

assessment on immediate and mid-term improvements to the current toll barrier that will improve operations, safety, and reduce congestion. Proposed immediate actions in the feasibility study will improve operations and safety, and mid-term improvements have the potential to address all capacity issues at the barrier today, as well as maintain viability of the toll plaza for the next 10 years. The improvements now being considered will not have a significant impact on the environment and will be progressed as Categorical Exclusion(s) or equivalent under the State Environmental Quality Review Process. (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

**Authority:** 23 U.S.C. 315; 23 CFR 771.123.

Issued on: September 23, 2013.

**Michael Canavan,**

*Chief, Operating Officer, Federal Highway Administration, Albany, New York.*

[FR Doc. 2013-23585 Filed 9-27-13; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No FMCSA-2011-0097]

#### Pilot Program on NAFTA Trucking Provisions

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA).

**ACTION:** Notice; request for public comment.

**SUMMARY:** FMCSA announces and requests public comment on data and information concerning the Pre-Authorization Safety Audit (PASA) for Transportation and Cargo Solutions S de RL de CV (TRACSO) with U.S. Department of Transportation (USDOT) number 779973, which applied to participate in the Agency's long-haul pilot program to test and demonstrate the ability of Mexico-domiciled motor carriers to operate safely in the United States beyond the municipalities in the United States on the United States-Mexico international border or the commercial zones of such municipalities. This action is required by the "U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007" and all subsequent appropriations.

**DATES:** Comments must be received on or before October 10, 2013.

**ADDRESSES:** You may submit comments identified by Federal Docket Management System Number FMCSA-2011-0097 by any one of the following methods:

- Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- Fax: 1-202-493-2251.
- Mail: Docket Management Facility, (M-30), U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., West Building, Ground Floor, Room 12-140, Washington, DC 20590-0001.
- Hand Delivery: Same as mail address above, between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

To avoid duplication, please use only one of these four methods. All submissions must include the Agency name and docket number for this notice. See the "Public Participation" heading below for instructions on submitting comments and additional information.

**FOR FURTHER INFORMATION CONTACT:** Carla Vagnini, FMCSA, North American Borders Division, 1200 New Jersey Avenue SE., Washington, DC 20590-0001. Telephone (202) 366-3771 or email [carla.vagnini@dot.gov](mailto:carla.vagnini@dot.gov). Office hours are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal Holidays.

#### SUPPLEMENTARY INFORMATION:

##### Public Participation and Request for Comments

FMCSA encourages you to participate by submitting comments and related materials. The <http://www.regulations.gov> Web site is generally available 24 hours each day, 365 days each year. You can get electronic submission and retrieval help and guidelines under the "help" section of the Web site. Comments received after the comment closing date will be included in the docket, and will be considered to the extent practicable.

##### Submitting Comments

If you submit a comment, please include the docket number (FMCSA-2011-0097), indicate the specific question to which each comment responds, 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 the Agency can contact you if it has questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov> and type "FMCSA-2011-0097" in the search box. Locate this document in the list and click on "Comment Now!" 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. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

##### Viewing Comments and Documents

To view comments, as well as documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov> and type "FMCSA-2011-0097" in the search box and locate this document in the list. Next, click "Open Docket Folder" and click on the title of the document you wish to view. If you do not have access to the Internet, you may view the docket online by visiting the Docket Management Facility in Room W12-140 on the ground floor of the DOT West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., e.t., Monday through Friday. Note that all comments received, including any personal information provided, will be posted without change to <http://www.regulations.gov>. Please see the "Privacy Act" heading below.

**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 Privacy Act System of Records Notice for the DOT Federal Docket Management System published in the **Federal Register** on January 17, 2008 (73 FR 3316), or you may visit <http://edocket.access.gpo.gov/2008/pdf/E8-785.pdf>.

##### Background

On May 25, 2007, the President signed into law the U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007 (the Act), (Pub. L. 110-28, 121 Stat. 112, 183, May 25, 2007). Section 6901 of the Act requires that certain actions be taken by the Department of Transportation (the Department) as a condition of obligating or expending appropriated funds to grant authority to Mexico-domiciled

motor carriers to operate beyond the municipalities in the United States on the United States-Mexico international border or the commercial zones of such municipalities (border commercial zones).

