

Veolia North America

Regulatory Update - February 2026



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HEALTH & SAFETY UPDATES

No Health & Safety Updates for February 2026

MISCELLANEOUS UPDATES

No Miscellaneous Updates for February 2026

A. Accidental Release Prevention Requirements: Risk Management Programs Under the Clean Air Act; Common Sense Approach to Chemical Accident Prevention

Agency

Environmental Protection Agency (EPA)

Dates

Published Date: 2/24/2026

Comments Due: 4/10/2026

Summary

The Environmental Protection Agency (EPA) is proposing to amend its Risk Management Program (RMP) regulations by making several proposed changes to the 2024 Safer Communities by Chemical Accident Prevention (SCCAP) rule. The proposed amendments aim to improve chemical process safety at facilities that use and distribute regulated substances while avoiding duplicative requirements, realigning RMP requirements with Occupational Safety and Health Administration (OSHA) Process Safety Management (PSM) requirements and eliminating unnecessary burdens where data doesn't demonstrate effectiveness in reducing accidental releases.

The proposed action addresses 14 substantive issues and proposes the following actions:

1. Safer technologies and alternatives analyses (STAA),
 - a. The EPA is proposing that new Program 3 processes include new processes designed and added to existing RMP facilities and those designed and built at newly operating facilities. Processes considered new would commence operation three years after the effective date of this rule.
2. Information availability,
 - a. The EPA is proposing to rescind the requirement in 40 CFR 68.210(d) for owners or operators to provide chemical hazard information to members of the public upon request and codify in the regulation what information is shared through the RMP Public Data Tool.
 - b. This action would also rescind requirements for facilities to provide notification of information availability, the 45-day timeframe to provide information, provide translations of information in multiple languages, the recordkeeping of public requests and documenting declined recommendations.
3. Third-party audits,
 - a. The EPA is co-proposing two options:
 - i. rescind all the 2024 third-party audit provisions,
 - ii. modify the 2024 provisions to focus on facilities with two accidents in a five-year period; require data on the third-party audits to be submitted to the EPA; and put in place a sunset provision after the regulations have been in effect for 10 years.

4. Employee participation,
 - a. The EPA is proposing to rescind training requirements, for both Program 2 and Program 3, but retain the annual notification that the employee participation plan is available for Program 3 facilities. The EPA is proposing to rescind the employee accident and noncompliance reporting requirements at 40 CFR 68.62(b) and 68.83(e) for facilities with Program 2 and Program 3 processes due to redundancies and to realign with the OSHA PSM standard.
5. Community and emergency responder notification,
 - a. The EPA proposes to require facilities partner with local emergency response agencies to ensure that necessary information is available to responders and add language to clarify that responders may relay that information through a community notification system to warn the public. The agency is considering collecting information on how communities can “register” for the community notification system.
6. Stationary source siting,
 - a. The EPA is proposing to modify 40 CFR 68.50(a)(6) and 68.67(c)(5) by deleting the text: “including the placement of processes, equipment, and buildings within the facility, and hazards posed by proximate stationary sources, and accidental release consequences posed by proximity to the public and public receptors.”
7. Natural hazards,
 - a. The EPA is proposing to amend 40 CFR 68.50(a)(5) by deleting the text: “Natural hazards that could cause or exacerbate an accidental release; and” the EPA similarly proposes to amend 40 CFR 68.67(c)(8) by deleting the text: “Natural hazards that could cause or exacerbate an accidental release.”
 - b. As an alternative, the EPA proposes to modify the regulatory text at 40 CFR 68.50(a)(1) and 68.67(c)(1) to state: “The hazards, including natural hazards,…”
8. Power loss,
 - a. The EPA proposes to rescind the 2024 SCCAP rule provisions related to backup power for monitors in 40 CFR 68.50(a)(3), 68.52(b)(9), 68.67(c)(3), and 68.69(a)(4).
9. Declined recommendation documentation,
 - a. The EPA proposes to rescind all requirements for documenting declined recommendations for natural hazards, power loss, siting, and RAGAGEP, by deleting the rule text at 40 CFR 68.170(e)(7), 68.175(e)(8), and 68.175(e)(9).
10. Emergency response exercises,
 - a. The EPA is proposing to retain the Agency’s emergency response exercise requirements from the 2024 SCCAP rule but seeks comment from the public to help inform the EPA’s consideration of whether changes are needed to address the current lack of a mechanism for facility owners and operators to indicate an inability to coordinate with LEPCs despite a good faith effort to do so.
11. Process safety information (PSI) and recognized and generally accepted good engineering practices (RAGAGEP),
 - a. The EPA is proposing to rescind 2024 changes to RAGAGEP compliance language to realign with OSHA PSM
 - b. The EPA is proposing to rescind stand-alone RAGAGEP gap analysis requirement in PHA

