, the lack of data to support the need for the exemption, and the risks to public safety.

NTTC stated that its members are "unwilling to accept the legal and insurance risks" of using an HOS exemption and that "NTTC opposes blanket exemptions of certain fuel commodities over others." NTTC concluded that granting HOS exemptions "potentially undermines our industry's work and message of prioritizing highway safety."

Propane transporters submitted comments supporting the exemption. Jeff Mortenson said, "Deliveries often surge due to increased demand and unpredictable weather conditions." Patrick Temples added, "As a propane marketer serving rural and weather-dependent communities, flexibility in hours of service is critical. This waiver, which we support, would help us better plan deliveries during peak demand periods, especially in extreme cold, and avoid disruptions that put customer safety at risk." C Three Logistics LLC said, "Due to the crossing of state lines in most cases the single state waivers are not useful and do not give the drivers the ability to deliver needed heating fuel."

V. FMCSA Decision

FMCSA has evaluated NPGA's application and the public comments and denies the exemption. As noted by commenters, the Agency has an existing process to issue emergency declarations and HOS waivers in response to, and even in advance of, severe weather scenarios and other emergencies.

On April 19, 2023, the Agency denied a similar exemption request from NPGA, finding that NPGA failed to provide both an analysis of the safety impacts of the requested exemption and countermeasures to ensure that the exemption would achieve the requisite level of safety [88 FR 24259]. The current application also did not provide an analysis of the safety impacts of the requested exemption. The only safety countermeasures NPGA describes are an online Fatigue and Wellness Awareness Course and a statement that drivers would abide by all other Federal regulations when not responding to an emergency. Given the hazardous nature of the material being transported and breadth of the exemption requested, FMCSA cannot determine that 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 the above reasons, NPGA's exemption application is denied.

Derek Barrs,
Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Safety Advisory 25-1 Reducing Rail Trespassing and Suicide Events

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of Safety Advisory.

SUMMARY: The Federal Transit Administration (FTA) is issuing Safety Advisory 25-1 to recommend State Safety Oversight Agencies (SSOAs) direct Rail Transit Agencies (RTAs) within their jurisdiction to use their Safety Management System (SMS) to mitigate risk related to rail trespassing and suicide events.

FOR FURTHER INFORMATION CONTACT: Ethan Novak, Safety Program Analyst, Office of Transit Safety and Oversight, at Ethan.Novak@dot.gov, phone: 202-366-1783.

¹ The regulatory docket reflect 34 comments. However, three comments were duplicate filings submitted by EDP, AWM Associates, and the Massachusetts Department of Energy Resources.

SUPPLEMENTARY INFORMATION: FTA recommends that State Safety Oversight Agencies (SSOAs) direct Rail Transit Agencies (RTAs) within their jurisdiction to identify hazards related to rail trespassing and suicide events, perform safety risk assessments, identify safety risk mitigations as necessary to reduce safety risk associated with trespassing and suicide events, and utilize safety performance monitoring and measurement procedures to assess the effectiveness of mitigations. FTA recommends SSOAs obtain any documentation related to the recommended actions outlined above from their RTAs. FTA recommends that SSOAs that receive such documentation submit it to the State Safety Oversight Reporting (SSOR) system within 180 days from the issuance of this Safety Advisory.

The FTA's Safety Advisory 25-1, "Reducing Rail Trespassing and Suicide Events," is available in its entirety on the agency's public website (<https://www.transit.dot.gov/regulations-and-guidance/safety/fta-safety-advisories>).

Authority: 49 U.S.C. 5329; 49 CFR 1.91 and 670.29.

Marcus J. Molinaro,
Administrator.

[FR Doc. 2025-21739 Filed 12-1-25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. DOT-OST-2025-1359]

Privacy Act of 1974; System of Records

AGENCY: Office of the Departmental Chief Information Officer, Office of the Secretary of Transportation, Department of Transportation (DOT).

ACTION: Notice of a modified System of Records.

SUMMARY: In accordance with the Privacy Act of 1974, the Department of Transportation (DOT), Office of the Secretary (OST), proposes to rename, update, and reissue an existing system of records titled, "DOT/ALL 7—Departmental Accounting and Financial Information System (DAFIS) and Delphi Accounting System." The name of this system of records notice will be changed to "DOT/ALL 7—DOT Financial Management Records". The records in the system are used to perform transaction based financial management functions and mandated government reporting.

DATES: Submit comments on or before January 2, 2026. The Department may publish an amended Systems of Records Notice considering any comments received. This modified system will be effective immediately upon publication. The routine uses will be effective January 2, 2026.

ADDRESSES: You may submit comments, identified by docket number DOT-OST-2025-1359 by one of the following methods:

- *Federal e-Rulemaking Portal:* <https://www.regulations.gov>. Follow the instructions for submitting comments.
- *Mail:* Department of Transportation Docket Management, Room W12-140, 1200 New Jersey Ave. SE, Washington, DC 20590.
- *Hand Delivery or Courier:* West Building Ground Floor, Room W12-140, 1200 New Jersey Ave. SE, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.
- *Instructions:* You must include the agency name and docket number DOT-OST-2025-1359. All comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. You may review the Department of Transportation's complete Privacy Act statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

Privacy Act: Anyone is able to search the electronic form of all comments received in any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.).

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> or to the street address listed above. Follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT: For questions, please contact Karyn Gorman, Departmental Chief Privacy Officer, Privacy Office, Department of Transportation, Washington, DC 20590; email: privacy@dot.gov; or 202-603-8321.

SUPPLEMENTARY INFORMATION:

Notice Updates

This Notice includes both substantive changes and non-substantive changes to the previously published Notice. The substantive changes have been made to system name, system location, system manager, authority for maintenance of the system, categories of individuals covered by the system, categories of records in the system, purpose of the system, record source categories,

Routine Uses maintained in the system, policies and practices for storing, retrieval, retention and disposal of the records in the system, and administrative, technical and physical safeguards. Non-substantive changes have been made to record access procedures as well as revisions to align with the requirements of Office of Management and Budget Memoranda (OMB) A-108 and to ensure consistency with other Notices issued by the Department of Transportation.

Background

In accordance with the Privacy Act of 1974, the Department of Transportation proposes to modify and re-issue an existing system of records titled "DOT/ALL 7—Departmental Accounting and Financial Information System (DAFIS) and Delphi Accounting System" and change the name to "DOT/ALL 7—DOT Financial Management Records". This system of records covers records collected and maintained for the purposes of performing transaction based financial management functions and mandated government reporting. The following substantive changes have been made to the Notice:

1. *System Name:* Is updated to "DOT/ALL 7—DOT Financial Management Records" from "DOT/ALL 7—Departmental Accounting and Financial Information System (DAFIS) and Delphi Accounting System" to more accurately reflect the records covered under the Notice.

2. *System Location:* Is updated to remove outdated references to Operating Administrations and specify the location of DOT's Federal shared service provider.

3. *System Manager:* This Notice updates the system manager name and address. The previous address listed was U.S. DOT, 400 7th Street SW, Washington, DC 20590.

4. *Authority:* This Notice updates the authorities to include 49 U.S.C. 322 (DOT general powers), 31 U.S.C. 3512 (b) (agency authority to maintain financial management systems and internal controls), 26 U.S.C. 6109 (Identifying numbers), 41 CFR Chapters 300-304 (Federal Travel Regulations) and E.O. 9397 (SSN) as amended (relating to use of SSNs) to expand and include relevant regulations to align with the collection of personally identifiable information and data in the system.

5. *Purpose:* Is updated to clarify how the records are used in the system and for what purpose and to include non-DOT federal agencies on a fee for use basis.