On July 8, 2011, FMCSA announced in the **Federal Register** [76 FR 40420] its intent to proceed with the initiation of a U.S.-Mexico cross-border long-haul trucking pilot program to test and demonstrate the ability of Mexico-domiciled motor carriers to operate safely in the United States beyond the border commercial zones as detailed in the Agency's April 13, 2011, **Federal Register** notice [76 FR 20807]. The pilot program is a part of FMCSA's implementation of the North American Free Trade Agreement (NAFTA) cross-border long-haul trucking provisions in compliance with section 6901(b)(2)(B) of the Act. FMCSA reviewed, assessed, and evaluated the required safety measures as noted in the July 8, 2011, notice and considered all comments received on or before May 13, 2011, in response to the April 13, 2011, notice. Additionally, to the extent practicable, FMCSA considered comments received after May 13, 2011.

In accordance with section 6901(b)(2)(B)(i) of the Act, FMCSA is required to publish in the **Federal Register**, and provide sufficient opportunity for public notice and comment comprehensive data and information on the PASAs conducted of motor carriers domiciled in Mexico that are granted authority to operate beyond the border commercial zones. This notice serves to fulfill this requirement.

FMCSA is publishing for public comment the data and information relating to one PASA that was completed on June 18, 2013. FMCSA announces that the Mexico-domiciled motor carrier in Table 1 successfully completed the PASA. Notice of this completion was also published in the FMCSA Register.

Tables 2, 3 and 4 all titled ("Successful Pre-Authorization Safety Audit (PASA) Information") set out additional information on the carrier(s) noted in Table 1. A narrative description of each column in the tables is provided as follows:

A. *Row Number in the Appendix for the Specific Carrier*: The row number for each line in the tables.

B. *Name of Carrier*: The legal name of the Mexico-domiciled motor carrier that applied for authority to operate in the United States (U.S.) beyond the border commercial zones and was considered for participation in the long-haul pilot program.

C. *U.S. DOT Number*: The identification number assigned to the Mexico-domiciled motor carrier and required to be displayed on each side of the motor carrier's power units. If granted provisional operating authority, the Mexico-domiciled motor carrier will be required to add the suffix "X" to the ending of its assigned U.S. DOT Number for those vehicles approved to participate in the pilot program.

D. *FMCSA Register Number*: The number assigned to the Mexico-domiciled motor carrier's operating authority as found in the FMCSA Register.

E. *PASA Initiated*: The date the PASA was initiated.

F. *PASA Completed*: The date the PASA was completed.

G. *PASA Results*: The results upon completion of the PASA. The PASA receives a quality assurance review before approval. The quality assurance process involves a dual review by the FMCSA Division Office supervisor of the auditor assigned to conduct the PASA and by the FMCSA Service Center New Entrant Specialist designated for the specific FMCSA Division Office. This dual review ensures the successfully completed PASA was conducted in accordance with FMCSA policy, procedures and guidance. Upon approval, the PASA results are uploaded into the FMCSA's Motor Carrier Management Information System (MCMIS). The PASA information and results are then recorded in the Mexico-domiciled motor carrier's safety performance record in MCMIS.

H. *FMCSA Register*: The date FMCSA published notice of a successfully completed PASA in the FMCSA Register. The FMCSA Register notice advises interested parties that the application has been preliminarily granted and that protests to the application must be filed within 10 days of the publication date. Protests are filed with FMCSA Headquarters in Washington, DC. The notice in the FMCSA Register lists the following information:

- a. Current registration number (e.g., [INSERT MX NUMBER]);
- b. Date the notice was published in the FMCSA Register;
- c. The applicant's name and address; and
- d. Representative or contact information for the applicant.

The FMCSA Register may be accessed through FMCSA's Licensing and Insurance public Web site at <http://li-public.fmcsa.dot.gov/>, and selecting FMCSA Register in the drop down menu.

I. *U.S. Drivers*: The total number of the motor carrier's drivers approved for long-haul transportation in the United States beyond the border commercial zones.