12. Deregistration form information collection,
 - a. The EPA seeks comment on the proposed inclusion of voluntary information collection in the deregistration form, including edits to, additions to, or deletions of specific data fields. The EPA also seeks comment on the anticipated burden associated with completing and submitting the form for facilities that deregister.
13. Hot work permit retention,
 - a. To align with the OSHA PSM Standard the EPA proposes to amend 40 CFR 68.85 by removing paragraph (c) and revising paragraph (b) to read as follows: “The permit shall document that the fire prevention and protection requirements in 29 CFR 1910.252(a) have been implemented prior to beginning the hot work operations; it shall indicate the date(s) authorized for hot work; and identify the object on which hot work is to be performed. The permit shall be kept on file until completion of the hot work operations.”
14. Retail facility definition.
 - a. The Agency is proposing to amend the definition for “retail facility” under 40 CFR 68.3 to include alternate timeframes to address additional scenarios.
 - b. The proposed definition would be changed as follows:
 - i. Retail facility means a stationary source meeting either of the following criteria:
 1. More than one-half of the income from direct sales to end users, or more than one-half of the fuel sold, by volume, is sold through a cylinder exchange program during one of the following periods:
 - a. Previous full calendar year
 - b. Previous fiscal year
 - c. Previous 12 months Facilities must select one of these timeframes as their basis for assessment and maintain consistency in their choice for a minimum of three consecutive years.
 2. For new facilities with less than a full calendar year of operational history: More than one-half of the income generated since the commencement of operations is obtained from direct sales to end users, or more than one-half of the fuel sold, by volume, during the same period is sold through a cylinder exchange program. For the purpose of this definition, “commencement of operations” refers to the date on which a threshold quantity of a regulated substance is present at the facility.

Comments must be received on or before April 10, 2026.

Reference/Link

The link below will allow you to view/print the Proposed Rule.

<https://www.govinfo.gov/content/pkg/FR-2026-02-24/pdf/2026-03633.pdf>

B. Implementing Statutory Addition of Certain Per- and Polyfluoroalkyl Substances (PFAS) to the Toxics Release Inventory Beginning With Reporting Year 2026; Final Rule

Agency

Environmental Protection Agency (EPA)

Dates

Published Date: 02/27/2026

Effective Date: 03/30/2026

Summary

The Environmental Protection Agency (EPA or the Agency) is updating the list of chemicals subject to toxic chemical release reporting under the Emergency Planning and Community Right-to-Know Act (EPCRA) and the Pollution Prevention Act (PPA).

This action adds Sodium perfluorohexanesulfonate to the Toxics Release Inventory (TRI) List.

Under this rule, businesses in covered industries must begin tracking and reporting any use or release of PFHxS-Na, a well-studied PFAS chemical. The first reporting period began January 1, 2026 and the first reports will be due to EPA by July 1, 2027. Because PFHxS-Na is classified as a chemical of special concern it is subject to a lower reporting threshold, in this case 100 lbs.

Reference/Link

The link below will allow you to view/print the Final Rule.

<https://www.govinfo.gov/content/pkg/FR-2026-02-27/pdf/2026-03944.pdf>

C. Extending the Reporting Deadline Under the Greenhouse Gas Reporting Rule for 2025; Final Rule

Agency

Environmental Protection Agency (EPA)

Dates

Published Date: 02/27/2026

Effective Date: 02/27/2026

New Reporting Deadline: 10/30/2026

Summary

The U.S. Environmental Protection Agency (EPA) is promulgating this final rule to extend the reporting deadline under the Greenhouse Gas Reporting Rule for reporting year 2025 from March 31, 2026 to October 30, 2026. This final rule changes only the reporting deadline for annual greenhouse gas (GHG) reports for reporting year 2025 in response to comments received on the proposed rescission of the Greenhouse Gas Reporting Program (GHGRP). The EPA anticipates addressing the remainder of the proposed rule in one or more subsequent final actions.

