

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

The Agency's CDL regulations in 49 CFR 383.25(a)(1) require that a CLP holder always be accompanied by the holder of a valid CDL for the group (*e.g.*, Group A or B) and with any endorsement(s) necessary to operate the CMV. The CDL holder must be physically present in the front seat of the vehicle next to the CLP holder or, in the case of a passenger vehicle, directly behind or in the first row behind the driver and must have the CLP holder under observation and direct supervision.

Applicant's Request

Wilson Logistics seeks a renewal of its exemption from the provision in 49 CFR 383.25(a)(1), which FMCSA originally granted on February 23, 2021, and remains in effect through February 23, 2026 [86 FR 11050]. Wilson Logistics is a nationwide motor carrier, with its own pre-apprentice CDL training program. It is also a registered training provider and a certified third-party CDL tester in the State of Missouri. Wilson Logistics administers the CDL test for prospective Wilson Logistics driver employees (called "pre-apprentices") that have completed its CDL training program. Since the initial granting of its exemption in 2021, the applicant has trained 1,381 prospective driver employees and successfully tested and

approved 1,264 or 91.5% of these individuals. The applicant describes its program as a company-sponsored, hands-on, on-the-job, pre-apprentice CDL training program accessible only to Wilson Logistics prospective driver employees. While participating in the driver training, the pre-apprentices are not employed by Wilson Logistics. Once pre-apprentices obtain their CDL, they receive an offer of employment from Wilson Logistics.

Applicant's Equivalent Level of Safety

The applicant believes its safety data shows that its process works, and that it has maintained an equivalent level of safety while operating under the exemption. During the company's three-week training program, CLP holders learn how to safely operate a CMV, including basic backing maneuvers, and are subsequently transitioned to a minimum of two weeks driving over-the-road while a CDL instructor is observing and providing feedback from the passenger seat. The instructor supervises while instructing all non-driving aspects of the job, including pre- and post-trip inspections, coupling and uncoupling, trip planning, and backing. Wilson Logistics CLP holders deliver actual loads to real customers on the Nation's highways in all types of conditions and traffic patterns. The applicant believes that providing hands-on, highly supervised training at a one-on-one level of instructor to trainee is the best practice.

As a third-party tester, Wilson Logistics's four CDL examiners are continuously examined by the State of Missouri throughout the year for compliance. Wilson Logistics's testing policy permits a pre-apprentice to take the CDL skills test no more than twice. If a pre-apprentice fails the CDL test the first time, he or she receives an additional 3 to 4 days of training, before attempting to take the CDL skills test again. If a pre-apprentice fails twice, then he or she is disqualified from Wilson's pre-apprenticeship program. According to Wilson Logistics, pre-apprentices have a 95% first-time pass rate.

Once the pre-apprentice has passed the test, a Wilson Logistics trainer accompanies the CLP holder for the first 30,000 miles. For the first 10,000 miles the trainer is in the front passenger seat of the CMV; during the remaining 20,000 miles the trainer is in the CMV, although not necessarily in the front seat of the vehicle. Trainers also accompany the CLP holders when they return to their State of Domicile to receive their CDL after having passed the test.

Wilson Logistics states that it ensures an equivalent level of safety by verifying that no applicant will ever operate its CMVs without passing the State CDL exam administered by Wilson Logistics as a third-party tester and by requiring drivers to keep a copy of their passing CDL exam score, permit and license in their possession.

A copy of the Wilson Logistics 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 the Wilson Logistics application for an exemption from the requirement in 49 CFR 383.25(a)(1), which requires a CLP holder always be accompanied by the holder of a valid CDL in the front seat of the CMV who has the proper CDL group and endorsement(s) necessary to operate the vehicle. 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.

[FR Doc. 2025-22390 Filed 12-9-25; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2024-0096]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Factors That Influence the Effectiveness of Hazard Anticipation and Attention Maintenance Training

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

ACTION: Notice and request for comments on a request for approval of a new information collection.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA), this notice announces that the Information Collection Request (ICR) summarized below will be submitted to the Office of Management and Budget (OMB) for review and approval. The ICR describes the nature of the information collection and its expected burden. The National Highway Traffic Safety Administration (NHTSA) proposes to conduct a new information collection, Factors that Influence the Effectiveness of Hazard Anticipation and Attention Maintenance Training, from 168 participants ages 18 and 19 who do not yet have driver's licenses for a research study on novice driver training. This information will be used to test the effectiveness of a hazard anticipation and attention maintenance training program for novice drivers that takes relatively little time to complete and could support future efforts to deliver the training via smartphones. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on August 21, 202. NHTSA did not receive any comments on the proposed information collection.