J. *U.S. Vehicles*: The total number of the motor carrier's power units approved for long-haul transportation in the United States beyond the border commercial zones.

K. *Passed Verification of 5 Elements (Yes/No)*: A Mexico-domiciled motor carrier will not be granted provisional operating authority if FMCSA cannot verify all of the following five mandatory elements. FMCSA must:

a. Verify a controlled substances and alcohol testing program consistent with 49 CFR part 40.

b. Verify a system of compliance with hours-of-service rules of 49 CFR part 395, including recordkeeping and retention;

c. Verify the ability to obtain financial responsibility as required by 49 CFR 387, including the ability to obtain insurance in the United States;

d. Verify records of periodic vehicle inspections; and

e. Verify the qualifications of each driver the carrier intends to use under such authority, as required by 49 CFR parts 383 and 391, including confirming the validity of each driver's Licencia Federal de Conductor and English language proficiency.

L. *If No, Which Element Failed*: If FMCSA cannot verify one or more of the five mandatory elements outlined in 49 CFR part 365, Appendix A, Section III, this column will specify which mandatory element(s) cannot be verified.

Please note that for items L through P below, during the PASA, after verifying the five mandatory elements discussed in item K above, FMCSA will gather information by reviewing a motor carrier's compliance with "acute and critical" regulations of the Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs). Acute regulations are those where noncompliance is so severe as to require immediate corrective actions by a motor carrier regardless of the overall basic safety management controls of the motor carrier. Critical regulations are those where noncompliance relates to management and/or operational controls. These regulations are indicative of breakdowns in a carrier's management controls. A list of acute and critical regulations is included in 49 CFR Part 385, Appendix B, Section VII.

Parts of the FMCSRs and HMRs having similar characteristics are combined together into six regulatory

areas called “factors.” The regulatory factors are intended to evaluate the adequacy of a carrier’s management controls.

M. *Passed Phase 1, Factor 1:* A “yes” in this column indicates the carrier has successfully met Factor 1 (listed in part 365, Subpart E, Appendix A, Section IV(f)). Factor 1 includes the General Requirements outlined in parts 387 (Minimum Levels of Financial Responsibility for Motor Carriers) and 390 (Federal Motor Carrier Safety Regulations—General).

N. *Passed Phase 1, Factor 2:* A “yes” in this column indicates the carrier has successfully met Factor 2, which includes the Driver Requirements outlined in parts 382 (Controlled Substances and Alcohol Use and Testing), 383 (Commercial Driver’s License Standards; Requirements and Penalties) and 391 (Qualifications of Drivers and Longer Combination Vehicle (LCV) Driver Instructors).

O. *Passed Phase 1, Factor 3:* A “yes” in this column indicates the carrier has successfully met Factor 3, which includes the Operational Requirements outlined in parts 392 (Driving of Commercial Motor Vehicles) and 395 (Hours of Service of Drivers).

P. *Passed Phase 1, Factor 4:* A “yes” in this column indicates the carrier has successfully met Factor 4, which includes the Vehicle Requirements outlined in parts 393 (Parts and Accessories Necessary for Safe Operation) and 396 (Inspection, Repair and Maintenance) and vehicle inspection and out-of-service data for the last 12 months.

Q. *Passed Phase 1, Factor 5:* A “yes” in this column indicates the carrier has successfully met Factor 5, which includes the hazardous material requirements outlined in parts 171 (General Information, Regulations, and

Definitions), 177 (Carriage by Public Highway), 180 (Continuing Qualification and Maintenance of Packagings) and 397 (Transportation of Hazardous Materials; Driving and Parking Rules).

R. *Passed Phase 1, Factor 6:* A “yes” in this column indicates the carrier has successfully met Factor 6, which includes Accident History. This factor is the recordable accident rate during the past 12 months. A recordable “accident” is defined in 49 CFR 390.5, and means an accident involving a commercial motor vehicle operating on a public road in interstate or intrastate commerce which results in a fatality; a bodily injury to a person who, as a result of the injury, immediately received medical treatment away from the scene of the accident; or one or more motor vehicles incurring disabling damage as a result of the accident requiring the motor vehicle to be transported away from the scene by a tow truck or other motor vehicle.

