

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 Agency's ELDT regulations, set forth in 49 CFR part 380, subparts F and G, establish theory and behind-the-wheel (BTW) training requirements for individuals seeking to obtain a Class A or Class B CDL or a passenger (P), school bus (S), or hazardous materials (H) endorsement for the first time. The regulations require that ELDT be conducted only by qualified training providers and training instructors; drivers must obtain ELDT from a training provider listed on FMCSA's Training Provider Registry.

As set forth in the definition of "theory instructor" in 49 CFR 380.605, theory instructors must meet one of these qualifications: (1) The instructor holds a CDL of the same (or higher) class and with all endorsements necessary to operate the CMV for which training is to be provided and has at least 2 years of experience driving a CMV requiring a CDL of the same (or higher) class and/or the same endorsement and meets all applicable State qualification requirements for CMV instructors; or (2) the instructor holds a CDL of the same (or higher) class and with all endorsements necessary to operate the CMV for which training is to be provided, and has at least 2 years of experience as a BTW CMV instructor and meets all applicable State qualification requirements for CMV instructors. The definition of "theory instructor" in 49 CFR 380.605 includes an exception from the requirement that the instructor currently hold a CDL and relevant endorsements, if the instructor previously held a CDL of the same or higher class and complies with the other requirements set forth in the definition.

Because applicants are not required to take an HM-specific skills test to obtain the H endorsement, the ELDT regulations do not contain a BTW curriculum requirement applicable to that endorsement. There are, however, BTW ELDT requirements for applicants seeking a Class A or Class B CDL or a P or S endorsement.

#### *Applicant's Request*

Montana Trucking Association's request for an exemption was described in detail in a **Federal Register** notice on May 20, 2025 (90 FR 21820) and will not be repeated as the facts have not changed.

### IV. Public Comments

The Agency received three comments; two opposing comments and one comment that was neither for nor against the exemption. AWM Associates, LLC said, "If Mr. Cole has never had a CDL? How can he teach the curriculum? I appreciate Mr. Cole's expertise; however, it's better suited for the training requirements in 49 CFR Part § 172.704. Mr. Cole's application should be denied."

Cliff Abbott commented, "If it is necessary, or desirable, to make changes to required training, it should be done for all drivers, not simply for students of one particular instructor regardless of his/her credentials list."

Michael Ravnitzky suggested a pilot program that would allow Mr. Cole to teach the theory portions of the HM curriculum independently, have a co-instructor or guest lecturer with the required qualifications, track accidents involving Mr. Cole's trainees, and analyze performance data.

### V. FMCSA Decision

FMCSA has evaluated Mr. Cole's application for exemption and the public comments. The Agency evaluated Mr. Cole's qualifications, which includes a resume highlighting 14 years of experience as a CMV Enforcement Officer specializing in HM transportation. His credentials also feature certifications from the Commercial Vehicle Safety Alliance (CVSA) for completing the Introduction to HM Instructor Training and the Advanced Courses in HM Instructor Training, both awarded in 2023. FMCSA's National Training Center verified that Mr. Cole successfully completed 40 hours of General Hazardous Materials training in 2010 and 40 hours of North American Standard—Parts A and B in 2013.

While two commenters opposed the application, they did not specifically challenge Mr. Cole's credentials. FMCSA granted a similar exemption to an instructor for Oak Harbor Freight Lines, Inc. in 2022 (87 FR 30551). Because Mr. Cole will be limited to conducting classroom theory training and not BTW training, the Agency believes the exemption will likely achieve a level of safety that is equivalent to, or greater than, the level that will be achieved absent such exemption, in accordance with 49 CFR 381.305(a).

### VI. Exemption

#### *A. Applicability of Exemption*

This exemption from qualification requirements set forth in the definition

of "theory instructor" in 49 CFR 380.605 will allow Mr. William Cole to provide ELDT theory instructions for the H endorsement curriculum in Appendix E of Part 380 without possessing a CDL or having to have previously held a CDL.