Reference/Link

The link below will allow you to view/print the Final Rule.

<https://www.govinfo.gov/content/pkg/FR-2026-02-27/pdf/2026-03995.pdf>

D. Extension of Postponement of Effectiveness for Certain Provisions of Trichloroethylene (TCE); Regulation Under the Toxic Substances Control Act (TSCA); Notification

Agency

Environmental Protection Agency (EPA)

Dates

Published Date: 02/18/2026

Effective Date: 05/18/2026

Summary

On December 17, 2024, EPA issued a final risk-management rule under TSCA section 6(a) prohibiting all uses of trichloroethylene (TCE), most of which would be prohibited within one year, including TCE manufacture and processing for most commercial and all consumer products.

The Environmental Protection Agency (EPA or Agency) is extending the postponement of the effectiveness of certain regulatory provisions of the final rule entitled “Trichloroethylene (TCE); Regulation Under the Toxic Substances Control Act (TSCA)” for an additional 90 days. Specifically, this postponement applies to the conditions imposed on the uses with TSCA section 6(g) exemptions.

The extension of the postponement applies, for example, to the conditions imposed under the TSCA section 6(g) exemption for the use of TCE as a processing aid for specialty polymeric microporous sheet material manufacturing. 40 CFR 751.325(b)(6)(i) through (iv). The postponement will temporarily preserve the status quo while the Third Circuit litigation is pending. Nothing has materially changed since the Initial Notice nor extensions of that notice that would affect EPA’s analysis of whether justice requires a stay of these provisions.

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Reference/Link

The link below will allow you to view/print the Final Rule.

<https://www.govinfo.gov/content/pkg/FR-2026-02-18/pdf/2026-03155.pdf>

E. Updated Interim Guidance on Destruction or Disposal of Materials Containing Per- and Polyfluoroalkyl Substances in the United States; Memorandum

Agency

Department of War (DoW)

Dates

Published Date: 02/20/2026

Summary

The Department of War (DoW) Per- and Polyfluoroalkyl Substances (PFAS) Task Force announced the DoW's detailed analysis of the methods of destroying and disposing of PFAS-containing materials and wastes.

In this recent update of the analysis the DoW identified RCRA and CAA permitted Hazardous Waste Incinerators (HWIs) with operating temperatures greater than 1100°C in the afterburner/secondary combustion chamber as an allowable destruction option. The DoW notes multiple incinerator companies that have completed testing to ensure the effectiveness of the treatment method.

DoW has identified the following options for the DoW Components to use for the commercial destruction or disposal of its PFAS- containing materials:

- Hazardous waste incinerators with environmental permits that meet certain temperature requirements
- Carbon reactivation units with environmental permits (for used granular activated carbon (GAC) only).
- Hazardous waste landfills with environmental permits.
- Solid waste landfills with environmental permits that have composite liners, and gas and leachate collection and treatment systems (not an option for AFFF concentrate)
- Underground injection control wells with environmental permits
- Thermal desorption units that use off-gas collection and thermal oxidation with Environmental Permits (for soils only)
- Other Destruction Technologies with Environmental Permits or Regulator Approval

The detailed analysis goes through each of the options and reviews the data available on the technology as well as an analysis on the benefits and usability.

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Reference/Link

The link below will allow you to view/print the Detailed Analysis.

https://www.acq.osd.mil/eie/eer/ecc/pfas/docs/policies/DoW_PFAS%20DD%20DetailedAnalysis_clear.pdf

F. Hazardous Materials: Harmonization With International Standards; Notice of Proposed Rulemaking

Agency

US Department of Transportation (USDOT)
Pipeline and Hazardous Materials Safety Administration (PHMSA)

Dates

Published Date: 02/10/2026

Comments Due: 04/13/2026

Summary

Pipeline and Hazardous Materials Safety Administration (PHMSA) proposes to amend the Hazardous Materials Regulations to adopt certain international regulations and standards related to proper shipping names, hazard classes, packing groups, special provisions, packaging authorizations, air transport quantity limitations, and vessel stowage requirements. These amendments are intended to maintain consistency with the latest international standards and regulations, and to reduce costs to entities or individuals within the United States or to otherwise lower the cost of regulations on the United States economy.

