

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 and Documents

To view comments, as well as any documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, insert FMCSA–2025–1282 in the keyword box, select the document tab 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 by visiting Docket 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.

#### 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 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. Applicant’s Request

##### Current Regulatory Requirements

Under 49 CFR 395.8(a)(1)(i), drivers required to prepare RODS must do so using an ELD. Under 49 CFR 395.8(a)(1)(iii)(A)(1), a motor carrier may allow its drivers to prepare RODS manually, rather than use an ELD, if the driver is operating a commercial motor vehicle (CMV) “[i]n a manner requiring completion of a record of duty status on not more than 8 days within any 30-day period.”

##### Applicant’s Request

The FOPT states that it is a nonprofit advocacy organization whose members are professional drivers and small carriers operating across the United States. FOPT requests an exemption from the ELD requirement in 49 CFR 395.8. The requested exemption would apply to FOPT members and any other professional driver choosing to participate. The exemption would allow drivers to record their RODS manually with a paper logbook, rather than with an ELD. FOPT indicates that drivers operating under the exemption would meet all other hours-of-service (HOS) requirements in 49 CFR part 395.

FOPT argues that paper RODS remain enforceable, are understood by enforcement officers nationwide, and that small carriers face disproportionate financial burdens from the ELD requirements. FOPT further states that “[t]echnical limitations and frequent malfunctions highlight the continued necessity of paper alternatives,” and that Executive Order 12866 requires agencies to avoid unnecessary regulatory burdens when reasonable alternatives exist.

##### Applicant’s Equivalent Level of Safety

FOPT believes the exemption would not compromise safety because FOPT would provide members education to ensure accuracy in paper RODS completion. Participating carriers would conduct random internal audits, and “violations of HOS limits by paper RODS users will result in exclusion from the exemption program.”

A copy of the FOPT’s application for exemption is available for review in the docket for this notice.

#### IV. Request for Comments

In accordance with 49 U.S.C. 31315(b), FMCSA requests public comment from all interested persons on FOPT’s application for an exemption from the requirement in 49 CFR 395.8(a)(1)(i), that drivers required to prepare RODS must do so using ELDs. 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.

**Larry W. Minor,**  
Associate Administrator of Policy.

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2026–0265]

### NHTSA Automated Vehicle Safety Public Meeting: March 2026

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

**ACTION:** Notice of a public meeting.

**SUMMARY:** The National Highway Traffic Safety Administration (NHTSA) will hold a public meeting on March 10, 2026. The event will provide updates and insights into ongoing vehicle automation activities across NHTSA. The meeting will be held in-person and will feature keynote addresses from the DOT leadership and industry executive panel discussions on key Automated Driving Systems (ADS) topics in the morning. The second portion of the meeting will build upon the ADS workshop held November 20, 2025. NHTSA gleaned valuable information from stakeholders on various topics. In this subsequent meeting, NHTSA intends to gather specific input on potential actions, including potential future guidance to the safe domestic

development, testing and deployment of ADS equipped vehicles. NHTSA intends to utilize stakeholder input to better inform the agency's upcoming activities. The event will not be live streamed.

**DATES:** NHTSA will hold the Automated Vehicle Safety public meeting on March 10, 2026. Attendees must register no later than March 5, 2026. The public docket will remain open for comments for 30 days following the public meeting, until April 10, 2026.

**ADDRESSES:** The Automated Vehicle Safety public meeting be held in-person at the DOT Headquarters: 1200 New Jersey Avenue SE, West Building Atrium, Washington, DC 20590.

**Registration:** Attendees must register at <https://www.nhtsa.gov/events/av-public-meeting-2026>. Please follow the registration instructions presented on the registration site.

**Comments:** You may submit comments about either the public meeting or the workshop by any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- **Mail:** Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, 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 202–366–9826 before coming.

- **Fax:** 202–366–1767.

**Instructions:** All submissions must include the agency name and docket number. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act discussion below.

**Docket:** For access to the docket go to <http://www.regulations.gov> at any time or to 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12–140, Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. Telephone: 202–366–9826.

**Privacy Act:** Anyone is able to search the electronic form of all comments received into 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.). You may

review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78), or you may visit <http://www.regulations.gov/privacy.html>.

**Confidential Business Information:** If you wish to submit any information under a claim of confidentiality, you must submit your request directly to NHTSA's Office of the Chief Counsel. Requests for confidentiality are governed by part 512. NHTSA is currently treating electronic submission as an acceptable method for submitting confidential business information to the agency under part 512. If you would like to submit a request for confidential treatment, you may email your submission to Dan Rabinovitz in the Office of the Chief Counsel at [Daniel.Rabinovitz@dot.gov](mailto:Daniel.Rabinovitz@dot.gov) or you may contact him for a secure file transfer link. At this time, you should not send a duplicate hardcopy of your electronic CBI submissions to DOT headquarters. If you claim that any of the information or documents provided to the agency constitute confidential business information within the meaning of 5 U.S.C. 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. 1905, you must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with part 512, to the Office of the Chief Counsel. Your request must include a cover letter setting forth the information specified in our confidential business information regulation (49 CFR 512.8) and a certificate, pursuant to § 512.4(b) and part 512, appendix A. In addition, you should submit a copy, from which you have deleted the claimed confidential business information, to the Docket at the address given above.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about the public meeting, please contact Debbie Sweet at [Debbie.Sweet@dot.gov](mailto:Debbie.Sweet@dot.gov) or 202–366–7409.

**SUPPLEMENTARY INFORMATION:** On April 24, 2025, Secretary Duffy announced NHTSA's Automated Vehicle (AV) Framework. The AV Framework is built on three principles:

- Prioritize the safety of ongoing AV operations on public roads
- Unleash innovation by removing unnecessary regulatory barriers
- Enable commercial deployment of AVs to enhance safety and mobility for the American public.

The Agency continues to execute actions to further the AV Framework in support of Administration and DOT priorities. As the next step, NHTSA is holding an Automated Vehicle Safety meeting on March 10, 2026. This

meeting is intended to inform the public and NHTSA stakeholders about the agency's ongoing activities AV safety. DOT executive leadership will discuss recent work and planned future activities.

The second portion of the event will include several workshopping tables to allow NHTSA to hear from stakeholders on a variety of ADS topics, including on NHTSA's intent to provide updated guidance. NHTSA encourages attendees to prepare to provide input on ADS operations and safety. Updates and additional details on the working group topics will be posted at <https://www.nhtsa.gov/events/av-public-meeting-2026> in advance of the event, and NHTSA will notify registrants by email when new information becomes available.

NHTSA seeks public comments on the information presented, as well as input on the agency's AV priorities, need for Federal guidance, and additional gaps or needs the public may believe NHTSA should address. Additionally, NHTSA seeks input on topics for future stakeholder meetings.

Registration is required for anyone planning to attend either or both the public meeting and the ADS workshop. Instructions for registration as well as accessing the docket are found under the **ADDRESSES** heading. Updates on this event will be available at <https://www.nhtsa.gov/events/av-public-meeting-2026> and NHTSA recommends checking back periodically for updates or potential schedule changes.

NHTSA is committed to providing equal access to this event for all participants and accommodation requests may be sent to [NHTSA.Communication@dot.gov](mailto:NHTSA.Communication@dot.gov) by March 2, 2026.

Should it be necessary to cancel or reschedule the meeting due to an unforeseen circumstance, NHTSA will take all available measures to notify registered participants as soon as possible. The event will not be live streamed.

Issued on February 4, 2026.

**Jonathan Morrison,**

Administrator, National Highway Traffic Safety Administration.

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