#### *B. Terms and Conditions*

To provide ELDT instruction under this exemption, Mr. Cole must, within 30 days of employment, submit the name of the registered training provider(s) he is employed by and any subsequent changes to his employer to [MCPSD@dot.gov](mailto:MCPSD@dot.gov).

#### *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, 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 there will be any deterioration in safety stemming from this exemption. However, the exemption will be rescinded if: (1) William Cole fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than would be achieved in the absence of the exemption; or (3) continuation of the exemption would not be consistent with the goals and objects of 49 U.S.C. 31136(e) and 31315(b).

Derek Barrs,  
Administrator.

[FR Doc. 2025–21751 Filed 12–1–25; 8:45 am]

BILLING CODE 4910–EX–P

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2020–0062]

#### Marking of Commercial Motor Vehicles; Application for an Exemption From Adirondack Trailways, Pine Hill Trailways, and New York Trailways

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

**ACTION:** Notice of final disposition; renewal of exemption.

**SUMMARY:** FMCSA announces its decision to renew the exemption granted to Adirondack Transit Lines, Inc. (dba Adirondack Trailways), Pine Hill-Kingston Bus Corp. (dba Pine Hill Trailways), and Passenger Bus Corp. (dba New York Trailways), from the commercial motor vehicle (CMV) marking requirements under certain circumstances involving equipment and/or drivers. FMCSA has analyzed the exemption renewal application and the public comment 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 November 28, 2025, and expires May 28, 2030.

**FOR FURTHER INFORMATION CONTACT:** La Tonya Mimms, FMCSA Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; 202–366–9220; [latonya.mimms@dot.gov](mailto:latonya.mimms@dot.gov). If you have questions on viewing material in the docket, contact Docket Services, telephone (202) 366–9826.

#### **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-2020-0062/document> and choose the document to review. To view comments, click this notice, then click “Browse Comments.” If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., 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 Dockets Operations.

### **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 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*

The provisions in 49 CFR 390.21 require that every self-propelled CMV subject to the FMCSRs be marked with the legal name or a single trade name of the motor carrier operating the CMV, as listed on the Form MCSA–1, the URS online application, or the motor carrier identification report (Form MCS–150) and submitted in accordance with § 390.201 or § 390.19, as appropriate (49 CFR 390.21(b)(1)). The marking must also include the identification number issued by FMCSA to the motor carrier or intermodal equipment provider, preceded by the letters “USDOT” (49 CFR 390.21(b)(2)). Under 49 CFR 390.21(b)(3), if the name of any person other than the operating carrier appears on the CMV, the name of the operating carrier must be followed by the information required in 49 CFR 390.21(b)(1) and (b)(2) and be preceded by the words “operated by.”

#### *Applicant’s Request*

Adirondack Trailways, Pine Hill Trailways, and New York Trailways’ application for exemption renewal was described in detail in a **Federal Register** notice published on June 3, 2025, (90 FR 23595) and will not be repeated as the facts have not changed.

### **IV. Public Comments**

The Agency received one comment. The American Bus Association supported granting the exemption renewal and said, “Insisting on compliance with the current federal marking requirements would not increase their safety performance, but it would create an efficiency challenge and add a significant cost to the current

operations, possibly forcing a reduction in service in the long term.”

### **V. FMCSA Decision**

FMCSA has evaluated the application from Adirondack Trailways, Pine Hill Trailways, and New York Trailways, the single comment filed, and the applicants’ safety records, and grants the exemption renewal. The exemption does not provide relief from a rule that could impact the safety performance of the commonly owned companies. The applicants are fully responsible for complying with the applicable safety regulations (e.g., driver licensing and qualification, controlled substances and alcohol testing, inspection repair and maintenance, hours of service, etc.). Furthermore, the exemption does not leave Federal or State enforcement personnel without the means of identifying the carrier responsible for the operation of a vehicle on a given trip, or a means of conducting compliance assurance activities. As part of the terms and conditions of this exemption, the applicants are required to display the name and USDOT number assigned to the owner/lessee of the passenger carrier vehicle with information about the responsible motor carrier readily available from the driver.