DATES: Comments must be submitted on or before January 9, 2026.

ADDRESSES: Written comments and recommendations for the proposed information collection, including suggestions for reducing burden, should be submitted to the Office of Management and Budget at www.reginfo.gov/public/do/PRAMain. To find this particular information collection, select "Currently under Review—Open for Public Comment" or use the search function.

FOR FURTHER INFORMATION CONTACT: For additional information or access to background documents, contact Christine Watson, Ph.D., Office of Behavioral Safety Research (NPD-320), Christine.Watson@dot.gov, phone: (771) 241-3120, National Highway Traffic Safety Administration, W46-474, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the PRA (44 U.S.C. 3501 *et seq.*), a Federal agency must receive approval from the Office of Management and Budget (OMB) before it collects certain information from the public and a person is not required to respond to a collection of information by a Federal agency unless the collection displays a valid OMB control number. In compliance with these requirements,

this notice announces that the following information collection request will be submitted OMB.

Title: Factors that Influence the Effectiveness of Hazard Anticipation and Attention Maintenance Training.

OMB Control Number: New.

Form Numbers: NHTSA Forms 2018, 2019, 2020, 2021.

Type of Request: Request for approval of a new information collection.

Type of Review Requested: Regular.

Requested Expiration Date of Approval: 3 years from date of approval.

Summary of the Collection of Information: NHTSA is seeking approval for a one-time voluntary information collection from 168 participants ages 18 and 19 who do not yet have driver's licenses for a research study on novice driver training. Specifically, this collection involves developing and testing a novice driver training program on a smartphone-like platform and determining whether the effectiveness of the training differs for participants of different sexes, socioeconomic status (SES) strata, and trait levels of sensation seeking and aggressiveness.

To be eligible for the study, participants must be 18 or 19 years old, must not have an unrestricted driver's license or an intermediate/provisional license that allows driving independently, and must be interested in obtaining one in the next 12 months. Recruitment efforts will include posting information about the study on social media platforms, providing study information to contacts in local communities (*e.g.*, community college faculty, high school principals, local driving schools), and reaching out to those who participated in past studies at the research center and agreed to be contacted about future opportunities. Enrolled participants will complete either the hazard anticipation and attention maintenance training program or a placebo training program on a smartphone-like platform. Then, participants' driving performance will be assessed on a computerized driving simulator. Finally, participants will complete a questionnaire that includes demographic questions and two validated scales to assess trait levels of sensation seeking and aggressiveness. After data collection, the research team will examine whether driving simulator performance differs between participants who took the hazard anticipation and attention maintenance training program and those that received the placebo training. The research team will also investigate whether the effects of training differ by sex, SES, and

propensities for sensation seeking and aggressiveness.

Prior to conducting the study, the research team will obtain review and approval of this data collection from an Institutional Review Board (IRB) that meets all Federal requirements in 45 CFR 46, is registered with the Office for Human Research Protections, and has a Federal wide Assurance. NHTSA will use the results of this study to produce a technical report containing summary descriptive and inferential statistics. The technical report will be shared with State highway safety offices, local governments, policymakers, researchers, educators, advocates, and others who may wish to use the data from this survey to support their work on novice and teen driver safety.

Description of the Need for the Information and Proposed Use of the Information: Novice teen drivers are more likely to crash in the first several months after they obtain licenses than more experienced drivers. Higher crash rates are observed for novice drivers who first obtain their licenses at ages 18 and 19,¹ novice drivers who live in zip codes with higher poverty rates,² male novices,³ and novices with greater propensities for personality factors like sensation seeking and aggressiveness.⁴ One reason novices who first obtain their licenses at age 18 or 19 are at higher risk of crashing may be because most States do not apply Graduated Driver Licensing (GDL) requirements to novice drivers 18 and older. GDL programs typically restrict nighttime driving and the number of teen passengers that can be in the vehicle and often include the requirement to enroll in a driver education program. An increasing proportion of teens are waiting until age 18 or older to get their licenses,⁵ when they are exempt from

¹ Masten, S., Foss, R., & Marshall, S. (2011). Graduated driver licensing and fatal crashes involving 16- to 19-year-old drivers. *Journal of the American Medical Association*, 306(14), 1098–1103. <https://jamanetwork.com/journals/jama/fullarticle/1104325>.

