

**Department of Transportation
Federal Motor Carrier Safety Administration (FMCSA)**

SUPPORTING STATEMENT

**“Designation of Agents, Motor Carriers, Brokers and Freight Forwarders” ICR
OMB Control No. 2126-0015**

SUMMARY

- This is a request for approval for the renewal of a currently approved information collection (IC), “Designation of Agents, Motor Carriers, Brokers, and Freight Forwarders,” OMB control number 2126-0015.
- There is one IC and the estimated annual responses/respondents for the Form BOC-3 increased from 20,649 in the previously approved ICR to 110,799 in the current ICR. The estimated annual burden hours for the Form BOC-3 increased by 15,055 hours to 18,503 hours [18,503 proposed hours - 3,448 currently approved hours = 15,055 hours.] This estimate is based off the increased number of new and updated filings for the Form BOC-3 during calendar years 2022, 2023, and 2024, which results in these estimates of annual respondents/responses and burden hours for the upcoming information collection period.
- For this ICR, the form included is the Form BOC-3. On August 7, 2025, OMB approved non-substantive changes for the form. As a result, the phrase “FULL AND CORRECT NAME OF CARRIER, BROKER, OR FREIGHT FORWARDER” on the form was updated to read, “FULL AND CORRECT LEGAL BUSINESS NAME OF CARRIER, BROKER, OR FREIGHT FORWARDER”. In addition, the form requests the email address and telephone number of the Process Agent identified for each State.

INTRODUCTION

The Federal Motor Carrier Safety Administration (FMCSA) submits to the Office of Management and Budget (OMB) its request to renew a currently approved information collection request (ICR) titled “*Designation of Agents, Motor Carriers, Brokers, and Freight Forwarders*” (OMB Control No. 2126-0015). The currently approved ICR is due to expire on April 30, 2026, and is necessary to provide motor carriers, property brokers, and freight forwarders a means to designate process agents, as required by law. FMCSA is requesting that information approval for the Form BOC-3 continue to be effective for the 3-year period covered by this ICR.

Part A. Justification

1. CIRCUMSTANCES THAT MAKE COLLECTION OF INFORMATION NECESSARY.

Registered motor carriers, brokers and freight forwarders subject to 49 U.S.C. § 13901 must designate an agent upon whom service of notices in proceedings before the Secretary of Transportation (Secretary) may be made (49 U.S.C. § 13303, see Attachment A). A similar requirement applies to motor private carriers and migrant workers (except for motor contract carriers) (49 U.S.C. § 503, see Attachment B). Motor carriers and brokers subject to 49

U.S.C. § 13901 must also designate agents upon whom process issued by a court may be served for every State in which they operate (49 U.S.C. § 13304, see Attachment C). Regulations governing the designation of process agents are found at 49 CFR part 366 (see Attachment D). These regulations do not apply to motor private carriers or for-hire carriers exempt from the § 13901 registration requirements. A designation of process agents is filed with FMCSA on Form BOC-3, titled “Designation of Agents, Motor Carriers, Brokers and Freight Forwarders” (see Attachment E).

The ICC Termination Act of 1995 enacted 49 U.S.C. § 13908 (see Attachment F), which required the Secretary to propose regulations to replace four current identification and registration systems with a single online Federal system—the Unified Registration System (URS). The Unified Carrier Registration Act of 2005, subtitle C of title IV of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) [Pub. L. 109-59, 119 Stat. 1714, August 10, 2005] (see Attachment G) modified the requirements for a unified registration system (URS) by amending § 13908. In particular, SAFETEA-LU added the service of process agents systems under 49 U.S.C. §§ 503 and 13304 within the new URS.

This information collection supports the agency’s strategic goal of safety by providing motor carriers a means to register and comply with the statutory registration requirements pertaining to motor carriers, freight forwarders and brokers and by facilitating recovery, in their own jurisdictions, of damages suffered by third parties resulting from the operations of these transportation entities.

2. HOW, BY WHOM, AND FOR WHAT PURPOSE IS THE INFORMATION USED.

The information captured on the Form BOC-3 is utilized to identify a process agent for each State in which the motor carrier, freight forwarder, or broker will operate. A copy of the form must be filed in each state in or through which the operation is conducted by the blanket company, which is an association or corporation that provides FMCSA with a list of process agents for each State, and another copy retained by the motor carrier, freight forwarder, or broker at its principal place of business.

Process agents are authorized by the transportation entity to accept, on its behalf, legal process or notice in Agency and court proceedings. Persons considering bringing legal actions against a motor carrier, broker, or freight forwarder may obtain the name of its process agent in a particular State by contacting FMCSA. Changes in process agent designations or the onset of conducting operations in or through a new state require the filing of a new Form BOC-3 with FMCSA.

