

than, the level that would be achieved absent such exemption, in accordance with 49 U.S.C. 31315(b)(1).

VI. Exemption

FMCSA grants an exemption for a period of five years subject to the terms and conditions of this decision. The exemption from the requirements of 49 CFR 383.23 is effective May 19, 2025, through May 20, 2030, 11:59 p.m. local time.

A. Applicability of Exemption

This exemption is applicable to International's drivers Johan Astrom, Kristoffer Lindve, and Martin Uppman. Under this exemption, the drivers are exempt from the CDL requirement in 49 CFR 383.23. This exemption permits the drivers to drive CMVs in the United States without a State-issued CDL. Consequently, the drivers are not subject to the requirements of 49 CFR part 382, including the Clearinghouse requirements in subpart G.

B. Terms and Conditions

When operating under this exemption, International and the drivers are subject to the following terms and conditions:

1. The drivers and International must comply with all other applicable provisions of the Federal Motor Carrier Safety Regulations (49 CFR parts 350 through 399);

2. The drivers must be in possession of the exemption document and a valid Swedish commercial license of the class of the operated vehicle;

3. The drivers must be employed by, and operate the CMV within the scope of their duties for, International;

4. At all times while operating a CMV under this exemption, the drivers must be accompanied by a holder of a State-issued CDL who is familiar with the routes traveled;

5. International must notify FMCSA in writing within 5 business days of any accident, as defined in 49 CFR 390.5, involving Johan Astrom, Kristoffer Lindve, or Martin Uppman;

6. International must notify FMCSA in writing if Johan Astrom, Kristoffer Lindve, or Martin Uppman are convicted of an offense listed in § 383.51 or a disqualifying offense under § 391.15 of the Federal Motor Carrier Safety Regulations; and

7. International must implement a drug and alcohol testing program that satisfies the requirements in 49 CFR part 382, subparts A through F, including, but not limited to, all testing requirements and participation in a consortium for random testing. International must require that Johan

Astrom, Kristoffer Lindve, and Martin Uppman each be subject to those requirements. International must provide documentation of its drug and alcohol testing program upon request to FMCSA.

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 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. Notification to FMCSA

Under the exemption, International must notify FMCSA within 5 business days of any positive drug or alcohol tests, or accident (as defined in 49 CFR 390.5), involving Johan Astrom, Kristoffer Lindve, or Martin Uppman while operating a CMV under the terms of this exemption. The notification about accidents must include the following information:

- a. Identifier of the Exemption: "International- Johan Astrom, Kristoffer Lindve, and Martin Uppman;"
 - b. Name of operating carrier and USDOT number;
 - c. Date of the accident;
 - d. City or town, and State, in which the accident occurred, or closest to the accident 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 accident, if provided by the enforcement agency;
 - k. Whether the driver was cited for violation of any traffic laws, motor carrier safety regulations; and
 - l. The total on-duty time accumulated during the 7 consecutive days prior to the date of the accident, and the total on-duty time and driving time in the work shift prior to the accident.
- Reports filed under this provision shall be emailed to MCPSD@dot.gov with "International FMCSA 2024-0302" in the subject line.

VII. Termination

FMCSA does not believe the drivers or the motor carrier covered by this exemption will experience any

deterioration of their safety records. However, the exemption will be rescinded if: (1) International 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 objects of 49 U.S.C. 31136(e) and 31315(b).

Sue Lawless,

Assistant Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2024-0233]

Agency Information Collection Activities; Renewal of an Approved Information Collection: Electronic Logging Device (ELD) Vendor Registration

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

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its intent to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for review and approval and invites public comment. FMCSA requests approval to renew an ICR titled, "Electronic Logging Device (ELD) Vendor Registration." This ICR is necessary for ELD vendors to register their ELDs with the Agency.

DATES: We must receive your comments on or before July 15, 2025.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

FOR FURTHER INFORMATION CONTACT: Mr. David Sutula, Chief, Vehicle and Roadside Operations Division, Office of Carrier, Driver, and Vehicle Safety, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590-0001; (202) 366-9209; MCPSV@dot.gov. If you have questions on viewing or submitting

material to the docket, call Dockets Operations at (202) 366–9826.

SUPPLEMENTARY INFORMATION:

Title: Electronic Logging Device (ELD) Vendor Registration.

OMB Control Number: 2126–0062.

Type of Request: Renewal of a currently approved collection.

Respondents: ELD vendors.

Estimated Annual Number of Respondents: 94.

Estimated Time per Response: 15 minutes.

Expiration Date: July 31, 2025.

Frequency of Response: On occasion.

Estimated Total Annual Burden: 71 hours [94 respondents × 1 device per respondent × 3 updates per device × 15 minutes per response].