² Roberts, S., Zhang, F., Fisher, D., & Vaca, F. (2021). The effect of hazard awareness training on teen drivers of varying socioeconomic status. *Traffic Injury Prevention*, 22(6), 455–459. <https://doi.org/10.1080/15389588.2021.1940984>.

³ National Center for Statistics and Analysis. (2024, July). *Young drivers: 2022 data* (Traffic Safety Facts, Report No. DOT HS 813 601). National Highway Traffic Safety Administration. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813601>.

⁴ Bates, L.J., Davey, J., Watson, B., King, M.J., & Armstrong, K. (2014). Factors contributing to crashes among young drivers. *Sultan Qaboos University Medical Journal*, 14(3), e297–e305. <https://pmc.ncbi.nlm.nih.gov/articles/PMC4117653/>.

⁵ Twenge, J., & Park, H. (2019). The decline in adult activities among U.S. adolescents, 1976–2016.

most States' GDL requirements, and part of this delay may be the cost and availability associated with traditional novice driver education programs.⁶ However, while most research has failed to find evidence that traditional pre-licensure driver education reduces novice drivers' crash risk,⁷ a growing body of studies suggests that training that focuses on teaching specific skills—hazard anticipation and attention maintenance—may increase novice drivers' safety. Prior studies also suggest that trainings focused on these skills may especially benefit male novices,⁸ novice drivers from lower SES backgrounds,² and young drivers with lower levels of the sensation seeking and aggressiveness personality traits.⁹

Hazard anticipation training teaches novices to be aware of hazards on the road that are visible *and* those that are hidden. Novice driver training programs targeting hazard anticipation have reduced behaviors linked to crashes on driving simulators¹⁰ and during on-road drives¹¹ and have reduced crashes among 18-year-old newly-licensed males by 32% in the year following training.⁸ Attention maintenance training teaches novices to reduce the number and duration of long glances away from the forward roadway. Novice

driver training programs focused on attention maintenance have reduced behaviors linked to crashes on driving simulators¹² and in the field,¹³ and the benefits of training extended up to four months.¹⁴

The goal of this information collection is to test the effectiveness of a hazard anticipation and attention maintenance training program for novice drivers that takes relatively little time to complete and could support future efforts to deliver the training via smartphones. Another goal of the information collection is to determine whether the effectiveness of the training program differs for groups of novices who may be at higher risk, *i.e.*, different sexes, SES levels, and trait levels of sensation seeking and aggressiveness. NHTSA will use the results of this study to produce a technical report to be shared with State highway safety offices, local governments, policymakers, researchers, educators, advocates, and others who may wish to use the data from this survey to support their work on novice and teen driver safety.

60-Day Notice: A **Federal Register** notice with a 60-day comment period soliciting public comments on the following information collection was published on August 21, 2025 (90 FR 160). No comments were received regarding the information collection.

Affected Public: Participants will be English-speaking adults, aged 18–19, without a driver's license.

Estimated Number of Respondents: Overall, 334 annual respondents will complete the screening questionnaire, and 60 of these respondents will undergo the informed consent process. Finally, of these 60, 54 annual respondents will enroll and participate in the study.

Although the study site has not been finalized, our descriptions assume that the study will be conducted in one potential study site area, Boston, Massachusetts. The study plans to

recruit participants who are ages 18 and 19, who do not have an unrestricted driver's license or an intermediate/provisional license that allows driving independently, and who are interested in obtaining an unrestricted or intermediate/provisional license in the next 12 months. Participants may have a learner's permit. A screening questionnaire will be administered electronically to an estimated 1,002 potential participants (334 annually) to yield a total sample of 168 participants (56 annually). We estimate that approximately 18% (180 participants) of those who respond to the screening questionnaire will be eligible, interested, and will travel to the research center to undergo the informed consent procedure. Then, an estimated 168 participants (approximately 94% of those who undergo the informed consent process) are expected to consent and enroll in the study. Of the 168 enrolled participants, 84 will be from a low SES stratum (as determined by average poverty rate of zip code of residence at age 17) and 84 will be from a medium/high SES stratum. An equal number of males and females will be recruited within each SES group.

