

60-hour/70-hour rule is effective from December 18, 2025 through June 18, 2026, 11:59 p.m. local time, unless revoked.

#### A. Applicability of Exemption

This exemption is restricted to individuals employed by the member railroads of the Associations while driving CMVs to the site of an “unplanned event” which includes the following:

- A derailment;
- A rail failure or other report of a dangerous track condition;
- A track occupancy light;
- A disruption to the electric propulsion system;
- A bridge strike;
- A disabled vehicle on the train tracks;
- A train collision;
- Weather- and storm-related events including fallen trees and other debris on the tracks, snow, extreme cold or heat, rock and mudslides, track washouts, and earthquakes; and
- A matter concerning national security or public safety, including a blocked grade crossing.

#### B. Terms and Conditions

1. When operating under this exemption, drivers and carriers:

- May extend the 14-hour rule in § 395.3(a)(2) to no more than 17 hours;
- May not exceed 11 hours of driving time, following 10 consecutive hours off-duty;
- May extend the 60-hour/70-hour rule in § 395.3(b) by no more than 6 hours; and
- May not travel more than 300 air miles from the normal work-reporting location or terminal;

2. Drivers must comply with the applicable HOS limits after arriving at the site, including that drivers must record all time working to restore rail service as on-duty, not driving time;

3. Drivers may take advantage of the Agency’s personal conveyance regulatory guidance when traveling between the unplanned event work site and nearby lodging or dining facilities (83 FR 26377 (June 7, 2018)). If that guidance is not applicable to the trip, CMV drivers who have reached the HOS limits must be transported from the work site by an individual who is not subject to HOS restrictions or use a vehicle that does not meet FMCSA’s definition of a CMV (49 CFR 390.5T) when they leave the site;

4. Drivers must complete the Driver Education Module 3 and the Driver Sleep Disorders and Management Module 7 of the NAFMP ([www.nafmp.org](http://www.nafmp.org)) prior to operating

under the exemption; railroads subject to the exemption could direct CMV drivers to the DOT’s FRA’s website, the “Railroaders’ Guide to Healthy Sleep (<https://railroadersleep.fra.dot.gov/>) as an alternative resource if NAFMP’s website is unavailable;

5. Motor carriers and drivers must comply with all other provisions of the Federal Motor Carrier Safety Regulations;

6. Upon request, the Associations must provide to FMCSA a list of the U.S. Department of Transportation (USDOT) numbers of motor carriers operating under this exemption; and

7. Notification to FMCSA. The Associations must notify FMCSA within five business days of any accident, as defined in 49 CFR 390.5T, involving any of the motor carrier’s CMVs operating under the terms of this exemption.

Reports filed under this provision shall be emailed to [MCPSPD@DOT.GOV](mailto:MCPSPD@DOT.GOV). The notification must include the following information:

- a. Identifier of the Exemption: “The Associations;”
- b. Name of operating carrier and USDOT number;
- c. Date of the crash;
- d. City or town, and State, in which the accident occurred, or closest to the crash scene;
- e. Driver’s name and license number;
- f. Co-driver’s name (if any) and license number;
- g. Vehicle number and State license number;
- h. Number of individuals suffering physical injury;
- i. Number of fatalities;
- j. The police-reported cause of the crash, if provided by the enforcement agency;
- k. Whether the driver was cited for violation of any traffic laws or motor carrier safety regulations; and
- l. The total on-duty time accumulated during the seven 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.

#### 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 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.

#### D. Termination

FMCSA does not believe the drivers covered by this exemption will

experience any deterioration in their safety performance. However, the exemption will be revoked if: (1) the Associations 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 49 U.S.C. 31136(e) and 31315(b).

#### V. Request for Comments

In accordance with 49 U.S.C. 31315(b), FMCSA requests public comment from all interested persons on the application for an exemption renewal. All comments received before the close of business on the comment closing date will be considered and will be available for examination in the docket at the location listed under the Addresses section of this notice. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable. In addition to late comments, FMCSA will also continue to file in the public docket relevant information that becomes available after the comment closing date. Interested persons should continue to examine the public docket for new material.

**Derek Barrs,**  
Administrator.

[FR Doc. 2025–23479 Filed 12–18–25; 8:45 am]

**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2025–0026]

### Qualification of Drivers; Exemption Applications; Hearing

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

**ACTION:** Notice of applications for exemption; request for comments.

**SUMMARY:** FMCSA announces receipt of applications from 18 individuals for an exemption from the hearing requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) to operate a commercial motor vehicle (CMV) in interstate commerce. If granted, the exemptions would enable these hard of hearing and deaf individuals to operate CMVs in interstate commerce.

