Department of Transportation
Federal Motor Carrier Safety Administration

SUPPORTING STATEMENT

"Commercial Motor Vehicle Marking Requirements" ICR

OMB Control No. 2126-0054

SUMMARY

- This is a request for approval for the renewal of a currently approved information collection request.
- The annual burden hours are **4,687,689** hours. See section 12 for the burden hour calculation and section 15 for details on the increase in burden hours.
- The total average annual wage-related burden hour cost to respondents is estimated as **$184,177,932**, as seen in section 12. The total annual cost burden to respondents is estimated as **$245,187,966,** as seen in section 13**.**
- For clarification, intrastate hazmat carriers are accounted for separately from freight-carrying carriers and presented as a separate IC, therefore there are now four ICs as follows:
  IC1: Freight-carrying Commercial Motor Carriers;
  IC2: Intrastate Hazardous Materials Transporting Motor Carriers;
  IC3: Passenger-carrying Commercial Motor Carriers; and
  IC4: Intermodal Equipment Providers (IEPs).

INTRODUCTION

This is to request the Office of Management and Budget's (OMB) renewed three-year approved clearance for the information collection entitled, "Commercial Motor Vehicle Marking Requirements" (OMB Control Number 2126-0054) titled which was most recently approved on July 21, 2023, and which has an expiration date of July 31, 2026.

Part A. Justification

1. CIRCUMSTANCES THAT MAKE THE COLLECTION OF INFORMATION NECESSARY

The USDOT number is used to identify all motor carriers in FMCSA's registration and information systems. It is also used by States as the key identifier in the Performance and Registration Information Systems Management (PRISM) system, a cooperative Federal/State program that makes motor carrier safety a requirement for obtaining and maintaining commercial motor vehicle (CMV) registration and privileges.

FMCSA has authority to require motor carriers to conduct recordkeeping, reporting, and disclosure of information (see 49 U.S.C. 31133(a)(8) or 31133(a)(10) (Attachment D) and 31136(a)(1)). The Secretary delegated authority pertaining to the marking of CMVs to the

Administrator of FMCSA in 49 CFR 1.87(f). The Agency's regulations governing the marking of CMVs is codified at 49 CFR 390.21T and 49 CFR 390.21 for motor carriers, freight forwarders, and IEPs engaging in interstate transportation and at 49 CFR 390.3T(g)(4) and 49 CFR 390.3(g)(4) for motor carriers that transport hazardous materials in intrastate transportation subject to the Hazardous Materials Safety Permit (HMSP) program under 49 CFR Part 385.

49 U.S.C. 31133. **General powers of the Secretary of Transportation**
(a) GENERAL.—In carrying out this subchapter and regulations prescribed under section 31102 of this title, the Secretary of Transportation may—

* * *

(8) prescribe recordkeeping and reporting requirements;

* * *; and

(10) perform other acts the Secretary considers appropriate.

Vehicle marking requirements are intended to ensure that FMCSA, the National Transportation Safety Board (NTSB), and State safety officials are able to identify motor carriers and correctly assign responsibility for regulatory violations during inspections, investigations, compliance reviews, and crash studies. These marking requirements will also provide the public with beneficial information that could also assist in identifying carriers for the purposes of commerce, complaints, or emergency notification.

The burden for the CMV marking requirement was initially documented in the final rule titled, "Federal Motor Carrier Safety Regulations: General Commercial Motor Vehicle Marking," (65 FR 35287), June 2, 2000.[1]

This information collection (IC) supports the DOT strategic goals of safety and organizational excellence.

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

The marking requirements apply to freight-carrying motor carriers, intrastate hazardous materials transporting motor carriers, passenger-carrying motor carriers, and intermodal equipment providers (IEPs) engaging in interstate transportation. The Agency provides performance-based requirements for the marking but does not require a specific method of marking as long as the method complies with FMCSA's performance-based requirements. These requirements ensure that FMCSA, NTSB, and the States are able to identify motor carriers and correctly assign responsibility for regulatory violations during inspections, investigations, compliance reviews, and crash studies. These requirements also provide the public with beneficial information that could assist in identifying carriers for the purposes of commerce, complaints, or emergency notification.

3. EXTENT OF AUTOMATED INFORMATION COLLECTION

IEPs may choose to meet the marking requirements of 49 CFR 390.21(h) for intermodal

[1] U.S. Department of Transportation (USDOT), Federal Motor Carrier Safety Administration (FMCSA). "Federal Motor Carrier Safety Regulations; General; Commercial Motor Vehicle Marking. Final Rule." 65 FR 35287. June 2, 2000.

equipment (IME) by entering and maintaining equipment identification information in the Intermodal Association of North America (IANA), Global Intermodal Equipment Registry (GIER).[2] This is in lieu of physically marking intermodal equipment with stencils or labels. Registering intermodal equipment in the GIER is optional and discretionary on the part of IEPs, and IEPs can choose to do so to the extent that they find it the least burdensome way to meet the marking requirements. This electronic alternative reduces the information collection burden of the vehicle marking regulations because physical marking of the equipment with the IEP name and USDOT number using stencils or labels need not be performed.

4. EFFORTS TO IDENTIFY DUPLICATION

There are no other Federal agencies that require CMV marking.

5. EFFORTS TO MINIMIZE THE BURDEN ON SMALL BUSINESSES

The marking requirements impose minimal burden on small businesses. Considerable flexibility is afforded in meeting the requirements. Marking may be painted on the vehicles, applied with stencils, applied with decals, or affixed by any other means, provided that the marking meets the performance-based requirements. Furthermore, for IME, in lieu of physical marking the marking requirements may instead be met by entering and maintaining equipment identification information in the GIER.

6. IMPACT OF LESS FREQUENT COLLECTION OF INFORMATION

The appropriate marking of vehicles owned, leased, or rented, assists FMCSA in identifying motor carriers and monitoring their safety performance and crash involvement, thereby helping the Agency identify unsafe, high-risk motor carriers. This ICR also greatly assists FMCSA and its State partners in meeting the standard burden of proof for enforcement actions against non-compliant carriers, as well as assists State partners during accident investigations in determining the responsible motor carrier involved in a CMV crash. The frequency of vehicle marking is a function of the rate at which new vehicles are acquired that require initial marking, the rate at which existing vehicles are resold and must be re-identified, and the rate at which labels reach the end of their useful life and must be replaced, and therefore changes to frequency of marking would not directly result from any changes to this ICR. If this ICR were not conducted, the Agency's vehicle marking requirements could not be met, and FMCSA, NTSB, and the States would not be able to identify motor carriers and correctly assign responsibility for regulatory violations during inspections, investigations, compliance reviews, and crash studies. Also, the public would not be able to as easily identify carriers for the purposes of commerce, complaints, or emergency notification.

