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[4910-EX-P]

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2024-0317]

Commercial Motor Vehicle Marking; Hours of Service of Drivers: Application for Exemption; Colorado Huntsman Transport, Inc.

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

ACTION: Notice of final disposition; denial of application for exemption.

SUMMARY: FMCSA announces its decision to deny the request from Colorado Huntsman Transport, Inc. dba Huntsman Transport, USDOT 4050798 ("Huntsman") for reconsideration of its application for exemptions from the commercial motor vehicle (CMV) marking requirements and the hours of service (HOS) 60 hour/7-day limit that the Agency denied on February 6, 2026. FMCSA analyzed Huntsman's application for reconsideration and the public comments received and has determined that the applicant did not provide information that would change the Agency's previous decision to deny the exemptions.

FOR FURTHER INFORMATION CONTACT: Ms. Pearlie Robinson, FMCSA Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; pearlie.robinson@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to https://www.regulations.gov/docket/FMCSA-2024-0317/document and choose the document to review. To view comments, click this notice, then click "Document

Comments." If you do not have access to the internet, you may view the docket by visiting Dockets Operations in the DOT West Building, 1200 New Jersey Avenue SE, W58-213,_Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from the Federal Motor 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 person or class of persons granted the exemption, the regulatory provision(s) from which the person or class of persons is 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 390.21, CMVs must be marked with the legal name or single trade name and USDOT number of the motor carrier. Under 49 CFR 395.5(b), drivers of passenger-carrying CMVs may not drive after having been on duty 60 hours in any 7

consecutive days if the motor carrier does not operate CMVs every day of the week or after having been on duty 70 hours in any period of 8 consecutive days if the employing motor carrier operates CMVs every day of the week.

Applicant's Request

Huntsman's current application for exemption was described in detail in a Federal Register notice on July 17, 2026 (91 FR 44950) and will not be repeated as the facts have not changed. Previously, Huntsman filed an application for these exemptions and FMCSA requested public comment on that application (90 FR 14179). FMCSA subsequently denied Huntsman's initial application for exemption on February 6, 2026 (91 FR 5553).

IV. Public Comments

The Agency received six comments, all of which opposed the exemptions. Submitted comments were from AWM Associates, LLC (AWM), the Commercial Vehicle Safety Alliance (CVSA), a joint filing by the Truck Safety Coalition, Citizens for Reliable and Safe Highways, and Parents Against Tired Truckers, and three individuals. AWM wrote, "If Colorado Huntsman's duties are too intense for standard vehicles and they're concerned for its employee's and client's safety; they may use smaller vehicles not subject to the FMCSR and add items such as bullet proofing similar to armored cars."

CVSA stated, "In the exemption request, Huntsman has not adequately assessed the exemption's potential safety impacts or explained how it would maintain a level of safety equivalent to or greater than the level achieved through compliance with the regulation. Nor does Huntsman address how relief from the marking requirements would reduce the security threat posed to the vehicles. As such, CVSA encourages FMCSA to once again deny the request."

The Truck Safety Coalition stated, "Huntsman Transport fails to meet the threshold to qualify for HOS exemption. Its exemption application does not include a

single new countermeasure that would help combat its dangerously high risk of driver fatigue under its proposal."

Steven Meyer said "This request is utterly ridiculous. Granting this exemption would ultimately cost someone their life."

V. FMCSA Decision

FMCSA evaluated Huntsman's application for reconsideration and the public comments. The Agency has concluded that Huntsman provided no additional information that would alter its prior, February 6, 2026, decision to deny Huntsman's application for exemptions. Huntsman failed to establish that it would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved without the exemptions. Therefore, the Agency denies this application for exemptions from the HOS and CMV marking requirements and reaffirms its previous denial.

Derek D. Barrs,
Administrator.

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