S. *Number U.S. Vehicles Inspected:* The total number of vehicles (power units) the motor carrier is approved to operate in the United States beyond the border commercial zones that received a vehicle inspection during the PASA. During a PASA, FMCSA inspected all power units to be used by the motor carrier in the pilot program and applied a current Commercial Vehicle Safety Alliance (CVSA) inspection decal, if the inspection is passed successfully. This number reflects the vehicles that were inspected, irrespective of whether the vehicle received a CVSA inspection at the time of the PASA decal as a result of a passed inspection.

T. *Number U.S. Vehicles Issued CVSA decal:* The total number of inspected vehicles (power units) the motor carrier is approved to operate in the United States beyond the border commercial

zones that received a CVSA inspection decal as a result of an inspection during the PASA.

U. *Controlled Substances Collection:* Refers to the applicability and/or country of origin of the controlled substance and alcohol collection facility that will be used by a motor carrier that has successfully completed the PASA.

a. “US” means the controlled substance and alcohol collection facility is based in the United States.

b. “MX” means the controlled substance and alcohol collection facility is based in Mexico.

c. “Non-CDL” means that during the PASA, FMCSA verified that the motor carrier is not utilizing commercial motor vehicles subject to the commercial driver’s license requirements as defined in 49 CFR 383.5 (Definition of Commercial Motor Vehicle). Any motor carrier that does not operate commercial motor vehicles as defined in § 383.5 is not subject to DOT controlled substance and alcohol testing requirements.

V. *Name of Controlled Substances and Alcohol Collection Facility:* Shows the name and location of the controlled substances and alcohol collection facility that will be used by a Mexico-domiciled motor carrier that has completed the PASA.

TABLE 1

Row number in Tables 2, 3 and 4 of the Appendix to today’s notice	Name of carrier	USDOT No.
1 .....	Transportation and Cargo Solutions S de RL de CV.	779973

TABLE 2—SUCCESSFUL PRE-AUTHORIZATION SAFETY AUDIT (PASA) INFORMATION (SEE ALSO TABLES 3 AND 4)

Column A—Row Number	Column B—Name of Carrier	Column C—US DOT Number	Column D—FMCSA Register Number	Column E—PASA Initiated	Column F—PASA Completed	Col. G—PASA Results	Col. H—FMCSA Register	Col. I US Drivers	Col. J—US Vehicles
1 .....	Transportation and Cargo Solutions S de RL de CV.	779973	MX-347064	04/23/2013	06/18/2013	Pass	MX-347064	4	7

TABLE 3—SUCCESSFUL PRE-AUTHORIZATION SAFETY AUDIT (PASA) INFORMATION (SEE ALSO TABLES 2 AND 4)

Column A—Row Number	Column B—Name of Carrier	Column C—US DOT Number	Column D—FMCSA Register Number	Column K—Passed Verification of 5 Elements (Yes/No)	Column L—If No, Which Element Failed	Column M—Passed Phase 1 Factor 1	Column N—Passed Phase 1 Factor 2	Column O—Passed Phase 1 Factor 3	Column P—Passed Phase 1 Factor 4
1 .....	Transportation and Cargo Solutions S de RL de CV.	779973	MX-347064	YES	N/A	YES	YES	YES	YES

TABLE 4—SUCCESSFUL PRE-AUTHORIZATION SAFETY AUDIT (PASA) INFORMATION AS OF SEPTEMBER 9, 2011 (SEE ALSO TABLES 2 AND 3)

Column A—Row Number	Column B—Name of Carrier	Column C—US DOT Number	Column D—FMCSA Register Number	Column Q—Passed Phase 1 Factor 5	Column R—Passed Phase 1 Factor 6	Column S—Number US Vehicles Inspected	Column T—Number US Vehicles issued CVSA decal	Column U—Controlled Substance Collection	Column V—Name of Controlled Substances and Alcohol Collection Facility
1 .....	Transportation and Cargo Solutions S de RL de CV.	779973	MX-347064	YES	YES	7	7	US	Quest Diagnostic Laboratories

In an effort to provide as much information as possible for review, the application and PASA results for this carrier are posted at the Agency's Web site for the pilot program at <http://www.fmcsa.dot.gov/intl-programs/trucking/Trucking-Program.aspx>. For carriers that participated in the Agency's demonstration project that ended in 2009, copies of the previous PASA and compliance review, if conducted, are also posted. All documents were redacted so that personal information regarding the drivers is not released. Sensitive business information, such as the carrier's tax identification number, is also redacted. In response to previous comments received regarding the PASA notice process, FMCSA also posted copies of the vehicle inspections conducted during the PASA in the PASA document.