Frequency: This study will be conducted one time during the three-year period for which NHTSA is requesting approval.

Estimated Total Annual Burden Hours: The research team expects to provide screening questionnaires to an estimated 1,002 potential participants to determine their eligibility for the study. The research team will post the opportunity on social media platforms likely to be seen by eligible participants and provide it to existing contacts (*e.g.*, managers at neighborhood development community centers, teen centers, community college faculty in the area, high school principals, local driving schools) in local communities. The research team will also contact potential participants via email or phone who indicated a prior interest in similar past studies if they agreed to be contacted about future opportunities. Completing the screening questionnaire has an estimated burden of 5 minutes per respondent (an annual burden of 28 hours for 334 annual respondents, averaged over the three-year approval period) (Table 1).

Similar to a NHTSA behavioral study recently reviewed by OMB,¹⁵ we estimate that approximately 18% (180 individuals) of those who respond to the screening questionnaire will be eligible, interested, and will travel to the research center to undergo the informed consent process. Travel time from around the Boston metropolitan area is

Child Development, 90(2), 638–654. <https://doi.org/10.1111/cdev.12930>.

⁶ Tefft, B., & Foss, R. (2019). *Prevalence and timing of driver licensing among young adults* (Research Brief). AAA Foundation for Traffic Safety. https://aaafoundation.org/wp-content/uploads/2019/10/19-0500_AAAFTS_Teen-Driver-Safety-Week-Brief_r1.pdf.

⁷ Kirley, B.B., Robison, K.L., Goodwin, A.H., Harmon, K.J., O'Brien, N.P., West, A., Harrell, S.S., Thomas, L., & Brookshire, K. (2023, November). *Countermeasures that work: A highway safety countermeasure guide for State Highway Safety Offices, 11th edition, 2023* (Report No. DOT HS 813 490). National Highway Traffic Safety Administration. https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-12/countermeasures-that-work-11th-2023-tag_0.pdf.

⁸ Thomas, F., Rilea, S., Blomberg, R., Peck, R., & Korbela, E. (2016). *Evaluation of the safety benefits of the risk awareness and perception training program for novice teen drivers* (Report No. DOT HS 812 235). National Highway Traffic Safety Administration. https://rosap.nhtl.bts.gov/view/dot/1986/dot_1986_DS1.pdf.

⁹ Zhang, T., Hajiseyedjavadi, F., Wang, Y., Samuel, S., Qu, X., & Fisher, D. (2018). Training interventions are only effective on careful drivers, not careless drivers. *Transportation Research Part F* (58), 693–707. <https://doi.org/10.1016/j.trf.2018.07.004>.

¹⁰ Pollatsek, A., Narayana, V., Pradhan, A., & Fisher, D. (2006). Using eye movements to evaluate a PC-based risk awareness perception training program on a driving simulator. *Human Factors*, 48(3), 255–259. <https://doi.org/10.1518/001872006778606787>.

¹¹ Pradhan, A., Pollatsek, A., Knodler, M., & Fisher, D. (2009). Can younger drivers be trained to scan for information that will reduce their risk in roadway traffic scenarios that are hard to identify as hazardous? *Ergonomics*, 52, 657–673. <https://pmc.ncbi.nlm.nih.gov/articles/PMC2707454/>.

¹² Divekar, G., Pradhan, A.K., Masserang, K.M., Reagan, I., Pollatsek, A., & Fisher, D.L. (2013). A simulator evaluation of the effects of attention maintenance training on glance distributions of younger novice drivers inside and outside the vehicle. *Transportation Research Part F*, 20, 154–169. <https://doi.org/10.1016/j.trf.2013.07.004>.

¹³ Pradhan, A.K., Divekar, G., Masserang, K., Romoser, M., Zafian, T., Blomberg, R., Thomas, F., Reagan, I., Knodler, M., Pollatsek, A., & Fisher, D. (2011). The effects of focused attention training (FOCAL) on the duration of novice drivers' glances inside the vehicle. *Ergonomics* (54), 917–931. <https://pmc.ncbi.nlm.nih.gov/articles/PMC3437545/>.

