

request to testify, or written testimony. Submissions should not exceed 30 single-spaced, standard letter-size pages in 12-point type, including attachments. Please do not attach separate cover letters to electronic submissions; rather, include any information that might appear in a cover letter in the submission itself. Similarly, to the extent possible, please include any exhibits, annexes, or other attachments in the same file as the submission itself, not as separate files. You will receive a tracking number upon completion of the submission procedure at *Regulations.gov*. The tracking number is confirmation that *Regulations.gov* received your submission. Keep the confirmation for your records. USTR is not able to provide technical assistance for *Regulations.gov*.

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If you are unable to provide submissions as requested, please contact Jeremy Streatfeild, Director of African Affairs, Office of African Affairs, in advance of the deadline at jerry.e.streatfeild@ustr.eop.gov or (202) 395-8642, to arrange for an alternative method of transmission. USTR will not accept hand-delivered submissions. General information concerning USTR is available at www.ustr.gov.

IV. Business Confidential Information (BCI) Submissions

If you ask the AGOA TPSC Subcommittee to treat information you submit as BCI, you must certify that the information is business confidential and you would not customarily release it to the public. For any comments submitted electronically that contain BCI, the file name of the business confidential version should begin with the characters “BCI.” You must clearly mark any page containing BCI with “BUSINESS CONFIDENTIAL” at the top of that page. Filers of submissions containing BCI also must submit a public version of their submission that will be placed in the docket for public inspection. The file name of the public version should begin with the character “P.”

V. Public Viewing of Review Submissions

USTR will post written submissions in the docket for public inspection, except properly designated BCI. You

can view submissions at *Regulations.gov* by entering Docket Number USTR-2024-XXXX in the search field on the home page.

Laura Buffo,

*Chair of the Trade Policy Staff Committee,
Office of the United States Trade Representative.*

[FR Doc. 2024-10482 Filed 5-13-24; 8:45 am]

BILLING CODE 3390-F4-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2018-0346]

Safe Driver Apprenticeship Pilot Program To Allow Persons Ages 18, 19, and 20 To Operate Commercial Motor Vehicles in Interstate Commerce; Revision to Program Requirements

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

ACTION: Notice of revision to pilot program.

SUMMARY: The Infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021, required FMCSA to establish a pilot program that would allow employers to establish an apprenticeship program for certain 18-, 19-, and 20-year-old drivers to operate commercial vehicles in interstate commerce. FMCSA announced the establishment of the Safe Driver Apprenticeship Pilot (SDAP) Program in the *Federal Register* on January 14, 2022, including the requirements for motor carriers wishing to participate. This notice revises those requirements, as directed by Congress in the Consolidated Appropriations Act, 2024.

FOR FURTHER INFORMATION CONTACT: Ms. Nikki McDavid, Commercial Driver’s License Division, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590-0001, nikki.mcdavid@dot.gov, (202) 366-0831. If you have questions about viewing or submitting material to the docket, call DOT Dockets Operations, (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Background

FMCSA announced the SDAP Program in the *Federal Register* on January 14, 2022 (87 FR 2477). In that notice, FMCSA included motor carrier requirements for participation, including installation and use of inward

facing cameras. FMCSA also included a requirement that motor carriers receive approval as a Registered Apprenticeship Program from the Department of Labor (DOL), in accordance with 29 CFR part 29.

On March 9, 2024, the President signed the Consolidated Appropriations Act, 2024 (Pub. L. 118-42). Section 422 of that Act states that FMCSA may not require motor carriers, wishing to participate in the SDAP Program, use inward facing cameras, or require them to become Registered Apprenticeships under DOL regulations.

II. Revision

In accordance with the Consolidated Appropriations Act, 2024, FMCSA will no longer require that motor carriers wishing to participate in the SDAP Program install or use inward facing cameras. Additionally, motor carriers will not be required to obtain a Registered Apprenticeship number from the Department of Labor before they will be allowed to participate in the SDAP Program.

III. Pilot Program Requirements and Procedures

Information Collection Approval

In accordance with the Paperwork Reduction Act (PRA) of 1995, FMCSA is requesting that the Office of Management and Budget (OMB) grant emergency clearance for a revision to the approved information collection titled, “Safe Driver Apprenticeship Pilot Program,” ICR Control Number 2126-0075. The emergency request updates the collection to reflect the Consolidated Appropriations Act, 2024, but notes that the expected data collection burdens on participants in the pilot program are not expected to change from those included in the collection that was approved in 2022. FMCSA requested that OMB approve the revision by April 15, 2024, to allow the changes to be in place in time for the next monthly reports for currently approved motor carriers. FMCSA is not requesting that OMB extend the approval of the collection beyond the currently approved expiration date of October 31, 2025.

Announcement of Revision to the Safe Driver Apprenticeship Pilot Program

In accordance with the Consolidated Appropriations Act, 2024, FMCSA will no longer require motor carriers wishing to participate in the SDAP Program install or use inward facing cameras. Additionally, motor carriers will not be required to obtain a Registered Apprenticeship number from the Department of Labor before they will be

allowed to participate in the SDAP Program.