A list of the carrier's vehicles approved by FMCSA for use in the pilot program is also available at the above referenced Web site.

The Agency acknowledges that through the PASA process it was determined that TRACSO had an affiliation not identified in the original application. This was noted during the Agency's vetting and documented as an attachment to the PASA. TRACSO officials submitted for the record a letter

confirming the relationship with a U.S.-domiciled motor carrier, XIM Enterprises, LLC. The letter states XIM Enterprises LLC received their authority in January 2013, which was after TRACSO submitted their OP-1 (MX) application to participate in the Pilot Program. The letter further stated that XIM Enterprises LLC has never begun operations. It should be noted that TRACSO officials have since deactivated the US DOT number and operating authority for XIM Enterprises LLC. During its vetting of the application and the PASA, FMCSA confirmed that TRACSO did not establish or use the affiliated company to evade FMCSA regulations in continuing motor carrier operations, or for the purpose of avoiding or hiding previous non-compliance or safety problems.

TRACSO was issued a Certificate of Registration to operate wholly within the commercial zones and municipalities along the southern international border in September 2003 and had a safety audit conducted on its operations in the United States on October 16, 2003. The company passed the safety audit with no violations noted on the report.

During the PASA, the Agency found that TRACSO had deficiencies noted in its driver qualification file, as the files

were missing complete employment applications and controlled substance and alcohol testing history from previous employers.

The PASA also found that on at least one occasion the motor carrier failed to require its driver to prepare and submit a record of duty status when it failed to meet each of the requirements of the 100 air-mile radius exemption. Finally, on at least one occasion the motor carrier failed to ensure that drivers do not drive a vehicle without the cargo being properly distributed and adequately secured. However, these issues, while noted as violations on the PASA, are not grounds for the motor carrier to fail the PASA.

On July 30, 2013, TRACSO provided a corrective action plan to ensure that the company had rectified the deficiencies found in its driver qualification records, records of duty status and cargo securement during the PASA.

Following the PASA, FMCSA scheduled a compliance review on TRACSO's OP-2 commercial zone operations because TRACSO had Safety Measurement System (SMS) alerts in both the Driver Fitness (99.2%) and Vehicle Maintenance (98.9%) Behavioral Analysis and Safety Improvement Categories (BASICS), as of the most recent 2-year period of data

ending on July 26, 2013. Of the 1,709 violations in the Driver Fitness BASIC, 1,695 involve the English Language Proficiency (ELP) of their drivers. The drivers approved for this pilot program completed ELP testing during the PASA.

Regarding the Vehicle Maintenance BASIC, the Agency notes that TRACSO will be using all 2013 model year vehicles in the program and the vehicles passed the inspections required to obtain a Commercial Vehicle Safety Alliance safety decal.

The compliance review began on April 23, 2013, and identified six violations: (1) 49 CFR § 382.401(c)(6)(iii)—Failing to maintain semi-annual laboratory statistical summaries of urinalysis required by 49 CFR § 40.111(a); (2) 49 CFR § 390.15(b)(1)—Failing to keep an accident register in the form and manner prescribed; (3) 49 CFR 391.11(b)(2)/391.11(a)—Using a driver unable to read and/or speak the English language; (4) 49 CFR 391.21(a)—Using a driver who has not completed and furnished an employment application; (5) 49 CFR 391.23(e)(1)—Failing to investigate the driver's alcohol and controlled substances history for the previous 3 years; and (6) 49 CFR 395.8(a)—Failing to require driver to make a record of duty status. No acute violations were discovered, and the violations of critical regulations did not rise to the level of critical violation. Thus the carrier received a "Satisfactory" safety rating upon the conclusion of the compliance review.

