

**Public Comment**

Any member of the public may submit pertinent questions and comments concerning NSBDCAB affairs in advance by February 5, 2025. Individuals may email *Rachel.newman-karton@sba.gov* with subject line—“[Name/Organization] Comment for 2/5/25 Public Meeting.” The NSBDCAB will respond to a selection of questions or statements with most relevance to the topic of small business enterprise. Please note that public comments are typically shared during the final few minutes of the NSBDCAB meeting.

Advance notice of attendance is required. Those wishing to attend the meeting are encouraged to RSVP, by February 3, 2025, using the contact information above.

This event will be held over Microsoft Teams. For technical assistance, please visit the Microsoft Teams Support Page.

**Andrienne Johnson,**

*Committee Management Officer.*

[FR Doc. 2025–00997 Filed 1–15–25; 8:45 am]

**BILLING CODE 8026–09–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[FAA–2024–2488]

**Agency Information Collection**

**Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: “Generic Clearance for Customer Interactions”**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on October 23, 2024, Customer Interactions provide the Federal Aviation Administration valuable information and connect the agency to the public. The Federal Aviation Administration would utilize a Generic Clearance for Customer Interactions that support the Agency’s mission to become more accessible and transparent.

**DATES:** Written comments should be submitted by February 18, 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](http://www.reginfo.gov/public/do/PRAMain). Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

**FOR FURTHER INFORMATION CONTACT:**

Barbara Hall by email at: *Barbara.l.hall@faa.gov*; phone: 817–222–5448

**SUPPLEMENTARY INFORMATION:**

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA’s performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB’s clearance of this information collection.

*OMB Control Number:* 2120–0772.

*Title:* Generic Clearance for Customer Interactions.

*Form Numbers:* NA.

*Type of Review:* Extensional of an information collection.

*Background:* Individual citizens or organizations may voluntarily respond to this collection. This collection of information will support the Federal Aviation Administration’s mission. The Agency will collect qualitative and quantitative data that informs scientific research; aviation assessments and monitoring efforts; validate models or tools; and enhance the quantity and quality of data collected across communities. The agency will use this data to create an avenue to incorporate local knowledge and needs, and to contribute to increased data sharing, open data, and government transparency. The Federal Aviation Administration may sponsor the collection of this type of information in connection with aviation projects. All such collections will follow Agency policies and regulations. Collections under this generic ICR will be from volunteers who participate on their own initiative through an open and transparent process.

*Respondents:* 110,000 Individual citizens or organizations who interact with the agency may voluntarily respond to this collection.

*Frequency:* As Needed

*Estimated Average Burden per Response:* 5 minutes.

*Estimated Total Annual Burden:* 18,330.

Issued in Fort Worth, TX on January 13, 2025.

**Barbara Hall,**

*Information Collection Officer, ASP–110, AFN.*

[FR Doc. 2025–01024 Filed 1–15–25; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Motor Carrier Safety Administration**

[Docket No. FMCSA–2024–0230]

**Commercial Driver’s License Standards: Application for Exemption; Daimler Trucks North America, LLC**

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

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

**SUMMARY:** The Federal Motor Carrier Safety Administration (FMCSA) announces its final decision to grant a 5-year exemption to Daimler Trucks North America, LLC (Daimler) for six drivers who hold foreign commercial licenses from the requirement to hold a commercial driver’s license (CDL) issued by a U.S. State when operating a commercial motor vehicle (CMV). This exemption will permit the six drivers to test-drive Daimler vehicles on U.S. roads to better understand product requirements in “real-world” environments and verify results. FMCSA reviewed the drivers’ commercial license records provided by Daimler and believes the requirements for a German commercial license, the work restrictions imposed on Daimler drivers by their nonimmigrant visas, and the terms and conditions set forth below, will ensure that Daimler’s operation under this exemption will likely achieve a level of safety equivalent to or greater than the level that would be achieved in the absence of the exemption.

**DATES:** The exemption is effective January 16, 2025 and expires January 16, 2030.

**FOR FURTHER INFORMATION CONTACT:** Ms. Bernadette Walker, FMCSA Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; 202–385–2415; *bernadette.walker@dot.gov*. If you have questions on viewing or submitting material to the docket, contact Dockets Services at (202) 366–9826.