**DATES:** Comments must be received on or before January 20, 2026.

**ADDRESSES:** You may submit comments identified by Docket No. FMCSA–2025–0026 using any of the following methods:

- **Federal eRulemaking Portal:** Go to [www.regulations.gov](http://www.regulations.gov), insert the docket number (FMCSA–2025–0026) in the keyword box and click “Search.” Next, choose the only notice listed, and click on the “Comment” button. Follow the online instructions for submitting comments.

- **Mail:** Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Washington, DC 20590–0001.

- **Hand Delivery:** West Building Ground Floor, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 between 9 a.m. and 5 p.m. ET Monday through Friday, except Federal Holidays.

- **Fax:** (202) 493–2251.

To avoid duplication, please use only one of these four methods. See the “Public Participation” portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** Ms. Christine Hydock, Chief, Medical Programs Division, FMCSA, DOT, 1200 New Jersey Avenue SE, Washington, DC 20590–0001, (202) 366–4001, [fmcsamedical@dot.gov](mailto:fmcsamedical@dot.gov). Office hours are 8:30 a.m. to 5 p.m. ET Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Dockets Operations, (202) 366–9826.

#### **SUPPLEMENTARY INFORMATION:**

### **I. Public Participation**

#### **A. Submitting Comments**

If you submit a comment, please include the docket number for this notice (Docket No. FMCSA–2025–0026), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2025-0026>. Next, choose the only notice listed, click the “Comment” button, and type your comment into the text box on the following screen. Choose

whether you are submitting your comment as an individual or on behalf of a third party and then submit.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. FMCSA will consider all comments and material received during the comment period.

#### **B. Confidential Business Information (CBI)**

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the notice contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to the notice, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as “PROPIN” to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the notice. Submissions containing CBI should be sent to Brian Dahlin, Chief, Regulatory Evaluation Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001 or via email at [brian.g.dahlin@dot.gov](mailto:brian.g.dahlin@dot.gov). At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this notice.

#### **C. Viewing Comments**

To view comments, go to [www.regulations.gov](http://www.regulations.gov), insert the docket number (FMCSA–2025–0026) in the keyword box and click “Search.” Next, choose the only notice listed, and 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. 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 Dockets Operations.

#### **D. Privacy Act**

In accordance with 49 U.S.C. 31315(b)(6), DOT solicits comments from the public on the exemption request. DOT posts these comments, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice DOT/ALL–14 FDMS (Federal Docket Management System), which can be reviewed under the “Department Wide System of Records Notices” link at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edit and are searchable by the name of the submitter.

### **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)). FMCSA grants medical exemptions from the FMCSRs for a 2-year period to align with the maximum duration of a driver’s medical certification.

### **III. Background**

The physical qualification standard for drivers regarding hearing, found in § 391.41(b)(11), states that a person is physically qualified to drive a CMV if that person first perceives a forced whispered voice in the better ear at not less than 5 feet with or without the use of a hearing aid or, if tested by use of an audiometric device, does not have an

average hearing loss in the better ear greater than 40 decibels at 500 Hz, 1,000 Hz, and 2,000 Hz with or without a hearing aid when the audiometric device is calibrated to American National Standard (formerly ASA Standard) Z24.5—1951.

This standard was adopted in 1970 and was revised in 1971 to allow drivers to be qualified under this standard while wearing a hearing aid (35 FR 6458, 6463 (Apr. 22, 1970) and 36 FR 12857 (July 8, 1971)). In 2008, FMCSA published Evidence Report, “Executive Summary on Hearing, Vestibular Function and Commercial Motor Driving Safety.”<sup>1</sup> The evidence report reached two conclusions regarding the matter of hearing loss and CMV driver safety: (1) no studies that examined the relationship between hearing loss and crash risk exclusively among CMV drivers were identified; and (2) evidence from studies of the private driver’s license holder population does not support the contention that individuals with hearing impairment are at an increased risk for a crash.

On February 1, 2013, FMCSA began granting exemptions, on a case-by-case basis, to individual drivers from the physical qualification standard regarding hearing in 49 CFR 391.41(b)(11) (78 FR 3069). The Agency considers relevant scientific information and literature, the 2008 Evidence Report, “Executive Summary on Hearing, Vestibular Function and Commercial Motor Driving Safety,” any public comments received, and each individual’s driving record in deciding whether to grant the exemption.