3. EXTENT OF AUTOMATED INFORMATION COLLECTIONS.

The Government Paperwork Elimination Act (GPEA), Public Law 105-277 (October 21, 1998), requires agencies to provide the option for the electronic submission of information and the use of electronic signatures when practicable (see Attachment H). Today, 98 percent of Form BOC-3’s filed with FMCSA are submitted electronically by blanket companies. These companies provide process agents nationally to motor carriers for a fee. There is no separate fee for filing Form BOC-3 with FMCSA. The cost of filing is included in the fee

paid to the process agent company. “Blanket” companies have 100 percent capability to file their information electronically with FMCSA.

4. EFFORTS TO IDENTIFY DUPLICATION.

There are no other similar filings made with any other Federal agency or within the DOT that would result in duplication of this information.

5. EFFORTS TO MINIMIZE THE BURDEN ON SMALL BUSINESSES.

Paperwork burdens associated with completing the Form BOC-3 have been minimized for small businesses. The FMCSA registration application package includes an explanation of the process agent requirement and a list of blanket companies. Brokers who designate their own individual process agent on Form BOC-3 are only required to submit a limited amount of information. Motor carriers may designate themselves as the process agent for their state only (Principal Place of Business). They must designate a process agent for the other states that they operate in or through. The applicant information includes the motor carrier identification number, date, name and address of the motor carrier, broker, freight forwarder, title and signature of the authorized filer, and identification of its process agent. This is the minimum information necessary to meet the statutory requirements relating to the designation of process agents.

6. IMPACT OF LESS FREQUENT COLLECTION OF INFORMATION.

The information on Form BOC-3 is submitted by registration applicants to meet a statutory requirement to designate agents for service of process. It is filed when there is a new Blanket Company, or the motor carrier changes its name. FMCSA believes that the impact of less frequent collections, such as by providing more time after the onset of operations, additional state operations, or a change in the designated agent, could result in FMCSA, a State, or a third-party not being able to complete service on a registered entity.

7. SPECIAL CIRCUMSTANCES.

There are no special circumstances related to this information collection.

8. COMPLIANCE WITH 5 CFR 1320.8.

On November 18, 2025, FMCSA published a notice in the Federal Register (90 FR 51806) allowing for a 60-day comment period to announce its intention to seek OMB review and approval to renew this ICR (see Attachment I). The comment period closed on January 20, 2026. There were no comments submitted in response to that notice. FMCSA consistently works with industry stakeholders to discuss data collection for this form. FMCSA will publish a 30-day notice in the Federal Register requesting public comments on the proposed renewal of this information collection. Should comments be received in response to this notice, FMCSA will update this document with a summary of comments and FMCSA’s responses to them.

9. PAYMENTS OR GIFTS TO RESPONDENTS.

Respondents are not provided with any payment or gift for this information collection.

10. ASSURANCE OF CONFIDENTIALITY.

These records are not confidential and there is no assurance of confidentiality. Information included on the form is intended to be shared with anyone looking to bring suit or enforce a claim against a motor carrier, freight forwarder, or broker. The form calls for information identifying process agents in all States in which a motor carrier, freight forwarder, or broker operates. The confidentiality of the information collected from the ICR respondents will be protected to the extent allowed by the Freedom of Information Act (FOIA), 5 U.S.C. § 552 as amended, (Attachment J).

11. JUSTIFICATION FOR COLLECTION OF SENSITIVE INFORMATION.

There are no questions of a sensitive nature.

12. ESTIMATE OF BURDEN HOURS FOR INFORMATION REQUESTED.

FMCSA estimates the burden to file Form BOC-3 is 10 minutes (0.167 hours) per new applicant.¹ The form requires very limited information that is readily available to the filer. Based on three-year averages obtained from the Motor Carrier Management Information System (MCMIS), FMCSA estimates it will receive approximately 110,799² new carrier (motor carrier, broker, and freight forwarder) applicants each year. provides counts of BOC-3 filings (Broker + Carrier) per year for calendar years 2022-2024.

Table 1. MCMIS Count of Form BOC-3 filings (Broker and Carrier) per year

Year	Number of forms filed
2022	140,128
2023	102,164
2024	90,106
Total	332,398
<i>Annual Average</i>	<i>110,799</i>

Table 2 presents the average number of responses for each year covered by this information collection and the associated hourly and cost burdens.

Table 2. Estimated Annualized Burden Hours and Burden Cost to Respondent for the

¹ FMCSA does not currently track updates to filing but will do so going forward to allow us to provide an accurate estimate in the next cycle.

² Motor Carrier Management Information System (MCMIS) obtained June 2025.