**SUPPLEMENTARY INFORMATION:**

## I. Public Participation

### *Viewing Comments and Documents*

To view comments, go to [www.regulations.gov](http://www.regulations.gov), insert the docket number “FMCSA–2024–0230” in the keyword box, and click “Search.” Next, sort the results by “Posted (Newer-Older),” choose the first notice listed click “Browse Comments.”

To view documents mentioned in this notice as being available in the docket, go to [www.regulations.gov](http://www.regulations.gov), insert the docket number “FMCSA–2024–0230” in the keyword box, click “Search,” and chose 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) to grant exemptions from certain Federal Motor Carrier Safety Regulations (FMCSRs). 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 any safety analyses. The Agency must provide an opportunity for public comment on the request.

The Agency reviews 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 by the current regulation (49 CFR 381.305(a)). 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. Background

### *Current Regulatory Requirements*

Under 49 CFR 383.23, no person is permitted to operate a CMV without having taken and passed knowledge and driving skills tests for a commercial

learner’s permit or CDL that meet the Federal standards contained in subparts F, G, and H of Part 383 for the CMV that person operates or expects to operate.

### *Applicant’s Request*

Daimler’s application for exemption was described in detail in a **Federal Register** notice published on October 15, 2024 (89 FR 83078) and will not be repeated here, as the facts have not changed.

## IV. Public Comments

The Agency received no comments in response the notice of Daimler’s application.

## V. FMCSA Decision

FMCSA has determined that the process for obtaining a commercial license in Germany is comparable to the process for obtaining a State-issued CDL and adequately ensures that these drivers can safely operate a CMV in the United States. Based on the information provided by Daimler, including the drivers’ experience and safety records, FMCSA concludes that the exemption, subject to the terms and conditions set forth in section VI, would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption, in accordance with 49 U.S.C. 31315(b)(1).

## VI. Terms and Conditions for the Exemption

This exemption applies only to the following six Daimler drivers: Christopher Kappes, Andreas Munch, Franz-Alexander Baumgartner, Fabian Schab, Malte Kleindick, and Lucas Jung. These drivers are granted an exemption from the requirement in 49 CFR 383.23, allowing them to drive CMVs in the United States without a State-issued CDL. When operating under this exemption, the six drivers are subject to the following terms and conditions:

- (1) The driver and Daimler must comply with all other applicable provisions of the FMCSRs (49 CFR parts 350 through 399);
- (2) The driver must be in possession of the exemption document and a valid German commercial license;
- (3) The driver must be employed by and operate the CMV within the scope of their duties for Daimler;
- (4) At all times while operating a CMV under this exemption, the driver must be accompanied by a holder of a State-issued CDL who is familiar with the routes traveled;

(5) Daimler must notify FMCSA in writing within 5 business days of any accident, as defined in 49 CFR 390.5, involving any of the exempted drivers;

(6) Daimler must notify FMCSA in writing if any of the exempted drivers is convicted of an offense listed in § 383.51 or a disqualifying offense under § 391.15 of the FMCSRs; and

(7) Daimler must subject the exempted drivers to a drug and alcohol testing program substantially equivalent to the requirements in 49 CFR part 382 (excluding the Clearinghouse requirements in subpart G). Daimler must ensure that the testing program for the drivers complies with the procedures set forth in 49 CFR part 40, as required by 49 CFR 382.105.

### *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.

### *Notification to FMCSA*

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

- a. Identifier of the Exemption: “Daimler—[driver name]”;
- 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.

## VII. Termination

FMCSA has no reason to believe the motor carrier and drivers covered by

this exemption will experience any deterioration of their safety record. However, should this occur, FMCSA will take all steps necessary to protect the public interest, including revocation of the exemption. FMCSA will immediately revoke the exemption in the event of a failure to comply with its terms and conditions, the exemption has resulted in a lower level of safety than was maintained before the exemption was granted, or continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. chapter 313.