Background: The ELD regulations in 49 CFR part 395, subpart B establish minimum performance and design standards for hours-of-service (HOS) ELDs; requirements for the mandatory use of these devices by drivers currently required to prepare HOS records of duty status (RODS); requirements concerning HOS supporting documents; and measures to address concerns about harassment resulting from the mandatory use of ELDs.

To ensure consistency among ELD vendors and devices, detailed functional specifications were published as part of a final rule published December 16, 2015 (80 FR 78292) and may currently be found in appendix A to subpart B of part 395, 49 CFR. Each ELD vendor developing an ELD technology must self-certify and register their devices online at a secure FMCSA website via Form MCSA–5893, “Electronic Logging Device (ELD) Vendor Registration and Certification.” The ELD provider must certify that its ELD is compliant with the functional specifications. Each ELD vendor must certify that each ELD model and version has been sufficiently tested to meet the functional requirements in appendix A under the conditions in which the ELD will be used.

FMCSA expects 100 percent of respondents to submit their information electronically. Once completed, FMCSA issues a unique identification number that the ELD vendor will embed in their device(s). FMCSA maintains a list on its website of the current ELD vendors and devices that have been certified (by the vendors) to meet the functional specifications. The information is necessary for fleets and drivers to easily find a compliant ELD for meeting the requirements of the FMCSA regulations requiring the use of ELDs.

On January 8, 2025, FMCSA published a notice in the **Federal**

Register (90 FR 1593) with a 60-day public comment period announcing its intent to renew the information collection. The Agency received one comment in response; however, the commenter did not address any specific aspects of the ICR or provide any indication that the request would be burdensome.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) whether the proposed collection is necessary for the performance of FMCSA’s functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information. The Agency will summarize or include your comments in the request for OMB’s clearance of this information collection.

Issued under the authority of 49 CFR 1.87.

Kenneth Riddle,

Acting Associate Administrator for Research, Technology and Registration.

[FR Doc. 2025–08861 Filed 5–16–25; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2010–0029]

Amtrak’s Request To Amend Its Positive Train Control Safety Plan and Positive Train Control System

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of availability and request for comments.

SUMMARY: This document provides the public with notice that, on May 2, 2025, the National Railroad Passenger Corporation (Amtrak) submitted a request for amendment (RFA) to its FRA-approved Positive Train Control Safety Plan (PTCSP). As this RFA may involve a request for FRA’s approval of proposed material modifications to an FRA-certified positive train control (PTC) system, FRA is publishing this notice and inviting public comment on the railroad’s RFA to its PTCSP.

DATES: FRA will consider comments received by June 9, 2025. FRA may consider comments received after that date to the extent practicable and without delaying implementation of valuable or necessary modifications to a PTC system.

ADDRESSES:

Comments: Comments may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and the applicable docket number. The relevant PTC docket number for this host railroad is Docket No. FRA–2010–0029. For convenience, all active PTC dockets are hyperlinked on FRA’s website at <https://railroads.dot.gov/research-development/program-areas/train-control/ptc/railroads-ptc-dockets>. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information.

FOR FURTHER INFORMATION CONTACT:

Gabe Neal, Staff Director, Signal, Train Control, and Crossings Division, telephone: 816–516–7168, email: Gabe.Neal@dot.gov.

SUPPLEMENTARY INFORMATION: In general, title 49 United States Code (U.S.C.), section 20157(h) requires FRA to certify that a host railroad’s PTC system complies with title 49 Code of Federal Regulations (CFR), part 236, subpart I, before the technology may be operated in revenue service. Before making certain changes to an FRA-certified PTC system or the associated FRA-approved PTCSP, a host railroad must submit, and obtain FRA’s approval of, an RFA to its PTCSP under 49 CFR 236.1021.

Under 49 CFR 236.1021(e), FRA’s regulations provide that FRA will publish a notice in the **Federal Register** and invite public comment in accordance with 49 CFR part 211, if an RFA includes a request for approval of a material modification of a signal or train control system. Accordingly, this notice informs the public that, on May 2, 2025, Amtrak submitted an RFA to its PTCSP for its Advanced Civil Speed Enforcement System II (ACSES II), which seeks FRA’s approval for Amtrak to implement releases of new ACSES II hardware and software to support system reliability improvements, make other changes to address defect fixes, and make other updates that clarify functions of ACSES II. That RFA is available in Docket No. FRA–2010–0029.

Interested parties are invited to comment on Amtrak’s RFA to its PTCSP by submitting written comments or data. During FRA’s review of this railroad’s RFA, FRA will consider any comments or data submitted within the timeline specified in this notice and to the extent practicable, without delaying implementation of valuable or necessary