Collection of Information

All New Carriers	Hours Per Response	Total Burden Hours	Loaded Hourly Wage	Total Burden Hour Cost
110,799	0.167	18,503	\$36.79	\$680,682

Almost all forms are submitted by blanket process agent companies. The Agency assumes an individual equivalent to an Insurance Claims and Policy Processing Clerk (Occupation Code 43-9041) in the Insurance Carriers industry (NAICS 524100) will complete tasks associated with the information collection, at an hourly wage of \$23.94.³ To estimate the cost to respondents, the Agency multiplies the median hourly wage by a load factor of 1.537⁴ resulting in a loaded hourly wage of \$36.79. Multiplying the loaded hourly wage by the total burden hours results in an estimated total annual cost of \$680,682 ($\$36.79 \times 18,503$ hours).

Estimate of Annual Respondents: 110,799.

Estimate of Annual Responses: 110,799.

Estimate of Annual Burden Hours: 18,503. [110,799 respondents \times 0.167 hours per response]

Estimate of Annual Cost Burden: \$680,682. [18,503 burden hours \times \$36.79 hourly wage rate]

13. ESTIMATE OF TOTAL ANNUAL COSTS TO RESPONDENTS.

As noted above, approximately 98 percent of forms are filed by blanket companies on behalf of all motor carriers and some freight forwarders and brokers. It is not possible to determine what costs are associated with these filings as the costs are incorporated in the fee paid to the blanket company. Some associations provide this service as a benefit for members; the cost of filing, in these cases, is some fraction of the membership fee. The remaining freight forwarders or brokers file the forms themselves. There is no filing fee associated with these submissions.

14. ESTIMATE OF COST TO THE FEDERAL GOVERNMENT.

FMCSA assumes that it will not incur any costs to collect, review, and maintain the information collected with these electronic filings.

15. EXPLANATION OF PROGRAM CHANGES OR ADJUSTMENTS.

³ Bureau of Labor Statistics. "May 2024 National Industry-Specific Occupational Employment and Wage Estimates, NAICS 524100 - Insurance Carriers." Available at [Occupational Employment and Wage Statistics](#). Accessed September 21, 2025.

⁴ The load factor is estimated by dividing the total cost of compensation for private industry workers of the insurance carriers and related activities series (\$65.46) by the average cost of hourly wages and salaries (\$35.49) as reported by the Bureau of Labor Statistics. Bureau of Labor Statistics. "Table 4. Employer Costs for Employee Compensation for private industry workers by occupational and industry group, March 2025." Available at <https://www.bls.gov/news.release/pdf/ecec.pdf>. Accessed August 8, 2025.

The total annual number of responses for this ICR increased by 90,150 or 81 percent from 20,649 to the proposed 110,799. The total annual burden hours increased by 15,055 or 81 percent from 3,448 to the proposed 18,503. The total cost to respondents increased \$575,173 or 84 percent from \$105,509 to the proposed \$680,682. These changes were the result of an increase in the number of new and updated filings based on June 2025 MCMIS and Safety Management System snapshots. Previous estimates were based on 2022 data. The increase in the estimated cost to respondents is attributed to the updated wage rate as per the Bureau of Labor Statistics website and the increase in burden hours. Table 3 displays the changes in burden for this collection from the previously approved ICR.

Table 3. Total Change in Burden from Currently Approved IC

Information Collection Version	Annual Number of Responses	Annual Burden Hours	Annual Cost Burden
Currently Approved under OMB Control Number 2126-0015	20,649	3,448	\$105,509
Revised Estimates	110,799	18,503	\$680,682
Total Change in Burden from the Currently Approved IC	90,150	15,055	\$575,173

16. PUBLICATION OF RESULTS OF DATA COLLECTION.

Data for this information collection is publicly available but is not intended for publication for statistical purposes.

17. APPROVAL FOR NOT DISPLAYING THE EXPIRATION DATE OF OMB APPROVAL.

FMCSA is not seeking an exemption from displaying the expiration date.

18. EXCEPTIONS TO CERTIFICATION STATEMENT.

None.

ATTACHMENTS:

- Attachment A: 49 U.S.C. § 13303
- Attachment B: 49 U.S.C. § 503
- Attachment C: 49 U.S.C. § 13304
- Attachment D: 49 CFR part 366
- Attachment E: Form BOC-3, titled “Designation of Agents, Motor Carriers, Brokers and Freight Forwarders”

- Attachment F: 49 U.S.C. § 13908
- Attachment G: The Unified Carrier Registration Act of 2005, subtitle C of title IV of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) [Pub. L. 109-59, 119 Stat. 1714, August 10, 2005]
- Attachment H: Government Paperwork Elimination Act (GPEA), Public Law 105-277 (October 21, 1988)
- Attachment I: Federal Register Notice requesting comments on “Designation of Agents, Motor Carriers, Brokers, and Freight Forwarders” Information Collection Request OMB Control Number 2126-0015 (90 FR 51806, November 18, 2025)
- Attachment J: Freedom of Information Act (FOIA), 5 U.S.C. § 552 as amended