**Vincent G. White,**

*Deputy Administrator.*

[FR Doc. 2025–01001 Filed 1–15–25; 8:45 am]

**BILLING CODE 4910–EX–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA–2021–0070]

#### Inspection, Repair and Maintenance; Inspector Qualifications; Application for an Exemption From the American Trucking Associations

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

**ACTION:** Notice of final disposition; grant of exemption.

**SUMMARY:** FMCSA grants a limited 5-year exemption to the American Trucking Associations (ATA) on behalf of motor carriers, intermodal equipment providers (IEPs), and individuals, from the requirements that an individual must complete 1 year of training, experience, or a combination thereof prior to being qualified to conduct annual commercial motor vehicle (CMV) inspections and to conduct brake-related inspection, repair and maintenance tasks on CMVs. The exemption covers individuals who successfully complete a training program that is self-certified by the training provider as consistent with a set of recommended practices (RPs) developed by the ATA's Technology and Maintenance Council (TMC) and motor carriers and IEPs who rely on these training programs and individuals to satisfy FMCSA's rules. The Agency has determined that granting the exemption from the requirements for 1 year of training, experience, or a combination thereof for individuals who successfully complete, and educators who provide, a performance-based inspector training program consistent

with the TMC RPs, would likely achieve a level of safety equivalent to or greater than the level of safety provided by the regulatory requirements.

**DATES:** This exemption is effective January 16, 2025 and expires on January 16, 2030.

**FOR FURTHER INFORMATION CONTACT:** Mr. David Sutula, Vehicle and Roadside Operations Division, Office of Carrier, Driver, and Vehicle Safety, MC–PSV, FMCSA; 1200 New Jersey Avenue SE, Washington, DC 20590–0001; (202) 366–9209; *MCPSV@dot.gov*.

#### SUPPLEMENTARY INFORMATION:

##### I. Viewing Comments and Documents

To view comments, go to *www.regulations.gov*, insert the docket number “FMCSA–2021–0070” in the keyword box, and click “Search.” Next, sort the results by “Posted (Newer-Older),” choose the first notice listed, 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–2021–0070” in the keyword box, click “Search,” and chose 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) to grant exemptions from Federal Motor Carrier Safety Regulations (FMCSRs). FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)) and 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 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 by the current regulation (49 CFR 381.305(a)). The Agency must publish its decision in the **Federal Register** (49 CFR 381.315(b)). If granted, the notice will identify the person or class of persons receiving the exemption, the regulatory provision from which the exemption is

granted, 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 exemptions may be renewed (49 CFR 381.300(b)).

### III. Background

#### A. Current Regulatory Requirements

The FMCSRs require motor carriers and IEPs to ensure that individuals performing annual inspections of CMVs (49 CFR 396.19), including individuals who inspect, maintain, repair, or service CMV brake systems (49 CFR 396.25), are properly qualified to perform such assignments. Under §§ 396.19(a)(3)(ii) and 396.25(d)(3)(ii), part of the qualifications to conduct those inspections is that an individual have training, experience, or a combination thereof totaling at least 1 year as outlined in those sections.

#### B. Applicant's Request

ATA applied on behalf of individuals seeking inspector qualifications for an exemption from the requirements in 49 CFR 396.19(a)(3)(ii) and 396.25(d)(3)(ii) that an individual must complete training, experience, or a combination thereof totaling at least 1 year prior to being qualified as an inspector. ATA requested that FMCSA permit educators to self-certify their training programs based on the TMC RPs and permit technicians who complete those training programs to be qualified to inspect CMVs in less than 1 year.

ATA stated that educators that provide a TMC RP-based training program develop technicians with the skills and knowledge to be highly proficient and qualified inspectors in less than a year. TMC's Educator Committee recommended training of a minimum of 210 hours for individuals having some level of experience and competency to a maximum of 540 hours for those new to CMVs. The committee estimated that approximately one-third of the instruction would be classroom based, with the remainder of the curriculum being laboratory/hands-on based. ATA also proposed to “grandfather” individuals with some level of experience who can “test out” of the training by passing the National Institute for Automotive Service Excellence (ASE) Medium-Heavy Truck Certification Tests T4—Brakes and T8—Preventative Maintenance Inspection by demonstrating successful preventive maintenance inspection (PMI) to a qualified inspector or educator. After meeting the requirements, ATA stated