The PHMSA is proposing several changes to the following:

- 172.101 Hazardous Materials Table
- Additions to Appendix B to § 172.101—List of Marine Pollutants
- Revisions to the HMT Columns of Information
- Section 172.102 (Special Provisions), Section 172.315 Marking Requirements for Limited Quantities
- Section 172.322 Marking Requirements for Marine Pollutants
- Section 172.447 Sodium-Ion and Lithium Battery Labels
- Section 173.59 Pyrotechnic Substance Definition
- Section 173.62 Revisions to Explosives Table
- Section 173.124 and 173.125 Amended Definition of Readily Combustible Solids
- Section 173.151 Exceptions for Class 4 Hazardous Materials Addition of Inner Packaging Quantity Limits
- Section 173.162 Packaging Requirements and Exceptions for Gallium
- Section 173.169 Fire Suppressant Dispersing Devices
- Section 173.185 Lithium Cells and Batteries / Sodium Ion Cells and Batteries
- Section 173.219 Life-Saving Appliances

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- Section 173.220 Internal Combustion Engines, Vehicles, Machinery Containing Internal Combustion Engines, Battery-Powered Equipment or Machinery, and Fuel Cell-Powered Equipment or Machinery
- Section 173.225 Organic Peroxides
- Section 173.232 Articles Containing Hazardous Materials
- Section 173.301b Gases in Pressure Receptacles/Cylinders
- Section 176.83 Segregation of Hazardous Materials on Vessels
- Section 176.84 Stowage Provisions for Vessels
- Section 178.504 Rolling Hoops - Steel Drums
- Section 178.506 Rolling Hoops - Other Metal Drums

Reference/Link

The link below will allow you to view/print the Final Rule.

<https://www.govinfo.gov/content/pkg/FR-2026-02-10/pdf/2026-02575.pdf>

G. Electronic Driver Vehicle Inspection Reports; Final Rule

Agency

US Department of Transportation (USDOT)
Federal Motor Carrier Safety Administration (FMCSA)

Dates

Published Date: 2/19/2026

Effective Date: 3/23/2026

Summary

FMCSA clarifies the requirement to complete a Driver Vehicle Inspection Report (DVIR) based upon a public comment filed by the National Tank Truck Carriers (NTTC). The DVIR may already be completed electronically, however the explicit language in this rule will make this clear. This will encourage motor carriers and drivers to utilize electronic, cost-saving methods when completing DVIRs.

On May 30, 2025, FMCSA published in the Federal Register (90 FR 22957) an NPRM titled "Electronic Driver Vehicle Inspection Reports." The NPRM proposed to clarify the requirement to complete a DVIR, based upon a public comment filed by NTTC. Although a DVIR was already allowed to be completed electronically, the NPRM proposed explicit language to make this clear. This was intended to encourage motor carriers and drivers to utilize electronic, cost-saving methods when completing DVIRs.

In the NPRM, FMCSA proposed to add language into §§ 396.11 and 396.13 to explicitly allow for the electronic creation, maintenance, and signature of the DVIRs required by those sections. This language will make it clear that DVIRs need not be on paper and will allow drivers and their employers to incorporate any existing electronic communication means already in use (such as texting or email), thus reducing the burden of creating and maintaining the DVIRs.

In this final rule, FMCSA adopts the changes as proposed in the NPRM.

Reference/Link

The link below will allow you to view/print the Final Rule.

<https://www.govinfo.gov/content/pkg/FR-2026-02-19/pdf/2026-03264.pdf>

H. Parts and Accessories Necessary for Safe Operation; Auxiliary Fuel Tanks; Final Rule

Agency

US Department of Transportation (USDOT)
Federal Motor Carrier Safety Administration (FMCSA)

Dates

Published Date: 02/19/2026

Effective Date: 03/23/2026

Summary

FMCSA amends its fuel tank requirements to add an exception to the prohibition on gravity and syphon feeds for auxiliary pumps with a nominal fuel tank capacity of not more than five gallons mounted on the trailer chassis frame or trailer bed, for purposes other than operation of the motor vehicle, that are operated only when the motor vehicle is not in motion. This revision responds to a petition for rulemaking from the Truck Trailer Manufacturers Association (TTMA). The revision provides relief from a regulatory requirement without impacting safety.