The 18 individuals listed in this notice have requested an exemption from the hearing standard in 49 CFR 391.41(b)(11). Accordingly, the Agency will evaluate the qualifications of each applicant to determine whether granting the exemption will achieve the required level of safety mandated by statute.

#### IV. Qualifications of Applicants

##### *Dahrien Beasley*

Mr. Beasley, 26, holds a class C driver’s license in Georgia.

##### *Cody Blackwood*

Mr. Blackwood, 31, holds a class D driver’s license in Oklahoma.

##### *Kenneth Bowman*

Mr. Bowman, 64, holds a class A commercial driver’s license (CDL) in Tennessee.

##### *David Brown*

Mr. Brown, 47, holds a class A CDL in Colorado.

##### *Earl Edwards*

Mr/. Edwards, 50, holds a class A CDL in California.

##### *Jeff Furlano*

Mr. Furlano, 57, holds a class D driver’s license in Wisconsin.

##### *Michael Giordano*

Mr. Giordano, 58, holds a class C driver’s license in North Carolina.

##### *Adam Haren*

Mr. Haren, 45, holds a class D driver’s license in Ohio.

##### *Jack Helveston*

Mr. Helveston, 62, holds a class A CDL in Pennsylvania.

##### *Diana Hernandez*

Ms. Hernandez, 29, holds a class C driver’s license in California.

##### *Jonathan Holdridge*

Mr. Holdridge, 26, holds a class C driver’s license in Texas.

##### *Arman Ladio*

Mr. Ladio, 62, holds a class C driver’s license in California.

##### *Viktor Lisnichenko*

Mr. Lisnichenko, 56, holds a regular driver’s license in Washington.

##### *Steven Mayfield*

Mr. Mayfield, 57, holds a class D driver’s license in Ohio.

##### *Avery Montgomery*

Mr. Montgomery, 38, holds a class C driver’s license in Maryland.

##### *Augustine Quiah*

Mr. Quiah, 27, holds a class C driver’s license in Pennsylvania.

##### *Samuel Stokes*

Mr. Stokes, 34, holds a class D driver’s license in Oklahoma.

##### *Jack Werff*

Mr. Werff, 43, holds a class D driver’s license in Ohio.

#### V. Request for Comments

In accordance with 49 U.S.C. 31136(e) and 31315(b), FMCSA requests public comment from all interested persons on the exemption applications described in this notice. FMCSA will consider all comments received before the close of

business on the closing date indicated under the **DATES** section of the notice.

##### **Larry W. Minor,**

*Associate Administrator for Policy.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2014–0383; FMCSA–2014–0385; FMCSA–2014–0387; FMCSA–2017–0057; FMCSA–2017–0060; FMCSA–2018–0138; FMCSA–2019–0110; FMCSA–2021–0014; FMCSA–2021–0015; FMCSA–2023–0022]

### Qualification of Drivers; Exemption Applications; Hearing

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

**ACTION:** Notice of renewal of exemptions; request for comments.

**SUMMARY:** FMCSA announces its decision to renew exemptions for 13 individuals from the hearing requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) for interstate commercial motor vehicle (CMV) drivers. The exemptions enable these hard of hearing and deaf individuals to continue to operate CMVs in interstate commerce.

**DATES:** Each group of renewed exemptions were applicable on the dates stated in the discussions below and will expire on the dates provided below. Comments must be received on or before January 20, 2026.

**ADDRESSES:** You may submit comments identified by Docket No. FMCSA–2014–0383, FMCSA–2014–0385, FMCSA–2014–0387, FMCSA–2017–0057, FMCSA–2017–0060, FMCSA–2018–0138, FMCSA–2019–0110, FMCSA–2021–0014, FMCSA–2021–0015, or FMCSA–2023–0022, as appropriate, using any of the following methods:

- *Federal eRulemaking Portal:* Go to [www.regulations.gov](http://www.regulations.gov), insert the docket number (FMCSA–2014–0383, FMCSA–2014–0385, FMCSA–2014–0387, FMCSA–2017–0057, FMCSA–2017–0060, FMCSA–2018–0138, FMCSA–2019–0110, FMCSA–2021–0014, FMCSA–2021–0015, or FMCSA–2023–0022, as appropriate) in the keyword box and click “Search.” Next, sort the results by “Posted (Newer-Older),” choose the first notice listed, and click on the “Comment” button. Follow the online instructions for submitting comments.

<sup>1</sup> <https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/Hearing-Evidence-Report-FinalExecutive-Summary-prot.pdf>.