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Docket: For access to the docket to read background documents or comments, go to www.regulations.gov at any time or visit 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., ET, Monday through Friday, except Federal holidays. The on-line Federal document management system is available 24 hours each day, 365 days each year. If you want acknowledgment that we received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting comments on-line.

Privacy Act: Anyone may search the electronic form of all comments received into any of our 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, etc.). You may review DOT's Privacy Act Statement for the 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>.

FOR FURTHER INFORMATION CONTACT: Mr. Joseph Bennett, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590, telephone: (202) 365–8324, email: joseph.bennett@dot.gov. If you have questions on viewing or submitting material to the docket, call Ms. Barbara Hairston, Program Manager, Docket Operations, 202–366–3024, Barbara.Hairston@dot.gov.

SUPPLEMENTARY INFORMATION:

I. New Entrant Safety Assurance Program Operational Test

On September 4, 2013, FMCSA published a notice in the **Federal Register** announcing the New Entrant Safety Assurance Program Operational Test (78 FR 54510). The Agency indicated that the Operational Test began in July 2013 and will be in effect

for up to 12 months. The Operational Test procedures allow FMCSA to complete off-site new entrant safety audits, defined as safety audits not conducted at the motor carrier's principal place of business (PPOB), of eligible new entrant motor carriers that can demonstrate basic safety management controls without going to the motor carrier's PPOB by reviewing specific compliance documentation submitted by the motor carrier as requested by FMCSA or its State partners.

In July 2013, this Operational Test included California, Florida, Illinois, New York, Montana, and the Canadian Provinces contiguous to Montana and New York. In December 2013, the state of Alaska was added to the group of test states.

The purpose of the Operational Test is to compare these off-site new entrant audits to the traditional new entrant safety audits conducted at the motor carriers' PPOB. The Agency is assessing each approach's impact on both resource allocation and subsequent safety performance of new entrant motor carriers.

During the first nine months of the Operational Test, eligible new entrant motor carriers submitted requested documents to a new entrant safety auditor who subsequently reviewed the documentation and:

(1) Prepared a report to document that the motor carrier has passed the new entrant safety audit; or,

(2) Contacted the motor carrier to request additional documentation to determine whether the carrier satisfied the criteria for passing the audit; or

(3) Scheduled a new entrant safety audit at the motor carrier's PPOB, as soon as practicable, based upon violations observed from the submitted documentation or the carrier's failure to submit adequate documentation.

II. Changes to the New Entrant Safety Assurance Program Operational Test

Effective September 9, 2014, if during the examination of the submitted documentation, a safety auditor discovers automatic failure violation(s) as listed in 49 CFR 385.321, the motor carrier will fail the new entrant safety audit. The carrier will be placed into the corrective action process pursuant to 49 CFR 385.319(c) and if the carrier does not provide adequate corrective action it will be prohibited from operating in interstate commerce. FMCSA notes that the definition of "safety audit" under 49 CFR 385.3 does not limit the activity to on-site interventions as is the case with the definition of "compliance review." Therefore, the Agency has the discretion

under existing regulations to fail carriers during the Operational Test without conducting an on-site safety audit.

FMCSA believes this change needs to be made for the following reasons:

- This process is consistent with the current method concerning automatic failure violations for on-site new entrant audits;

- Since the Operational Test began, when automatic failure violations were discovered during the off-site document review process; many of those carriers still failed the follow-up new entrant safety audit conducted at their PPOB; and,

- Allowing a new entrant motor carrier known to be operating with an automatic failure violation(s) can pose a threat to public safety.

Based on the Agency's experience with the test to date, the Agency will monitor this change and compare the results and workload impacts to the earlier portion of the test. The evaluation will look at the relative workload of processing the additional corrective action submitted by motor carriers that fail the off-site audit and the resources needed to conduct on-site audits in these cases.

In addition, FMCSA is extending the Operational Test through December 2014 to ensure sufficient data is available to calculate the established metrics in order to make an informed decision on any future actions.

Issued on: August 29, 2014.

T.F. Scott Darling, III,

Acting Administrator.

[FR Doc. 2014–21424 Filed 9–8–14; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2014–0215]

Qualification of Drivers; Exemption Applications; Epilepsy and Seizure Disorders

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

ACTION: Notice of applications for exemptions; request for comments.