7. SPECIAL CIRCUMSTANCES

There are no special circumstances associated with this ICR.

[2] Intermodal Association of North America (IANA). "Global Intermodal Equipment Registry (GIER)". Available at: https://www.gierregistry.com/ (accessed June 8, 2022).

8. COMPLIANCE WITH 5 CFR 1320.8

FMCSA published a 60-day notice in the Federal Register requesting public comments on the proposed revision of this information collection on January 21, 2026 (91 FR 2585). Two comments were received in response to the 60-day FR publication. On commenter suggests adding a "current carrier" field to either a driver's license or license plate and asks which option would be easiest to access during inspections, noting that driver's license information might be the most practical. A second commenter, from FreightValidate and Truckstop.com, support renewing FMCSA's vehicle marking requirements, stating they are a simple, low-cost way to enhance safety, accountability, and fraud prevention by clearly linking vehicles to their responsible carriers. They note that visible carrier names and USDOT numbers help verify legitimacy in an environment where fraud and impersonation are increasing, and they encourage updated guidance to reflect modern operations, including scalable marking standards for smaller vehicles like vans. They also recommend adding unit-level identifiers, such as a unit number or partial VIN, near USDOT markings to further reduce equipment misrepresentation and improve verification.

The suggestions made by the commenters relate to the underlying regulations, and not specifically to this collection of information. FMCSA may consider these comments in future rulemaking changes impacting CMV marking requirements.

On June 1, 2026, FMCSA published a 30-day notice in the Federal Register (91 FR 32507).

9. PAYMENTS OR GIFTS TO RESPONDENTS

No payments or gifts are provided.

10. ASSURANCE OF CONFIDENTIALITY

There are no confidential reporting requirements associated with this information collection. The requirement is limited to marking vehicles operated in interstate commerce with an FMCSA-furnished USDOT registration number.

11. JUSTIFICATION FOR COLLECTION OF SENSITIVE INFORMATION

The information requested and collected is not of a sensitive nature.

12. ESTIMATE OF BURDEN HOURS FOR INFORMATION REQUESTED

The estimate of burden hours is primarily dependent on the type of entity (freight-carrying carrier, hazardous materials (HM) carrier, passenger-carrying carrier, or intermodal equipment provider), and the type of marking (physical, or in the case of intermodal equipment providers, electronic). Each of the four distinct types of motor carriers are addressed separately below. **Figures may differ slightly due to rounding.**

IC 1: Freight-carrying commercial motor carriers (i.e., trucking companies)

FMCSA's Motor Carrier Management Information System (MCMIS) and Safety Measurement System (SMS) data indicate that there are **686,656** interstate freight-carrying motor carriers operating approximately **13,492,307** power units and **1,256,369** non-hazmat intrastate freight-carrying motor carriers operating approximately **2,604,677** power units as of a July 25, 2025, snapshot. For clarification purposes, the HM intrastate carriers are presented separately as IC-2.

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) published a report in 1994 which suggests that the average operational life of a heavy-duty CMV was 14.7 years.[1] Therefore, the Agency assumes that each freight-carrying CMV is replaced by a newly acquired vehicle every 14.7 years.

In addition, because of the absence of more reliable data on the sale and resale of used freight carrying CMVs, for purposes of this analysis and to simplify calculations the Agency assumes that the average turnover of freight-carrying vehicles is once every 3 years. The implication of this assumption is that on an annual basis, one-third of freight-carrying CMVs, less newly-acquired freight-carrying CMVs, are estimated to be resold in a secondary market and undergo re-identification.

Finally, FMCSA estimates that the average life of a weatherproof vinyl label is 7.35 years. Without authoritative information on the average useful life of labeling used on freight-carrying CMVs, the Agency uses this value of 7.35 years as an estimate of the average useful life of labels on freight-carrying CMVs.

With these assumptions in mind, the Agency estimates the following for freight-carrying CMVs:

- The annual number of newly-acquired interstate freight-carrying CMVs is **917,844** (13,492,307 power units ÷ 14.7 years average operational life), and the annual number of intrastate freight-carrying CMVs is **177,189** (2,604,677 power units ÷ 14.7 years average operational life).
- The annual number of resold interstate freight-carrying CMVs which require re-identification is estimated to be **4,191,488** ([13,492,307 power units – 917,844 newly acquired power units] ÷ 3 years average turnover rate), and the annual number of resold intrastate freight-carrying CMVs which require re-identification is estimated to be **809,163** ([2,604,677 power units – 177,189 newly acquired power units] ÷ 3 years average turnover rate).
- The annual number of interstate freight-carrying CMVs retained by the owner and that undergo relabeling due to the label reaching the end of its useful life is **1,140,541** ([13,492,307 power units – 917,844 newly acquired power units – 4,191,488 resold and relabeled power units] ÷ 7.35 years average label useful life). The annual number of intrastate freight-carrying CMVs retained by the owner and that undergo relabeling

[1] U.S. Department of Transportation (DOT), National Highway Traffic Safety Administration (NHTSA). "A Study of Commercial Motor Vehicle Electronics-Based Rear and Side Object Detection Systems. Final Report." DOT HS 808 080. January 1994. Available at: https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/dot_hs_808_080.pdf (accessed June 27, 2022).

due to the label reaching the end of its useful life is **220,180** ([2,604,677 power units – 177,189 newly acquired power units – 809,163 resold and relabeled power units] ÷ 7.35 years average label useful life).

This results in an annual estimate of **6,249,873** interstate freight-carrying CMVs (917,844+4,191,488+1,140,541) and **1,206,532** intrastate freight-carrying CMVs (177,189+809,163+220,180) impacted by the marking requirements.