On May 30, 2025, FMCSA published in the Federal Register (Docket No. FMCSA-2025-0120, 90 FR 22934) a notice of proposed rulemaking (NPRM) titled “Parts and Accessories Necessary for Safe Operation; Auxiliary Fuel Tanks.” The NPRM proposed to amend 49 CFR 393.65(d)(1) and (2) to add an exception to the prohibition on gravity and syphon feeds for auxiliary pumps with a fuel tank capacity of less than five gallons mounted on the trailer chassis frame or trailer bed, for purposes other than operation of the motor vehicle, that are operational only when the motor vehicle is not in motion.

FMCSA revises the proposed language in section 393.65(d)(1) and (2) to incorporate the recommended revisions from a commenter received during the rulemaking process. Specifically, in paragraph (d)(1) the Agency replaces “a fuel tank capacity of less than five gallons” with “a nominal fuel tank capacity of not more than five gallons.” In paragraph (d)(2), FMCSA replaces “operational” with “operated.”

As a result, FMCSA is amending the regulatory text to reflect the following changes:

FMCSA adds new paragraphs (d)(1) and (d)(2) which provide for an exception from the prohibition in paragraph (d).

§ 393.65 All fuel systems.

* * * * *

(d) Gravity or syphon feed prohibited. A fuel system must not supply fuel by gravity or syphon feed directly to the carburetor or injector, except—

(1) When an auxiliary pump with a nominal fuel tank capacity of not more than five gallons is mounted on the trailer chassis frame or trailer bed for purposes other than operation of the motor vehicle; and

(2) The auxiliary pump shall be operated only when the motor vehicle is not in motion.

Reference/Link

The link below will allow you to view/print the Final Rule.

<https://drive.google.com/file/d/1lfzcre4nidjlf8cVg10PflQXeNjp6LDm/view>

I. **Parts and Accessories Necessary for Safe Operation; Tire Load Markings; Final Rule**

Agency

US Department of Transportation (USDOT)
Federal Motor Carrier Safety Administration (FMCSA)

Dates

Published Date: 02/19/2026

Effective Date: 03/23/2026

Summary

FMCSA amends the requirements for commercial motor vehicle (CMV) tires to clarify that the Federal Motor Carrier Safety Regulations (FMCSR) do not require tire load restriction markings on the sidewalls of the tires. This change eliminates confusion and clarifies the scope of FMCSA's authority regarding requirements for CMV tires.

In this final rule, FMCSA is adding clarifying language to the FMCSR to explicitly state that NHTSA, not FMCSA, is the agency that imposes requirements on tire manufacturers to add maximum load rating markings to the sidewalls of tires. FMCSA has no authority to require manufacturers to add such markings and the change does not alter any current regulatory requirements. The Agency does not believe that this final rule will result in any change in the likelihood of motor carriers or drivers defacing the sidewalls of tires. If a motor carrier or driver desired to deface their tires in an attempt to interfere with inspections, it would result in the same outcome regardless of this rule.

If the markings are not displayed on a tire for any reason, section 393.75(g) and (h) provide procedures for determining the load rating of a tire through publications listed in FMVSS No. 119 (49 CFR 571.119) to ensure that a vehicle is not being operated in excess of that limit. Motor carriers and drivers are required to be aware of the load ratings of the tires on their CMV regardless of whether those ratings are on the tire or in the publications listed in FMVSS No. 119. Defacing the tires in any way does not alter that requirement. Adding clarifying language will make the regulated public better aware of the requirements under FMCSA regulations, resulting in less confusion about the applicability of section 393.75.

As a result, FMCSA is amending the regulatory text to reflect the following changes:
§ 393.75 Tires FMCSA adds a new paragraph (j) to clarify that FMCSA does not require tire markings under paragraphs (g) and (h).

Reference/Link

The link below will allow you to view/print the Final Rule.

<https://www.govinfo.gov/content/pkg/FR-2026-02-19/pdf/2026-03260.pdf>

J. Parts and Accessories Necessary for Safe Operation; Spare Fuses; Final Rule

Agency

US Department of Transportation (USDOT)
Federal Motor Carrier Safety Administration (FMCSA)

Dates

Published Date: 2/19/2026

Effective Date: 4/20/2026

Summary

FMCSA amends the emergency equipment rules to remove the requirement for commercial motor vehicles (CMVs) to be equipped with at least one spare fuse for each type and size of fuse needed for the operation of the CMV. This change will remove an unnecessary requirement from the Federal Motor Carrier Safety Regulations (FMCSR).