SUMMARY: FMCSA announces receipt of applications from 12 individuals for an exemption from the prohibition against persons with a clinical diagnosis of epilepsy or any other condition which is likely to cause a loss of consciousness or any loss of ability to operate a commercial motor vehicle (CMV) from operating CMVs in interstate commerce. The regulation and the associated

advisory criteria published in the Code of Federal Regulations as the "Instructions for Performing and Recording Physical Examinations" have resulted in numerous drivers being prohibited from operating CMVs in interstate commerce based on the fact that they have had one or more seizures and are taking anti-seizure medication, rather than an individual analysis of their circumstances by a qualified medical examiner. If granted, the exemptions would enable these individuals who have had one or more seizures and are taking anti-seizure medication to operate CMVs for 2 years in interstate commerce.

DATES: Comments must be received on or before October 9, 2014.

ADDRESSES: You may submit comments bearing the Federal Docket Management System (FDMS) Docket ID FMCSA–2014–0215 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the on-line 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:** West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.
- **Fax:** 1–202–493–2251.

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FOR FURTHER INFORMATION CONTACT:

Elaine Papp, Chief, Medical Programs Division, (202) 366–4001, or via email at fmcsamedical@dot.gov, or by letter FMCSA, Room W64–113, 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:

Background

Under 49 U.S.C. 31315 and 31136(e), FMCSA may grant an exemption for a 2-year period if it finds "such exemption would likely achieve a level of safety that is equivalent to or greater than the level that would be achieved absent such exemption." The statutes also allow the Agency to renew exemptions at the end of the 2-year period. The 12 individuals listed in this notice have recently requested an exemption from the epilepsy prohibition in 49 CFR 391.41(b)(8), which applies to drivers who operate CMVs as defined in 49 CFR 390.5, in interstate commerce. Section 391.41(b)(8) states that a person is physically qualified to drive a commercial motor vehicle if that person has no established medical history or clinical diagnosis of epilepsy or any other condition which is likely to cause the loss of consciousness or any loss of ability to control a CMV.

FMCSA provides medical advisory criteria for use by medical examiners in determining whether drivers with certain medical conditions should be certified to operate CMVs in intrastate commerce. The advisory criteria indicate that if an individual has had a sudden episode of a non-epileptic seizure or loss of consciousness of unknown cause which did not require anti-seizure medication, the decision whether that person's condition is likely to cause the loss of consciousness or loss of ability to control a CMV should be made on an individual basis by the medical examiner in consultation with the treating physician. Before certification is considered, it is suggested that a 6-month waiting period elapse from the time of the episode. Following the waiting period, it is suggested that the individual have a

complete neurological examination. If the results of the examination are negative and anti-seizure medication is not required, then the driver may be qualified.

In those individual cases where a driver had a seizure or an episode of loss of consciousness that resulted from a known medical condition (e.g., drug reaction, high temperature, acute infectious disease, dehydration, or acute metabolic disturbance), certification should be deferred until the driver has fully recovered from that condition, has no existing residual complications, and is not taking anti-seizure medication. Drivers who have a history of epilepsy/seizures, off anti-seizure medication and seizure-free for 10 years, may be qualified to operate a CMV in interstate commerce. Interstate drivers with a history of a single unprovoked seizure may be qualified to drive a CMV in interstate commerce if seizure-free and off anti-seizure medication for a 5-year period or more.

Submitting Comments

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 <http://www.regulations.gov> and in the search box insert the docket number "FMCSA–2014–0215" and click the search button. When the new screen appears, click on the blue "Comment Now!" button on the right hand side of the page. On the new page, enter information required including the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. 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.

We will consider all comments and material received during the comment period and may change this proposed rule based on your comments. FMCSA may issue a final rule at any time after the close of the comment period.

Viewing Comments and Documents

To view comments, as well as any documents mentioned in this preamble, To submit your comment online, go to

<http://www.regulations.gov> and in the search box insert the docket number "FMCSA-2014-0215" and click "Search." Next, click "Open Docket Folder" and you will find all documents and comments related to the proposed rulemaking.

Summary of Applications

Thomas Avery, Jr.

Mr. Avery is a 45 year-old class B CDL holder in New York. He has a history of seizure and has remained seizure free since 1998. He takes anti-seizure medication with the dosage and frequency remaining the same since that time. If granted the exemption, he would like to drive a CMV. His physician states he is supportive of Mr. Avery receiving an exemption.

Michael G. Berthiaume

Mr. Berthiaume is a 54 year-old driver in Minnesota. He has a history of seizure and has remained seizure free since 2006. He takes anti-seizure medication with the dosage and frequency remaining the same since November 2013. If granted an exemption, he would like to drive a CMV. His physician states he is supportive of Mr. Berthiaume receiving an exemption.