The estimated average time for affixing a USDOT number (assuming an average of 7 digits) is 12 minutes (0.20 hours), and the estimated average time for affixing a carrier name (assuming an average of 21 alphanumeric characters) is 14 minutes (0.233 hours). These estimates incorporate a number of factors that vary, including marking via stencils versus decals, amount of cleaning required, weather, and whether a new or existing vehicle is being marked. These estimates are based on responses to the Federal Highway Administration (FHWA, the predecessor organization to the FMCSA) from interviews with metropolitan Washington, DC, signage companies and Agency employees formerly employed by the motor carrier industry, which were undertaken during the original rulemaking process. This rule was published June 3, 2000.[2] The combined total average time for affixing both a USDOT number and a carrier name is 26 minutes (0.433 hours).

Given the above estimate of 26 minutes (0.433 hours) per vehicle for the total average time for affixing both a USDOT number and a carrier name, the estimated total annual burden hours is **2,706,195** (6,249,873 responses × 0.433 hours per response) for interstate freight-carrying commercial motor carriers and **522,428** (1,206,532 responses x 0.433 hours per response) for intrastate freight-carrying commercial motor carriers. The estimated total annual number of respondents (i.e., impacted freight-carrying motor carriers) is **318,071** ([6,249,873 impacted vehicles ÷ 13,492,307 total vehicles] × 686,656 total freight carriers) for interstate freight-carrying commercial motor carriers and **581,972** ([1,206,532 impacted vehicles ÷ 2,604,677 total vehicles] × 1,256,369 total freight carriers).

"Cost to respondents" (sometimes referred to as "burden hour cost"), as reported here in Section 12, represents the burden hours monetized at an appropriate hourly wage rate.[3] Note that "cost to respondents" is separate and distinct from "cost burden", which is reported later in Section 13 and represents capital or start-up costs, operation or maintenance costs (such as those for supplies and equipment), or purchases of services resulting from the collection of information.

We assume that respondent occupations correspond to Bus and Truck Mechanics and Diesel Engine Specialists, Standard Occupational Classification (SOC) Code 49-3031. The median hourly wage of Bus and Truck Mechanics and Diesel Engine Specialists (SOC Code 49-

[2] U.S. Department of Transportation (DOT), Federal Motor Carrier Safety Administration (FMCSA). "Federal Motor Carrier Safety Regulations; General; Commercial Motor Vehicle Marking. Final Rule." 65 FR 35287. June 2, 2000. Available at: https://www.federalregister.gov/documents/2000/06/02/00-13697/federal-motor-carrier-safety-regulations-general-commercial-motor-vehicle-marking (accessed December 14, 2025).

[3] U.S. General Services Administration (GSA), Regulatory Information Service Center (RISC). "A How To Guide for PRA Module Users. July 22, 2024. Available at: ROCIS PRA Module User Guide v8.2.pdf (accessed December 14, 2025).

3031) in the Truck Transportation industry (NAICS Code 484000) is $27.58.[4] To arrive at a loaded wage, the agency first estimated a load factor of 1.42 by dividing the total compensation costs ($35.22 per hour) by the wages and salaries ($24.75 per hour)[5]private industry workers of the Transportation and Warehousing industry.[6] Multiplying the median hourly base wage of $27.58 by this fully loaded wage rate factor results in a fully loaded hourly wage of $39.25.

We estimate that the 318,071 interstate freight-carrying motor carriers impacted annually will each incur an average of 8.51 burden hours per respondent and a cost to respondents of $334 ($39.25 × 8.51 hours). The annual time burden for interstate freight-carrying motor carriers is **2,706,195** hours (0.433 hours per response × 6,249,873 responses) with a cost to respondents of **$106,210,503** ($39.25 × 2,706,195 hours). We estimate that the 581,972 intrastate freight-carrying motor carriers impacted annually will each incur an average of 0.90 burden hours per respondent and a cost to respondents of $35.23 ($39.25 × 0.90 hours). The annual time burden for intrastate freight-carrying motor carriers is **522,428** hours (0.433 hours per response × 1,206,532 responses) with a cost to respondents of **$20,503,836** ($39.25 × 522,428 hours). Table 1 shows a summary of respondent burden.

Table 1. Freight-carrying commercial motor carriers

Burden Category	Estimated Annual Number of Respondents	Estimated Annual Number of Responses	Average time for affixing a USDOT number and carrier name	Estimated Total Annual Burden Hours	Median Wage	Cost to Respondents
Interstate freight carrying CMVs impacted	318,071	6,249,873	0.433	2,706,195	$ 39.25	$106,210,503
Intrastate freight carrying CMVs impacted	581,972	1,206,532	0.433	522,428	$ 39.25	$ 20,503,836
Totals	**900,043**	**7,456,404**		**3,228,623**		**$126,714,340**

[4] U.S. Department of Labor (DOL), Bureau of Labor Statistics (BLS). "Occupational Employment Statistics (OES). National. May 2024. National Industry-Specific Occupational Employment and Wage Estimates. NAICS 484000 (Truck Transportation)." Available at: Occupational Employment and Wage Statistics (accessed September 6, 2025).

[5] U.S. Department of Labor (DOL), Bureau of Labor Statistics (BLS). "Employer Costs for Employee Compensation- March 2025." Available at: Employer Costs for Employee Compensation - March 2025 (accessed September 6, 2025).

[6]

IC 1 Summary
Estimated Average Annual Burden: 3,228,623 hours
Estimated Average Annual Number of Respondents: 900,043
Estimated Average Annual Number of Responses: 7,456,404
Estimated Average Annual Burden Hour Cost to Respondents: $126,714,340

IC 2: Intrastate hazardous materials transporting motor carriers subject to the HMSP program under 49 CFR Part 385

FMCSA's MCMIS and SMS data indicate that there are **45,071** intrastate hazardous materials (HM) transporting carriers operating approximately **1,125,399** power units, as of a July 25, 2025, snapshot.

NHTSA published a report in 1994 which suggests that the average operational life of an intrastate HM carrier was 14.7 years.[7] Therefore, the Agency assumes that each intrastate HM carrier is replaced by a newly acquired vehicle every 14.7 years.

In addition, because of the absence of more reliable data on the sale and resale of used intrastate HM carriers, for purposes of this analysis and to simplify calculations the Agency assumes that the average turnover of vehicles is once every 3 years. The implication of this assumption is that on an annual basis, one-third of intrastate HM carriers, less newly-acquired intrastate HM carriers, are estimated to be resold in a secondary market and undergo re-identification.