Motor carriers who are already participating in the SDAP Program will no longer be required to use inward facing cameras, or to maintain their approved Registered Apprenticeship program.

Motor carriers may, voluntarily, decide to install or use inward facing cameras, or become an approved Registered Apprenticeship. They may choose to include safety alerts from inward facing cameras as part of their monthly data submissions. However, they will not be required to do so, even if they choose to use inward facing cameras.

Motor Carrier Applications Available

FMCSA is accepting applications from motor carriers for the pilot program. Links for the application, which has been revised to conform with the Consolidated Appropriations Act, 2024, are available on the Agency's website at www.fmcsa.dot.gov. FMCSA will, proactively, reach out to motor carriers who previously submitted applications but were missing Registered Apprenticeship numbers to determine whether the motor carriers are still interested in participating in the SDAP Program.

All other motor carrier requirements remain unchanged from the notice published on January 14, 2022 (87 FR 2477).

Sue Lawless,

Acting Deputy Administrator.

[FR Doc. 2024-10538 Filed 5-13-24; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2015-0480]

Commercial Driver's License Standards: Application for Exemption Renewal; CRST The Transportation Solution (Formerly Known as CRST Expedited, Inc.)

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

ACTION: Notice of final exemption renewal; renewal of exemption.

SUMMARY: FMCSA announces its decision to renew the exemption currently held by CRST The Transportation Solution (CRST) (formerly known as CRST Expedited, Inc.) from the requirement that a

commercial driver's license (CDL) holder with the proper CDL class and endorsements be seated in the front seat of the commercial motor vehicle (CMV) at all times while the commercial learner's permit (CLP) holder is engaged in behind-the-wheel training on public roads or highways. FMCSA announced its decision to provisionally renew CRST's exemption on August 7, 2023, pending a review of any comments received in response to that notice. Two comments opposing the exemption were submitted to the docket and are discussed below. The Agency believes that CRST and its drivers covered by the exemption will maintain a level of safety that is equivalent to, or greater than, the level of safety that would be achieved by complying with the regulatory requirement.

DATES: This renewed exemption was effective September 24, 2023, and expires on September 24, 2028.

FOR FURTHER INFORMATION CONTACT: Mrs. Pearlle Robinson, Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards, FMCSA; 202-366-4225; pearlie.robinson@dot.gov. If you have questions on viewing or submitting material to the docket, contact Dockets Operations, (202) 366-9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Viewing Comments and Documents

To view comments, go to www.regulations.gov, insert the docket number "FMCSA-2015-0480" in the keyword box, and click "Search." Next, sort the results by "Posted (Newer-Older)," choose the first notice listed, and click "Browse Comments."

To view documents mentioned in this notice as being available in the docket, go to www.regulations.gov, insert the docket number "FMCSA-2015-0480" in the keyword box, click "Search," and choose the document to review.

If you do not have access to the internet, you may view the docket online by visiting Dockets Operations 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., ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Dockets Operations.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b)(2), and 49 CFR 381.300(b), to renew an exemption from the FMCSA regulations specified in 49 CFR 381.300(c) for up to 5 years, if it

finds that "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." (49 U.S.C. 31315(b)(1)). On August 7, 2023, FMCSA evaluated CRST's application and provisionally renewed the exemption from 49 CFR 383.25(a)(1) for a five-year period, from September 24, 2023, through September 24, 2028 (88 FR 52241).

III. Background

Current Regulatory Requirements

FMCSA's CDL regulations in 49 CFR 383.25 establish minimum requirements for a CLP to be considered a valid CDL during behind-the-wheel training of a CLP holder on public roads or highways. Section 383.25(a)(1) requires a CDL holder with the proper CDL class and endorsements necessary to operate the CMV to accompany a CLP holder and be physically present in the front seat of the CMV next to the CLP holder at all times or, in a commercial passenger vehicle, directly behind or in the front row behind the driver and must have the CLP holder under observation and direct supervision.

IV. Application for Renewal of Exemption

CRST requested a second renewal of an exemption from the CDL requirements in 49 CFR 383.25(a)(1). Under the exemption, a CLP holder who has passed the skills test but not yet received the CDL document may drive a CMV accompanied by a CDL holder who is not necessarily in the passenger seat, provided the CLP driver possesses documentation of passing the skills test from the State that administered the test.

V. Public Comments

On August 7, 2023, FMCSA published its decision to provisionally grant a five-year renewal of CRST's original exemption, through September 24, 2028, and asked for public comment (88 FR 52241). Two comments were submitted to the docket, both opposed to the exemption renewal.

An anonymous individual said, "Do not allow rookie drivers on the road. This is killing and injuring many people. Inside Edition did a report on the increase of trucking deaths from drivers without much experience. CRST wants to make money without any accountability on the experience level of their drivers. When will our government put people over profits?"

A joint comment was filed by the Truck Safety Coalition, Citizens for Reliable and Safe Highways, and