

VI. Conclusion

Based upon its evaluation of the 35 exemption applications, FMCSA exempts the following drivers from the vision requirement in 49 CFR 391.41(b)(10), subject to the requirements cited above (49 CFR 391.64(b)):

Donald A. Becker, Jr. (MI)
 Ronald G. Bradley (IN)
 Rober J. Bruce (AZ)
 Mark A. Carter (OK)
 William T. Costie (NY)
 Donald W. Donaldson (GA)
 Glenn E. Dowell (IN)
 James L. Duck (NM)
 Terrence R. Ervin (CA)
 Douglas E. Hetrick (CO)
 Arthur R. Hughson (AP)
 Marc R. Johnston (OR)
 Joseph M. Jones (ID)
 Larry C. Kautz (PA)
 Theodore J. Kenyon (VT)
 Howard H. Key, Jr. (AR)
 Bernard Khraich (CA)
 Bradley R. King (IA)
 David C. Leoffler (CO)
 Melvin D. Moffett (KY)
 Armando F. Pedroso (MN)
 Quang M. Pham (TX)
 William A. Ramirez Vazquez (CA)
 Donald W. Randall (UT)
 Glen E. Robbins (WY)
 Enrique F. Rodriguez Gonzalez (NC)
 Ronald P. Schoborg (AR)
 Raymond Sherrill (PA)
 Roger D. Simpson (AR)
 Mehrzad Tavanaie (CA)
 Steven M. Tewhill (AR)
 Brett E. Thomas (TX)
 Keith E. Thompson (MO)
 Jeffrey W. Tucker (IN)
 Thomas W. Workman (IL)

In accordance with 49 U.S.C. 31136(e) and 31315, each exemption will be valid for 2 years unless revoked earlier by FMCSA. The exemption will be revoked if: (1) The person fails 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 objectives of 49 U.S.C. 31136 and 31315.

If the exemption is still effective at the end of the 2-year period, the person may apply to FMCSA for a renewal under procedures in effect at that time.

Issued on: July 20, 2015.

Larry W. Minor,

Associate Administrator for Policy.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[FMCSA Docket No. FMCSA-2015-0059]

Qualification of Drivers; Exemption Applications; Diabetes Mellitus

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

ACTION: Notice of final disposition.

SUMMARY: FMCSA confirms its decision to exempt 51 individuals from its rule prohibiting persons with insulin-treated diabetes mellitus (ITDM) from operating commercial motor vehicles (CMVs) in interstate commerce. The exemptions enable these individuals to operate CMVs in interstate commerce.

DATES: The exemptions were effective on June 11, 2015. The exemptions expire on June 11, 2017.

FOR FURTHER INFORMATION CONTACT:

Charles A. Horan, III, Director, Carrier, Driver and Vehicle Safety Standards, (202) 366-4001, 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:

I. 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: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy.

II. Background

On May 11, 2015, FMCSA published a notice of receipt of Federal diabetes exemption applications from 51 individuals and requested comments from the public (80 FR 26979). The public comment period closed on June

10, 2015, and two comments were received.

FMCSA has evaluated the eligibility of the 51 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 rate of crash involvement than the general population. The diabetes rule provides that "A person is physically qualified to drive a commercial motor vehicle if that person has no established medical history or clinical diagnosis of diabetes mellitus currently requiring insulin for control" (49 CFR 391.41(b)(3)).

FMCSA established its diabetes exemption program, based on the Agency's July 2000 study entitled "A Report to Congress on the Feasibility of a Program to Qualify Individuals with Insulin-Treated Diabetes Mellitus to Operate in Interstate Commerce as Directed by the Transportation Act for the 21st Century." The report concluded that a safe and practicable protocol to allow some drivers with ITDM to operate CMVs is feasible. The September 3, 2003 (68 FR 52441), **Federal Register** notice in conjunction with the November 8, 2005 (70 FR 67777), **Federal Register** notice provides the current protocol for allowing such drivers to operate CMVs in interstate commerce.

These 51 applicants have had ITDM over a range of one to 33 years. These applicants report no severe hypoglycemic reactions resulting in loss of consciousness or seizure, requiring the assistance of another person, or resulting in impaired cognitive function that occurred without warning symptoms, in the past 12 months and no recurrent (2 or more) severe hypoglycemic episodes in the past 5 years. In each case, an endocrinologist verified that the driver has demonstrated a willingness to properly monitor and manage his/her diabetes mellitus, received education related to diabetes management, and is on a stable insulin regimen. These drivers report no other disqualifying conditions, including diabetes-related complications. Each meets the vision requirement at 49 CFR 391.41(b)(10).

The qualifications and medical condition of each applicant were stated

and discussed in detail in the May 11, 2015, **Federal Register** notice and they will not be repeated in this notice.

III. Discussion of Comments

FMCSA received two comments in this proceeding. The comments are addressed below.

Doreen Dupont stated that, as a licensed physician, she does not believe any insulin-dependent drivers should be granted exemptions to operate CMVs in interstate commerce.

Alvin Williams stated he wants to renew his Class A driver's license but would like to know if a restricted Class A license is available so he does not have to downgrade.