Finally, FMCSA estimates that the average life of a weatherproof vinyl label is 7.35 years. Without authoritative information on the average useful life of labeling used on HM carriers, the Agency uses this value of 7.35 years as an estimate of the average useful life of labels on HM carriers.

With these assumptions in mind, the Agency estimates the following for intrastate HM carriers:

- The annual number of newly-acquired intrastate HM carriers is **76,558** (1,125,399 power units ÷ 14.7 years average operational life).
- The annual number of resold intrastate HM carriers, which require re-identification, is estimated to be **349,614** ([1,125,399 power units – 76,558 newly acquired power units] ÷ 3 years average turnover rate).
- The annual number of intrastate HM carriers retained by the owner and that undergo relabeling due to the label reaching the end of its useful life is **95,133** ([1,125,399 power units – 76,558 newly acquired power units – 349,614 resold and relabeled power units] ÷ 7.35 years average label useful life).

This results in an annual estimate of **521,304** intrastate HM carriers **(76,558 + 349,614 + 95,133)** impacted by the marking requirements. These estimated 521,304 intrastate HM

[7] U.S. Department of Transportation (DOT), National Highway Traffic Safety Administration (NHTSA). "A Study of Commercial Motor Vehicle Electronics-Based Rear and Side Object Detection Systems. Final Report." DOT HS 808 080. January 1994. Available at: https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/dot_hs_808_080.pdf (accessed June 27, 2022).

carriers impacted by the marking requirements are expected to generate 521,304 responses annually.

The estimated average time for affixing a USDOT number (assuming an average of 7 digits) is 12 minutes (0.20 hours), and the estimated average time for affixing a carrier name (assuming an average of 21 alphanumeric characters) is 14 minutes (0.233 hours). These estimates incorporate a number of factors that vary, including marking via stencils versus decals, amount of cleaning required, weather, and whether a new or existing vehicle is being marked. These estimates are based on responses to FHWA, the predecessor organization to the FMCSA, from interviews with metropolitan Washington, DC, signage companies and Agency employees formerly employed by the motor carrier industry, which were undertaken during the original rulemaking process. This rule was published June 3, 2000.[8] The combined total average time for affixing both a USDOT number and a carrier name is 26 minutes (0.433 hours).

Given the above estimate of 26 minutes (0.433 hours) per vehicle for the total average time for affixing both a USDOT number and a carrier name, the estimated total average annual burden hours is **225,725** (521,304 responses × 0.433 hours per response). The estimated total annual number of respondents (i.e., impacted HM carriers) is **20,878** ([521,304 impacted vehicles ÷ 1,125,399 total vehicles] × 45,071 total HM carriers).

"Cost to respondents" (sometimes referred to as "burden hour cost"), as reported here in Section 12, represents the burden hours monetized at an appropriate hourly wage rate.[9] Note that "cost to respondents" is separate and distinct from "cost burden", which is reported later in Section 13 and represents capital or start-up costs, operation or maintenance costs (such as those for supplies and equipment), or purchases of services resulting from the collection of information.

As with IC-1, we assume that respondent occupations correspond to Bus and Truck Mechanics and Diesel Engine Specialists, SOC Code 49-3031. The median hourly wage of Bus and Truck Mechanics and Diesel Engine Specialists (SOC Code 49-3031) in the Truck Transportation industry (NAICS Code 484000) is $27.58[10] with a loaded wage rate of $39.25 ($27.58 × 1.42).

We estimate that the 20,878 HM carriers impacted annually will each incur an average of 10.8 burden hours and a cost to respondents of $424.33 ($39.25 × 10.8 hours). The total burden for IC 2 is **225,725 hours** (0.433 hours per response × 521,304 responses) with a cost to respondents of **$8,859,063** ($39.25 × 225,725).

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[8] U.S. Department of Transportation (DOT), Federal Motor Carrier Safety Administration (FMCSA). "Federal Motor Carrier Safety Regulations; General; Commercial Motor Vehicle Marking. Final Rule." 65 FR 35287. June 2, 2000. Available at: https://www.federalregister.gov/documents/2000/06/02/00-13697/federal-motor-carrier-safety-regulations-general-commercial-motor-vehicle-marking (accessed June 27, 2022).

[9] U.S. General Services Administration (GSA), Regulatory Information Service Center (RISC). "A How To Guide for PRA Module Users. July 22, 2024. Available at: ROCIS PRA Module User Guide v8.2.pdf (accessed December 14, 2025).

[10] U.S. Department of Labor (DOL), Bureau of Labor Statistics (BLS). "Occupational Employment Statistics (OES). National. May 2024. National Industry-Specific Occupational Employment and Wage Estimates. NAICS 484000 (Truck Transportation)." Available at: Occupational Employment and Wage Statistics (accessed September 6, 2025).

IC 2 Summary
Estimated Average Annual Burden: 225,725 hours
Estimated Average Annual Number of Respondents: 20,878
Estimated Average Annual Number of Responses: 521,304
Estimated Average Annual Burden Hour Cost to Respondents: $8,859,063

IC 3: Passenger-carrying commercial motor carriers

The passenger carrier population impacted by the marking requirements consists of motor carriers transporting passengers in interstate and intrastate commerce in CMVs that: (1) have a gross vehicle weight rating or gross vehicle weight of at least 10,001 pounds, whichever is greater; or (2) are designed or used to transport more than 8 passengers (including the driver) for compensation; or (3) are designed or used to transport more than 15 passengers (including the driver) and are not used to transport passengers for compensation.

FMCSA's MCMIS and SMS database indicates that there are **9,546** active interstate passenger carriers in operation as of a July 25, 2025, snapshot. These carriers operate approximately **265,163** vehicles. FMCSA's MCMIS and SMS database indicates that there are **25,878** active intrastate passenger carriers in operation as of a July 25, 2025, snapshot, operating approximately **25,879** vehicles.