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This final rule removes the burdensome requirement to keep spare fuses in CMVs because blown fuses are often diagnosed and replaced by individuals other than the drivers of those vehicles. This final rule does not prohibit spare fuses and CMVs may still be equipped with spare fuses if operators want to keep them in their vehicles. Furthermore, spare fuses are readily accessible at various retail locations including, but not limited to, service stations, truck stops, and auto retailers.

Most comments received were supportive of the NPRM, therefore, FMCSA has adopted the changes as proposed. As a result, FMCSA is amending the regulatory text to reflect the following changes:

Section 393.95 Emergency Equipment On All Power Units
FMCSA removes paragraph (b) concerning the requirement for spare fuses.

Reference/Link

The link below will allow you to view/print the Final Rule.

<https://www.govinfo.gov/content/pkg/FR-2026-02-19/pdf/2026-03262.pdf>

K. Parts and Accessories Necessary for Safe Operation; License Plate Lamps; Final Rule

Agency

US Department of Transportation (USDOT)
Federal Motor Carrier Safety Administration (FMCSA)

Dates

Published Date: 02/19/2026

Effective Date: 03/23/2026

Summary

FMCSA amends the Federal Motor Carrier Safety Regulations (FMCSRs) to add an exception from the lamp and reflective device requirements for license plate lamps on the rear of truck tractors while towing a trailer. This amendment removes an unnecessary regulatory requirement without impacting safety.

On May 30, 2025, FMCSA published in the Federal Register (Docket No. FMCSA-2025-0122, 90 FR 22930) a notice of proposed rulemaking (NPRM) titled “Parts and Accessories Necessary for Safe Operation; License Plate Lamps.” The NPRM proposed to amend the FMCSRs to add an exception from the lamp and reflective device requirements for license plate lamps on the rear of truck tractors while towing a trailer.

All comments received were supportive of the NPRM, therefore, FMCSA has adopted the changes as proposed. As a result, FMCSA is amending the regulatory text to reflect the following changes:

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Section 393.11 Lamps and Reflective Devices

FMCSA revises footnote 11 to Table 1 by adding truck tractors towing a trailer to the exception from the requirement for a rear license plate lamp to be illuminated.

Reference/Link

The link below will allow you to view/print the Final Rule.

<https://www.govinfo.gov/content/pkg/FR-2026-02-19/pdf/2026-03259.pdf>

L. **Parts and Accessories Necessary for Safe Operation; Liquid-Burning Flares; Final Rule**

Agency

US Department of Transportation (USDOT)
Federal Motor Carrier Safety Administration (FMCSA)

Dates

Published Date: 02/19/2026

Effective Date: 03/23/2026

Summary

FMCSA amends the rules for emergency equipment on commercial motor vehicles (CMVs) to remove the references to liquid-burning flares from the warning device requirements in the Federal Motor Carrier Safety Regulations (FMCSR). This action eliminates outdated language referring to warning devices that FMCSA believes are no longer used.

On May 30, 2025, FMCSA published in the Federal Register (Docket No. FMCSA-2025-0110, 90 FR 22919) an NPRM titled “Parts and Accessories Necessary for Safe Operation; Liquid-Burning Flares.” The NPRM proposed to amend the FMCSRs to remove references to liquid-burning flares from the warning device requirements. On June 5, 2025, FMCSA published in the Federal Register (90 FR 23868) a correction to address an incorrect docket number in the NPRM. On July 9, 2025, FMCSA published in the Federal Register (90 FR 30217) an additional correction to address an incorrect regulation identifier number in the NPRM and in the previous correction.

All comments received were supportive of the NPRM, therefore, FMCSA has adopted the changes as proposed. As a result, FMCSA is amending the regulatory text to reflect the following changes:

Section 392.22 Emergency Signals; Stopped Commercial Motor Vehicles

FMCSA removes references to liquid-burning flares in paragraphs (b)(2)(i) and (ii).

Section 393.95 Emergency equipment on All Power Units

FMCSA removes references to liquid-burning flares in paragraphs (f)(2), (g), and (j).

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Reference/Link

The link below will allow you to view/print the Final Rule.

<https://www.govinfo.gov/content/pkg/FR-2026-02-19/pdf/2026-03261.pdf>