IV. Basis for Exemption Determination

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption from the diabetes requirement in 49 CFR 391.41(b)(3) if the exemption is likely to achieve an equivalent or greater level of safety than would be achieved without the exemption. The exemption allows the applicants to operate CMVs in interstate commerce.

To evaluate the effect of these exemptions on safety, FMCSA considered medical reports about the applicants' ITDM and vision, and reviewed the treating endocrinologists' medical opinion related to the ability of the driver to safely operate a CMV while using insulin.

Consequently, FMCSA finds that in each case exempting these applicants from the diabetes requirement in 49 CFR 391.41(b)(3) is likely to achieve a level of safety equal to that existing without the exemption.

V. Conditions and Requirements

The terms and conditions of the exemption will be provided to the applicants in the exemption document and they include the following: (1) That each individual submit a quarterly monitoring checklist completed by the treating endocrinologist as well as an annual checklist with a comprehensive medical evaluation; (2) that each individual reports within 2 business days of occurrence, all episodes of severe hypoglycemia, significant complications, or inability to manage diabetes; also, any involvement in an accident or any other adverse event in a CMV or personal vehicle, whether or not it is related to an episode of hypoglycemia; (3) that each individual provide a copy of the ophthalmologist's or optometrist's report to the medical examiner at the time of the annual medical examination; and (4) that each individual provide a copy of the annual medical certification to the employer for

retention in the driver's qualification file, or keep a copy in his/her driver's qualification file if he/she is self-employed. The driver must also have a copy of the certification when driving, for presentation to a duly authorized Federal, State, or local enforcement official.

VI. Conclusion

Based upon its evaluation of the 51 exemption applications, FMCSA exempts the following drivers from the diabetes requirement in 49 CFR 391.41(b)(10), subject to the requirements cited above 49 CFR 391.64(b)):

Galen W. Abitz (IA)
 Kenneth V. Bartlett (PA)
 Derek A. Becker (IL)
 Robert J. Boardwick (NJ)
 Delano W. Brede (IA)
 Stanley L. Buckley (WI)
 Matthew J. Burris (MN)
 Robert E. Clark, Jr. (VA)
 Stephen M. Cooper (WI)
 George L. Crockett (OH)
 Thomas J. Cummings (IA)
 Gary E. Davidge (MD)
 Delawrence D. Dillard (IL)
 Stephen L. Drake (TX)
 Kevin P. Fulcher (MA)
 Cecil E. Glenn (CA)
 David E. Goddard, Jr. (WV)
 Wesley H. Green (OK)
 David H. Heins (IL)
 Thomas P. Henry (VA)
 Leslie W. Holmes (DE)
 Korry W. Hullinger (UT)
 James V. Kuhns, Jr. (PA)
 Craig C. Leckie (OR)
 Robert T. Lee (WI)
 Tyler S. Lewis (AK)
 Zackery L. Lowe (VA)
 Eugene T. Mapp (SC)
 Edward W. Masser (PA)
 Robert S. Medberry (OH)
 Brian L. Merlo (CA)
 Brian K. Miesner (MO)
 James D. Miller (MN)
 Isse A. Moalin (AZ)
 Patrick S. Murray (OK)
 Douglas W. Olson (TX)
 Lisa R. Olson (MT)
 John C. Osterhout (ID)
 Kevin J. Riedl (WI)
 Richard E. Roberts (NC)
 Ian L. Robinson (VA)
 Stephen D. Sandine (AR)
 Michael J. Simko (PA)
 Steven L. Sobczak (WI)
 Richard J. Tallen (IN)
 Brett E. Thein (GA)
 Ryan R. Turnbull (NY)
 Jonathan C. Walston (IA)
 Graciano Wharton-Ramirez (NJ)
 Rick G. White (WA)
 Randall L. Williamson (IL)

In accordance with 49 U.S.C. 31136(e) and 31315 each exemption is valid for

two years unless revoked earlier by FMCSA. The exemption will be revoked if the following occurs: (1) The person fails 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 objectives of 49 U.S.C. 31136(e) and 31315. If the exemption is still effective at the end of the 2-year period, the person may apply to FMCSA for a renewal under procedures in effect at that time.

Issued on: July 20, 2015.

Larry W. Minor,

Associate Administrator for Policy.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2012-0032]

Commercial Driver's License Standards: Application for Renewal of Exemption; Daimler Trucks North America (Daimler)

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

ACTION: Notice of final disposition; granting of application for renewal of exemption.

SUMMARY: FMCSA announces its decision to grant Daimler Trucks North America's (Daimler) application for renewal of an exemption from the requirement for a commercial driver's license (CDL) for one of its commercial motor vehicle (CMV) drivers, Sven Ennerst. Mr. Ennerst has operated safely under this one-year exemption since July 22, 2014. The renewal allows Mr. Ennerst, a Daimler engineering executive who holds a German commercial driver's license, to continue to test-drive Daimler CMVs on U.S. roads to improve Daimler's understanding of product requirements in "real world" environments. FMCSA has concluded that this exemption would likely achieve a level of safety that is equivalent to or greater than the level that would be achieved if Mr. Ennerst were required to obtain a U.S. CDL.

DATES: This exemption is renewed effective July 22, 2015 and will expire July 22, 2017.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Schultz, FMCSA Driver and Carrier Operations Division; Office of