The average operational life of passenger-carrying CMVs varies depending on the type of vehicle (e.g., motorcoach, cutaway, etc.) and a variety of other factors. Information at a sufficiently detailed level could not be readily obtained so as to calculate the average operational life of passenger-carrying CMVs subject to the vehicle marking regulations. Therefore, the Agency uses the same estimate of an average 14.7-year vehicle operational life that was used above for freight-carrying vehicles. Based on a variety of anecdotal evidence regarding the typical useful life of large heavy-duty diesel-powered passenger carrying vehicles (motorcoaches, transit buses, etc.), as well as medium and smaller cutaway style shuttle bus type vehicles, this estimated average of 14.7 years appears to be reasonable.[11]

Reliable data on the sale and resale of used passenger-carrying CMVs could not be readily obtained. Therefore, the Agency assumes that the average turnover of passenger-carrying vehicles is once every 3 years, similar to the assumptions made above in the analysis of freight-carrying vehicles. The implication of this assumption is that on an annual basis, one-third of passenger-carrying CMVs, less newly-acquired passenger-carrying CMVs, are estimated to be resold in a secondary market and undergo re-identification.

Finally, similar to the assumptions made above in the analysis of freight-carrying vehicles, the agency assumes 7.35 years as an estimate of the average useful life of labels on passenger-carrying CMVs.

[11] For example, sources referenced included information from the American Bus Association (ABA) and the Federal Transit Administration (FTA).

With these assumptions in mind, the Agency estimates the following for passenger-carrying CMVs:

- The average annual number of newly-acquired interstate passenger-carrying CMVs is **18,038** (265,163 power units ÷ 14.7 years average operational life), and the average annual number of newly-acquired intrastate passenger-carrying CMVs is **1,760** (25,879 power units ÷ 14.7 years average operational life).
- The average annual number of resold interstate passenger-carrying CMVs which require re-identification is estimated to be **82,375** ([265,163 power units – 18,038 newly acquired power units] ÷ 3 years average turnover rate), and the average annual number of resold intrastate passenger-carrying CMVs which require re-identification is estimated to be **8,040** ([25,879 power units – 1,760 newly acquired power units] ÷ 3 years average turnover rate).
- The average annual number of interstate passenger-carrying CMVs retained by the owner and that undergo relabeling due to the label reaching the end of its useful life is **22,415** ([265,163 power units – 18,038 newly acquired power units – 82,375 resold and relabeled power units] ÷ 7.35 years average label useful life), and the average annual number of intrastate passenger-carrying CMVs retained by the owner and that undergo relabeling due to the label reaching the end of its useful life is **2,188** ([25,879 power units – 1,760 newly acquired power units – 8,040 resold and relabeled power units] ÷ 7.35 years average label useful life).

This results in an annual average of **122,828** interstate passenger-carrying CMVs (18,038 + 82,375 + 22,415) impacted by the marking requirements, and **11,988** intrastate passenger-carrying CMVs (1,760 + 8,040 + 2,188) impacted by the marking requirements.

It is assumed that the marking of passenger-carrying vehicles is generally similar in practice to the marking of freight-carrying vehicles, and therefore the Agency estimates that the combined total average time for affixing both a USDOT number and a carrier name to a passenger-carrying CMV is 26 minutes (0.433 hours), similar to the estimate used above in the analysis of freight-carrying vehicles.

Given the above estimate of 26 minutes (0.433 hours) per vehicle for the total average time for affixing both a USDOT number and a carrier name, the estimated total average annual burden hours is **53,185** (122,828 responses × 0.433 hours per response) for interstate passenger-carrying motor carriers and **5,191** (11,988 x 0.433) for intrastate passenger-carrying motor carriers. The estimated total average annual number of respondents (i.e., impacted passenger-carrying motor carriers) is **4,422** ([122,828 impacted vehicles ÷ 265,163 total vehicles] × 9,546 total passenger carriers) for interstate passenger-carrying motor carriers and **11,987** ([11,988 impacted vehicles ÷ 25,879 total vehicles] × 25,878 total passenger carriers) for intrastate passenger-carrying motor carriers.

We assume that respondent occupations correspond to Bus and Truck Mechanics and Diesel Engine Specialists, SOC Code 49-3031. The median hourly wage of Bus and Truck Mechanics and Diesel Engine Specialists (SOC Code 49-3031) in the Interurban and Rural

Bus Transportation industry (NAICS Code 485200) is $29.98.[12] As with IC-1 and IC-2, [13]we calculated a loaded wage rate of $42.66 by calculating a load factor of 1.42 then multiplying it by the median wage rate ($29.98 × 1.42).

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We estimate that all passenger carriers impacted annually will each incur an average of 3.6 burden hours per respondent and a cost per respondent of $151.77 ($42.66 × 3.6 hours). The total burden for interstate passenger carriers is **53,185** hours (0.433 hours per response × 122,828 responses) with a cost to respondents of **$2,268,985** ($42.66 × 53,185 hours). The total burden for intrastate passenger carriers is **5,191** hours (0.433 hours per response × 11,988 responses) with a cost to respondents of **$221,445** ($42.66 × 5,191 hours). Table 2 shows a summary of respondent burden.

Table 2. Passenger-carrying commercial motor carriers

Burden Category	Estimated Annual Number of Respondents	Estimated Annual Number of Responses	Average time for affixing a USDOT number and carrier name	Estimated Total Annual Burden Hours	Median Wage	Cost to Respondents
Interstate passenger carrying CMVs impacted	4,422	122,828	0.433	53,185	$ 42.66	$ 2,268,985
Intrastate passenger carrying CMVs impacted	11,987	11,988	0.433	5,191	$ 42.66	$ 221,445
Totals	**16,409**	**134,816**		**58,375**		**$ 2,490,430**

IC 3 Summary
Estimated Average Annual Burden: 58,375 hours
Estimated Average Annual Number of Respondents: 16,409
Estimated Average Annual Number of Responses: 134,816
Estimated Average Annual Burden Hour Cost to Respondents: $2,490,430

[12] U.S. Department of Labor (DOL), Bureau of Labor Statistics (BLS). "Occupational Employment Statistics (OES). National. May 2024. National Industry-Specific Occupational Employment and Wage Estimates. NAICS 485200 (Interurban and Rural Bus Transportation)." Available at: Occupational Employment and Wage Statistics (accessed September 14, 2025).

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IC 4: Intermodal equipment providers (IEPs)

FMCSA's MCMIS indicates that there were **3,728** IEPs operating approximately **6,608,042** pieces of IME as of a July 25, 2025, snapshot. As noted earlier in Section 3, IEPs may choose to meet the marking requirements of 49 CFR 390.21(h) for IME by entering and maintaining equipment identification information in the IANA GIER. The IANA reports that approximately 750,000 pieces of IME were registered in GIER as of 2025. The Agency determined that 5,858,042 pieces of IME will therefore be used for this analysis (6,608,042 pieces of IME – 750,000 pieces of IME registered in GIER).