Brian L. Bose

Mr. Bose is a 49 year-old class B CDL holder in Illinois. He has a history of Right Frontal Lobe Epilepsy secondary to a right frontal meningioma which was resected in 1997 and required reoperation in 2014. He had a single postoperative seizure after the reoperation in 2014. He takes anti-seizure medication since 1997. If granted the exemption, he would like to drive a CMV. His physician states he is supportive of Mr. Bose receiving an exemption.

Aimee-Christine M. Bjornstad

Ms. Bjornstad is a 28 year-old driver in Indiana. She has a history of post traumatic partial epilepsy and has remained seizure free since 2008. She takes anti-seizure medication with a recent change medication in August 2014. If granted the exemption, she would like to drive a CMV. Her physician states that he is supportive of Ms. Bjornstad receiving an exemption.

Leo Kurt Clemens

Mr. Clemens is a 59 year-old class B CDL holder in Pennsylvania. He has a history of seizure and has remained seizure free for more than 25 years. He takes anti-seizure medication with the dosage and frequency remaining the same for 3 years. If granted the

exemption, he would like to drive a CMV. His physician states that he is supportive of Mr. Clemens receiving an exemption.

Danny Lee Crafton

Mr. Crafton is a 65 year-old class A CDL holder in Idaho. He has a history of seizure and has remained seizure free since 1974. He takes anti-seizure medication with the dosage and frequency remaining the same since 2001. If granted the exemption, he would like to drive a CMV. His physician states that he is supportive of Mr. Crafton receiving an exemption.

Kenneth D. Peachey

Mr. Peachey is a 72 year-old class A CDL holder in Pennsylvania. He has a history of seizure and has remained seizure free since 1984. He takes anti-seizure medication with the dosage and frequency remaining the same since that time. If granted the exemption, he would like to drive a CMV. His physician states that he is supportive of Mr. Peachey receiving an exemption.

Todd W. Riel

Mr. Riel is a 45 year-old class A CDL holder in Ohio. He has a history of a seizure disorder and has remained seizure free since 2011. He takes anti-seizure medication with the dosage and frequency remaining the same since that time. If granted the exemption, he would like to drive a CMV. His physician states that he is supportive of Mr. Riel receiving an exemption.

Tory Shuler

Mr. Shuler is a 45 year-old driver in New York. He has a history of seizure and has remained seizure free since 2012. He takes anti-seizure medication with the dosage and frequency remaining the same since that time. If granted the exemption, he would like to drive a CMV. His physician states he is supportive of Mr. Shuler receiving an exemption.

Philip Neil Stewart

Mr. Stewart is a 43 year-old class A CDL holder in California. He has a history of a seizure disorder and has remained seizure free for 30 years. He takes anti-seizure medication with the dosage and frequency remaining the same for 15 years. If granted the exemption, he would like to drive a CMV. His physician states that he is supportive of Mr. Stewart receiving an exemption.

Keith T. White

Mr. White is a 59 year-old class A CDL holder in Pennsylvania. He has a

history of seizure and has remained seizure free since 1994. He takes anti-seizure medication with the dosage and frequency remaining the same since 2004. If granted the exemption, he would like to drive a CMV. His physician states that he is supportive of Mr. White receiving an exemption.

Alan T. Von Lintel

Mr. Von Lintel is a 60 year-old driver in Kansas. He has a history of a seizure disorder and has remained seizure free since 2004. He takes anti-seizure medication with the dosage and frequency remaining the same since July 2012. If granted the exemption, he would like to drive a CMV. His physician states that he is supportive of Mr. Von Lintel receiving an exemption.

Request for Comments

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

Issued on: August 28, 2014.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2014-21421 Filed 9-8-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2014-0007]

Qualification of Drivers; Exemption Applications; Vision

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

ACTION: Notice of final disposition.

SUMMARY: FMCSA announces its decision to exempt 52 individuals from the vision requirement in the Federal Motor Carrier Safety Regulations (FMCSRs). They are unable to meet the vision requirement in one eye for various reasons. The exemptions will enable these individuals to operate commercial motor vehicles (CMVs) in interstate commerce without meeting the prescribed vision requirement in one eye. The Agency has concluded that granting these exemptions will provide a level of safety that is equivalent to or greater than the level of safety maintained without the exemptions for these CMV drivers.