¹⁴ Divekar, G., Samuel, S., Pollatsek, A., Thomas, D.F., Korbela, K., Blomberg, R.D., & Fisher, D.L. (2016). Effects of a PC-based attention maintenance training program on driver behavior can last up to four months. *Transportation Research Record*, 2602(1), 121–128. <https://doi.org/10.3141/2602-15>.

estimated at 60 minutes round trip, and the informed consent process is estimated to take 10 minutes. Thus, the burden for this second phase of the study, including travel time, is estimated at 70 minutes per participant (an annual burden of 70 hours for 60 annual respondents).

Finally, we estimate that approximately 94% (168 individuals) of those who undergo the informed consent process will consent and enroll in the study. For these participants, participation in the study is estimated at 240 minutes per participant (an annual burden of 224 hours for 56 annual respondents). Study tasks include (see Table 1):

- i. An enrollment process (5 minutes);
- ii. A pre-study questionnaire assessing participants' propensity to

experience motion sickness in the computerized driving simulator (5 minutes);

iii. A pre-training hazard anticipation and attention maintenance test administered on a smartphone-like platform (20 minutes);

iv. A novice driver training program (placebo or treatment), administered on a smartphone-like platform (60 minutes);

v. A post-training hazard anticipation and attention maintenance test administered on a smartphone-like platform (20 minutes);

vi. A break (15 minutes);

vii. A drive on a computerized driving simulator (90 minutes); and

viii. A post-study questionnaire (25 minutes) that consists of: demographic questions; the Arnett Inventory of

Sensation Seeking;¹⁵ the Buss-Perry Aggression Questionnaire;¹⁶ and a post-study debriefing.

In total, NHTSA estimates that this information collection will yield a total annual burden of 322 hours (Table 1).

NHTSA estimates the opportunity cost to respondents using an average hourly wage. The May 2023 mean hourly wage for all occupations in the United States was \$31.48 per hour.¹⁷ Additionally, given that wages in burden estimates need to be fully-loaded,¹⁸ we added 29% to reflect the full cost of labor, including benefits, yielding a fully-loaded mean hourly wage of \$40.61. Therefore, NHTSA estimates the total annual opportunity cost to be approximately \$13,069 (Table 1).

TABLE 1—ANNUAL BURDEN ESTIMATES

Information collection	Annual number of respondents	Burden per response (minutes)	Hourly opportunity cost	Opportunity cost per response	Total annual opportunity cost	Total annual burden (hours)
NHTSA Form 2018 (Total)	334	5	\$40.61	\$3.38	\$1,129	28
Screening Questionnaire						
NHTSA Form 2019 (Total)	60	70	40.61	47.38	2,843	70
Travel Time (Round-Trip)		60				
Informed Consent		10				
NHTSA Form 2020 (Total)	56	10	40.61	6.77	379	9
Enrollment		5				
Pre-Study Questionnaire		5				
NHTSA Form 2021 (Total)	56	230	40.61	155.67	8,718	215
Pre-Training Test		20				
Training Program		60				
Post-Training Test		20				
Break		15				
Driving Simulator Testing		90				
Post-Study Questionnaire		25				
Total					13,069	322

Estimated Total Annual Burden Cost: \$0.

Participation in this study is voluntary and there are no costs to participants beyond the time spent completing the study. The costs associated with travel to the research center are minimal and expected to be offset by the compensation that will be provided to the research participants.

Public Comments Invited: You are asked to comment on any aspects of this information collection, including (a)

whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of

automated collection techniques or other forms of information technology.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; 49 CFR 1.49; and DOT Order 1351.29A.

Jane Terry,

Acting Associate Administrator, Research and Program Development.

[FR Doc. 2025–22429 Filed 12–9–25; 8:45 am]

BILLING CODE 4910–59–P

¹⁵ Arnett, J. (n.d.) Arnett Inventory Sensation Seeking (AISS). https://sjdm.org/dmidi/Arnett_Inventory_of_Sensation_Seeking.html.

¹⁶ Buss, A. & Perry, M. (n.d.) Buss Perry Aggression Questionnaire (BPAQ). <https://>

psychology-tools.com/test/buss-perry-aggression-questionnaire.

¹⁷ U.S. Bureau of Labor Statistics. (2024, April 3). May 2023 National Occupational Employment and Wage Estimates. U.S. Bureau of Labor Statistics.

https://www.bls.gov/oes/current/oes_nat.htm#00-0000.

¹⁸ <https://pra.digital.gov/burden/estimation/>.