Detailed information regarding the average operational life of IME could not be readily obtained. Therefore, the Agency uses the same estimate of an average 14.7-year operational life that was used above for freight-carrying vehicles. Based on a variety of anecdotal evidence, this estimated average of 14.7 years operational life appears to be a reasonable representation of the average operational life of IME.

Reliable data on the sale and resale of used IME was also not readily available. Therefore, the Agency assumes that the average turnover of IME is once every 3 years, similar to the assumptions made above in the analysis of freight-carrying vehicles.

Finally, similar to the assumptions made above in the analysis of freight-carrying vehicles, the Agency estimates 7.35 years as an estimate of the average useful life of labels on IME that are physically marked.

With these estimates in mind, the Agency estimates the following for IME:

- The average annual number of newly-acquired IME that are physically marked is **398,506** (5,858,042 pieces of IME not registered in GIER ÷ 14.7 years average operational life).
- The average annual number of IME not registered in GIER that require physical marking and that are resold and require re-identification is estimated to be **1,819,845** ([5,858,042 pieces of IME not registered in GIER – 398,506 newly acquired] ÷ 3 years average turnover rate).
- The average annual number of IME not registered in GIER that require physical marking and are retained by the owner and undergo relabeling due to the label reaching the end of its useful life is **495,196** ([5,858,042 pieces of IME not registered in GIER – 398,506 newly acquired – 1,819,845 resold and relabeled power units] ÷ 7.35 years average label useful life).

This results in an annual average of **2,713,547** pieces of IME (398,506 + 1,819,845 + 495,196) impacted by the marking requirements. These estimated 2,713,547 pieces of IME impacted by the marking requirements are expected to generate 1,531 responses annually.

It is assumed that the physical marking of IME is generally similar in practice to the marking of freight-carrying vehicles, and therefore the Agency estimates that the combined total average time for affixing both a USDOT number and a carrier name to IME is 26 minutes (0.433 hours), similar to the estimate used above in the analysis of freight-carrying vehicles.

Given the above estimate of 26 minutes (0.433 hours) per vehicle for the total average time for affixing both a USDOT number and a carrier name, the estimated total average annual burden hours is **1,174,966** (2,713,547 responses × 0.433 hours per response). The estimated total average annual number of respondents (i.e., impacted IEPs) is **1,531** ([2,713,547 impacted IMEs ÷ 6,608,042 x 3,728 total IEPs).

We assume that respondent occupations correspond to Bus and Truck Mechanics and Diesel Engine Specialists, SOC Code 49-3031. The median hourly wage of Bus and Truck Mechanics and Diesel Engine Specialists (SOC Code 49-3031) in the Truck Transportation industry (NAICS Code 484000) is $27.58.[16] Multiplying the median hourly base wage of $27.58 by this fully loaded wage rate factor of 1.42 results in a fully loaded hourly wage of $39.25.

We estimate that the 1,531 IEPs impacted annually will each incur an average of 768 burden hours and a cost to respondents of $30,122.65 ($39.25 × 768 hours). The total burden for IC 4 is **1,174,966** hours (0.433 hours per response × 2,713,547 responses) with a cost to respondents of **$46,114,100** ($39.25 × 1,174,966 hours).

IC 4 Summary
Estimated Average Annual Burden: 1,174,966 hours
Estimated Average Annual Number of Respondents: 1,531
Estimated Average Annual Number of Responses: 2,713,547
Estimated Average Annual Burden Hour Cost to Respondents: $46,114,100

Summary

The totals are presented below in Table 3. The table displays previously calculated estimates, including number of respondents (number of carriers and IEPs with impacted CMVs and IME), number of responses (number of impacted CMVs and IME), and the total annual hour burden of all responses across vehicles and equipment.

Table 3. Summary of Average Annual Respondents, Responses, and Burden by IC

IC	Respondents	Responses	Burden Hours	Respondent Cost
IC 1: Freight Carriers	900,043	7,456,404	3,228,623	$126,714,340
IC 2: HM Motor Carriers	20,878	521,304	225,725	$8,859,063
IC 3: Passenger Carriers	16,409	134,816	58,375	$2,490,430
IC 4: IEPs	1,531	2,713,547	1,174,966	$46,114,100
Total	**938,861**	**10,826,072**	**4,687,689**	**$184,177,932**

[16] U.S. Department of Labor (DOL), Bureau of Labor Statistics (BLS). "Occupational Employment Statistics (OES). National. May 2024. National Industry-Specific Occupational Employment and Wage Estimates. NAICS 484000 (Truck Transportation)." Available at: Occupational Employment and Wage Statistics (accessed September 6, 2025).

Estimated Average Annual Burden: 4,687,689 hours
Estimated Average Annual Number of Respondents: 938,861
Estimated Average Annual Number of Responses: 10,826,072
Estimated Average Annual Burden Hour Cost to Respondents: $184,177,932

13. ESTIMATE OF TOTAL ANNUAL COST BURDEN

Cost burden, as reported here in Section 13, represents capital or start-up costs, operation or maintenance costs (such as those for supplies and equipment), or purchases of services resulting from the collection of information.[17] Note that "cost burden" is separate and distinct from the "cost to respondents" (sometimes referred to as "burden hour cost"), which simply represents the burden hours monetized at an appropriate hourly wage rate, and is reported earlier in Section 12.

The estimated total annual cost burden varies by the type of entity (freight-carrying carrier, intrastate HM carrier, passenger-carrying carrier, or intermodal equipment provider), and depends on the material cost per vehicle. The marking requirements call for the display of the carrier's name and USDOT number, and the marking must be displayed on both sides of the vehicle or equipment. The annual cost burden for each of the four distinct types of motor carriers is addressed separately below.

(1) Freight-carrying commercial motor carriers

The vast majority of freight-carrying commercial motor carriers currently use stencils or decals for marking, as these are the least expensive methods. The distribution of freight carriers by size is presented below in Table 4. As shown in Table 4, the majority (92.20 percent) of those carriers is in the smallest fleet size category (1–6 CMVs).