The Agency provided TRACSO with recommendations for correcting the violations. To address the high Driver Fitness BASIC, carrier officials stated they have scheduled English proficiency training for their drivers, and will continue to test and monitor their drivers' English language proficiency. Additionally, to address the high Vehicle Maintenance BASIC, carrier officials stated they will start a training program for their drivers on driver vehicle inspections so they can identify problems with vehicles and have them repaired before roadside inspections.

The Agency will monitor the safety of TRACSO through SMS and take action, if appropriate. TRACSO is currently a hazardous materials carrier (reg. # 062212551016U) registered with the Pipeline and Hazardous Materials Safety Agency and reports the transportation of three types of hazardous materials on its most recent MCS-150 filing in May 2013. TRACSO will be subject to the terms and conditions of the pilot program and during the PASA process FMCSA confirmed that TRACSO will not transport placardable hazardous

materials under the upcoming OP-1MX authority in the pilot program.

Based on TRACSO's safety record and corrective action plan, FMCSA will proceed in issuing provisional operating authority for participation in the pilot program.

#### *Request for Comments*

In accordance with the Act, FMCSA requests public comment from all interested persons on the PASA information presented in this notice. All comments received before the close of business on the comment closing date indicated at the beginning of this notice 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, the 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.

FMCSA notes that under its regulations, preliminary grants of authority, pending the carrier's showing of compliance with insurance and process agent requirements and the resolution of any protests, are publicly noticed through publication in the FMCSA Register. Any protests of such grants must be filed within 10 days of publication of notice in the FMCSA Register.

Issued on: September 18, 2013.

**Anne S. Ferro,**  
*Administrator.*

[FR Doc. 2013-23760 Filed 9-27-13; 8:45 am]

**BILLING CODE 4910-EX-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Motor Carrier Safety Administration**

**[FMCSA Docket No. FMCSA-2013-0020]**

#### **Qualification of Drivers; Exemption Applications; Diabetes Mellitus**

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

**ACTION:** Notice of final disposition.

**SUMMARY:** FMCSA announces its decision to exempt 16 individuals from its rule prohibiting persons with insulin-treated diabetes mellitus (ITDM) from operating commercial motor vehicles (CMVs) in interstate commerce. The exemptions will enable these

individuals to operate CMVs in interstate commerce.

**DATES:** The exemptions are effective September 30, 2013. The exemptions expire on September 30, 2015.

#### **FOR FURTHER INFORMATION CONTACT:**

Elaine M. Papp, Chief, Medical Programs Division, (202) 366-4001, [fmcsamedical@dot.gov](mailto:fmcsamedical@dot.gov), FMCSA, Room W64-224, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590-0001. Office hours are from 8:30 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

#### **SUPPLEMENTARY INFORMATION:**

##### **Electronic Access**

You may see all the comments online through the Federal Document Management System (FDMS) at: <http://www.regulations.gov>.

**Docket:** For access to the docket to read background documents or comments, go to <http://www.regulations.gov> and/or 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., Monday through Friday, except Federal holidays.

**Privacy Act:** Anyone may search the electronic form of all comments received into any of DOT's dockets by the name of the individual submitting the comment (or of the person signing the comment, if submitted on behalf of an association, business, labor union, or other entity). You may review DOT's Privacy Act Statement for the Federal Docket Management System (FDMS) published in the **Federal Register** on January 17, 2008 (73 FR 3316).

##### **Background**

On June 26, 2013, FMCSA published a notice of receipt of Federal diabetes exemption applications from 16 individuals and requested comments from the public (78 FR 38439). The public comment period closed on July 26, 2013, and two comments were received.

FMCSA has evaluated the eligibility of the 16 applicants and determined that granting the exemptions to these individuals would achieve a level of safety equivalent to or greater than the level that would be achieved by complying with the current regulation 49 CFR 391.41(b)(3).

##### **Diabetes Mellitus and Driving Experience of the Applicants**

The Agency established the current requirement for diabetes in 1970 because several risk studies indicated that drivers with diabetes had a higher