FMCSA initially granted an exemption to Adirondack Trailways, Pine Hill Trailways, and New York Trailways on June 1, 2020. The applicants’ safety records do not indicate any safety deterioration among any of the applicants since the granting of the initial exemption. FMCSA concludes that the exemption renewal, 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 from 49 CFR 390.21(b)(3) is issued to Adirondack Transit Lines, Inc., USDOT 117395 (dba Adirondack Trailways), Pine Hill-Kingston Bus Corp., USDOT 17352 (dba Pine Hill Trailways), and Passenger Bus Corp., USDOT 584575 (dba New York Trailways).

#### *B. Terms and Conditions*

When operating under this exemption:

1. Passenger-carrying commercial vehicles must display the name and USDOT number of the owner/lessee;
2. A document signed by at least one of the authorized carriers involved in

the movement of the vehicle is kept in each vehicle operating under the exemption that provides (in electronic or paper format):

- The registered name of each party to the agreement;
- The USDOT number for each party to the agreement;

3. The passenger carrier named on the driver's record of duty status is the responsible motor carrier;

4. The owner/lessee and the responsible motor carrier must cooperate with all Federal, State, and local enforcement officials to provide the identity of the operators of the passenger carrying vehicle.

5. Adirondack Trailways, Pine Hill Trailways, and New York Trailways, as the responsible motor carriers, and drivers operating under the exemption must comply with all other requirements of the FMCSRs (49 CFR parts 350–399) and Hazardous Materials Regulations (49 CFR part 105–180).

6. Adirondack Trailways, Pine Hill Trailways, and New York Trailways must provide to FMCSA, upon request, a list of all motor carriers, along with their USDOT numbers, that have operated through lease agreements as the responsible motor carrier under this exemption.

#### 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, 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.

#### D. Notification to FMCSA

Adirondack Transit Lines, Inc. (dba Adirondack Trailways), Pine Hill-Kingston Bus Corp. (dba Pine Hill Trailways), and Passenger Bus Corp. (dba New York Trailways) 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:

1. Identifier of the Exemption: "Adirondack Transit Lines, Inc. (dba Adirondack Trailways), Pine Hill-Kingston Bus Corp. (dba Pine Hill Trailways), and Passenger Bus Corp. (dba New York Trailways)";
2. Name of operating carrier and USDOT number;
3. Date of the accident;

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

5. Driver's name and license number;

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

7. Vehicle number and State license number;

8. Number of individuals suffering physical injury;

9. Number of fatalities;

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

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

Reports filed under this provision must be emailed to [MCPSD@DOT.GOV](mailto:MCPSD@DOT.GOV) with "Adirondack Trailways, Pine Hill Trailways and, New York Trailways" and "FMCSA–2020–0062" in the subject line.

#### VII. Termination

FMCSA does not believe the motor carriers covered by this exemption will experience any deterioration of their safety record. However, the exemption will be rescinded if: (1) Adirondack Transit Lines, Inc. (dba Adirondack Trailways), Pine Hill-Kingston Bus Corp. (dba Pine Hill Trailways), and Passenger Bus Corp. (dba New York Trailways), or the motor carriers or 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 would be achieved in the absence of the exemption; or (3) continuation of the exemption would not be consistent with the goals and objects of 49 U.S.C. 31136(e) and 31315(b).

Derek Barrs,  
Administrator.

[FR Doc. 2025–21750 Filed 12–1–25; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2025–0125]

#### Hours of Service of Drivers: Application for Exemption; National Propane Gas Association

**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 National Propane

Gas Association's (NPGA) application for an exemption from various hours-of-service (HOS) requirements between December 15 and March 15 each year. FMCSA analyzed the application and public comments and determined that the exemption would not 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:** Mr. Richard Clemente, FMCSA Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; 771–216–2436 or [richard.clemente@dot.gov](mailto:richard.clemente@dot.gov). If you have questions on viewing or submitting material to the docket, contact Docket Services, telephone (202) 366–9826.

#### 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-2025-0125/document> and choose the document to review. To view comments, click this notice, then click "Browse Comments." If you do not have access to the internet, you may view the docket online by visiting Dockets Operations on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., 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 Dockets Operations.

##### 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, 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