Table 4. Distribution of Freight Carriers by Size (add up sums or T&U)

Carrier Size	Carriers	Carriers percent	CMVs	CMVs percent
1 to 6	1,675,233	92.20%	1,765,704	67.15%
7 to 19	99,450	5.47%	424,229	16.13%
20 to 100	36,241	1.99%	315,601	12.00%
101+	5,970	0.33%	123,892	4.71%
Total	**1,816,894**	**100%**	**2,629,426**	**100%**

The Agency applies the percentage distributions from Table 4 to the estimated total annual number of impacted freight carriers (900,043) and CMVs (7,456,404) to estimate the distribution of impacts by carrier fleet size category (see Table 5).

[17] U.S. General Services Administration (GSA), Regulatory Information Service Center (RISC). "A How To Guide for PRA Module Users. July 22, 2024. Available at: ROCIS PRA Module User Guide v8.2.pdf (accessed December 14, 2025).

Table 5. Distribution of Freight Carriers by Size

Carrier Size	Carrier Percent	Impacted Carriers	CMVs Percent	Impacted CMVs
1 to 6	92.20%	829,868	67.15%	5,007,102
7 to 19	5.47%	49,265	16.13%	1,203,009
20 to 100	1.99%	17,953	12.00%	894,967
101+	0.33%	2,957	4.71%	351,327
Total	**100%**	**900,043**	**100%**	**7,456,404**

The estimated marking costs per CMV are depicted below in Table 6, presented by carrier fleet size category where an inflation cost factor of 1.158[18] was applied. Prices range depending on the type, quality, quantity, and durability of the option, as well as whether it is a do-it-yourself application or custom-made. Small carriers are assumed to use individual stencil kits; medium carriers are assumed to use larger stencil kits; and large carriers are assumed to use individually developed decals. This information is based on responses to the Federal Highway Administration (FHWA, the predecessor organization to the FMCSA) interviews with metropolitan Washington, D.C. signage companies and Agency employees formerly employed by the motor carrier industry, which were undertaken during the original rulemaking process. This rule was published June 3, 2000.[([1])[1])]

Table 6. Average Material Cost per CMV by Carrier Fleet Size Category

Carrier Size	Material Cost per CMV		Total Material Cost per CMV by Carrier Size Category
	For Carrier USDOT #	For Carrier Name	
1 to 6	$13.87	$20.86	$34.73
7 to 19	$10.37	$15.62	$25.99
20 to 100	$6.88	$10.37	$17.24
101+	$3.50	$5.12	$8.62

The total cost burden for all freight-carrying motor carriers is estimated by applying the material cost per vehicle to the number of CMVs corresponding to its size category. This information is presented in Table 7. For example, the 1 to 6 carrier size category incurs a cost burden of $9,611,408 (276,750 impacted CMVs × $34.73 per CMV). The total annual cost burden for all categories of freight-carrying motor carriers is $73,182,419.

Table 7. Total Cost Burden to Freight-Carrying Commercial Motor Carriers

Carrier Size	Total Number of Impacted CMVs	Material Cost per CMV	Total Cost Burden
1 to 6	5,007,102	$34.73	$173,894,457

[18] CPI-U Value
https://www.bls.gov/regions/mid-atlantic/data/consumerpriceindexannualandsemiannual_table.htm

[1])([1]) 65 FR 35287 (June 2, 2000).

Carrier Size	Total Number of Impacted CMVs	Material Cost	Total Cost Burden
1 to 19	1,203,909	$25.99	$31,265,849
20 to 100	894,967	$17.24	$15,426,935
101+	351,327	$8.62	$3,030,024
Total	**7,456,404**	**-**	**$223,616,766**

(2) Intrastate hazardous materials (HM) transporting motor carriers subject to the HMSP program under 49 CFR Part 385

The vast majority of intrastate hazardous materials transporting motor carriers currently use stencils or decals for marking, as these are the least expensive methods. The distribution of HM carriers by size is presented below in Table 8. As shown in Table 8, the majority (87.05 percent) of those carriers is in the smallest fleet size category.

Table 8. Distribution of HM Carriers by Size

Carrier Size	Carriers	Carriers percent	CMVs	CMVs percent
1 to 6	37,059	87.05%	70,215	6.24%
7 to 19	4,044	9.50%	43,628	3.88%
20 to 100	1,330	3.12%	49,733	4.42%
101+	140	0.33%	961,823	85.47%
Total	**42,573**	**100%**	**1,125,399**	**100%**

The Agency applies the percentage distributions from Table 8 to the estimated total annual number of impacted freight carriers (20,878) and CMVs (521,304) to estimate the distribution of impacts by carrier fleet size category (see Table 9).

Table 9. Distribution of HM Carriers by Size

Carrier Size	Carrier Percent	Impacted Carriers	CMVs Percent	Impacted CMVs
1 to 6	87.05%	18,174	6.24%	32,525
7 to 19	9.50%	1,983	3.88%	20,209
20 to 100	3.12%	652	4.42%	23,037
101+	0.33%	69	85.47%	445,533
Total	**100%**	**20,878**	**100%**	**521,304**

The estimated marking costs per CMV are the same as those in IC 1 and are depicted below in Table 10, presented by carrier fleet size category.

Table 10. Average Material Cost per CMV by Carrier Fleet Size Category

Carrier Size	Material Cost per CMV	Total Material

	For Carrier USDOT #	For Carrier Name	Cost per CMV by Carrier Size Category
1 to 6	$13.87	$20.86	$34.73
7 to 19	$10.37	$15.62	$25.99
20 to 100	$6.88	$10.37	$17.24
101+	$3.50	$5.12	$8.62

The total cost burden for all HM carriers is estimated by applying the material cost per vehicle to the number of CMVs corresponding to its size category. This information is presented in Table 11. For example, the 1 to 6 carrier size category incurs a cost burden of $1,129,573 (32,525 impacted carriers × $34.73 per carrier). The total average annual cost burden for all categories of HM carriers is **$5,894,404**.

Table 11. Total Cost Burden to HM Carriers

Carrier Size	Total Number of Impacted CMVs	Material Cost per CMV	Total Cost Burden
1 to 6	32,525	$34.73	$1,129,573
7 to 19	20,209	$25.99	$525,224
20 to 100	23,037	$17.24	$397,102
101+	445,533	$8.62	$3,842,505
Total	**521,304**	**-**	**$5,894,404**

(3) Passenger-carrying commercial motor carriers

As noted earlier in Section 12, there are an estimated 134,816 passenger-carrying CMVs that require marking with decals or stencils annually. The estimated cost per passenger-carrying CMV of such marking is $34.73 ($13.87 for carrier USDOT number + $20.86 for carrier name). Therefore, the total cost burden for all passenger carriers impacted by this IC of the marking rule is $4,682,092 per year (134,816 CMVs × $34.73 per vehicle) as shown in Table 12. This equates to an annual average of $285.34 per impacted passenger carrier ($4,682,092 ÷ 16,409 impacted carriers).

Table 12. Total Cost Burden to Passenger-Carrying Commercial Motor Carriers

Material Cost per Vehicle			Total Affected Vehicles	Total Cost Burden for Permanent Marking
For Carrier USDOT #	For Carrier Name	Total Cost per Vehicle		
$13.87	$20.86	$34.73	134,816	$4,682,092

(4) Intermodal equipment providers (IEPs)

As noted earlier in Section 12, of the average annual total population of 6,608,042 pieces of IME subject to the vehicle marking requirements, physical marking of IME with the IEP name and USDOT number using stencils or labels need only be performed on the 5,858,042 of IME that are estimated to not be registered in GIER. Of that sub-population of 5,858,042 pieces of IME, it was estimated that an annual average of 2,713,547 are impacted by the marking requirements, as described earlier in Section 12.

The cost burden of physical marking per piece of IME depends on the material cost of physical marking per piece of IME, which in turn depends on the quantity of IME being physically marked by an IEP. The annual average number of pieces of IME impacted by the marking requirements per each of the 1,531 impacted IEPs equals 1,773 (2,713,547 impacted pieces of IME ÷ 1,531 impacted IEPs). Based on this average fleet size of impacted IME per impacted IEP, for simplicity the Agency applies the total material cost per vehicle (for affixing USDOT number plus affixing the carrier name) estimated for freight-carrying commercial motor carriers that have a fleet size of more than 1,000 CMVs. That cost burden estimate is $4.05 per vehicle.

There is an estimated annual average of 2,713,547 pieces of IME that require physical marking with decals or stencils. Therefore, the total cost burden for all IEPs impacted by this IC of the marking rule is $10,994,704 per year (2,713,547 pieces of IME × $4.05 per piece of IME) as shown in Table 13. This equates to an annual average of $7,182 per impacted IEP ($10,994,704 ÷ 1,531 impacted IEPs).

Table 13. Total Cost Burden to Intermodal Equipment Providers (IEPs)

Material Cost per Vehicle			Annual Average Number of Affected Pieces of IME	Total Cost Burden for IEPs
For Carrier USDOT #	For Carrier Name	Total Cost per Piece of IME		
$1.62	$2.43	$4.05	2,713,547	$10,994,704

Summary

Table 14 presents the annual cost burden incurred per carrier or IEP, and the total cost burden for all carriers or IEPs. The average cost burden per freight carrier is estimated as a weighted average of the fleet size categories.

Table 14. Total Annual Cost Burden

Respondent Type	Number of carriers/IEPs	Cost per Carrier/IEP	Total Cost
IC-1: Freight Carriers	900,043	$248	$223,616,766
IC-2: HM Carriers	20,878	$282	$5,894,404
IC-3: Passenger Carriers	16,409	$285	$4,682,092

IC4: IEPs	1,531	$7,182	$10,994,704
Total	**938,861**		**$245,187,966**

14. ESTIMATE OF COST TO THE FEDERAL GOVERNMENT

None. The cost of educating the motor carriers and lessees of the marking requirements and the enforcement of those requirements at the roadside during crash and compliance investigations are covered by existing personnel without further impact to the government.

15. EXPLANATION OF PROGRAM CHANGES OR ADJUSTMENTS

Table 15 presents the burden for the currently approved information collection, the new burden estimates from this revision, and the resulting total change in burden from the currently approved information collection to this revision.

Table 15. 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 2126-0054	16,621,103	7,196,938	$130,495,717
Revised Estimates	10,826,072	4,687,689	$245,187,966
Total Change in Burden from Currently Approved IC	**-5,795,031**	**-2,509,249**	**$114,692,249**

There is an adjustment decrease in the number of responses, annual burden hours, and annual cost burden as compared to the currently approved information collection. These changes are due to the availability of improved MCMIS data and adjustments in respondent and response estimates. As well, the adjustments changes are due to updated information regarding industry population for all four carrier/entity types.

16. PUBLICATION OF RESULTS OF DATA COLLECTION

The results of this ICR will not be published.

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

Not applicable.

18. EXCEPTIONS TO CERTIFICATION STATEMENT

None.

ATTACHMENTS

A. U.S. DOT FMCSA. “Lease and Interchange of Vehicles; Motor Carriers of Passengers; Extension of Compliance Date.” Final rule; extension of compliance date. 83 FR 62505. December 4, 2018.
B. U.S. DOT FMCSA. “Lease and Interchange of Vehicles; Motor Carriers of Passengers.” Notice of proposed rulemaking (NPRM); request for comments. 83 FR 47764. September 20, 2018.
C. U.S. DOT FMCSA. “Lease and Interchange of Vehicles; Motor Carriers of Passengers” Final rule; 84 FR 40272. August 14, 2019.
D. 49 U.S.C. 31133. “General powers of the Secretary of Transportation.” October 30, 1984.

ACRONYMS LIST

ABA	American Bus Association
BLS	Bureau of Labor Statistics
CFR	Code of Federal Regulations
CMV	Commercial Motor Vehicle
DOL	Department of Labor
DOT	Department of Transportation
ECEC	Employer Costs for Employee Compensation
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FR	Federal Register
FTA	Federal Transit Administration
GIER	Global Intermodal Equipment Registry
GSA	General Services Administration
HM	Hazardous Materials
IANA	Intermodal Association of North America
IC	Information Collection
ICR	Information Collection Request
IEP	Intermodal Equipment Provider
IME	Intermodal Equipment
MCMIS	Motor Carrier Management Information System
NAICS	North American Industry Classification System
NHTSA	National Highway Traffic Safety Administration
NPRM	Notice of Proposed Rulemaking
NTSB	National Transportation Safety Board
OES	Occupational Employment Statistics
OIRA	Office of Information and Regulatory Affairs
OMB	Office of Management and Budget
PRA	Paperwork Reduction Act
PRISM	Performance and Registration Information Systems Management
RISC	Regulatory Information Service Center
ROCIS	RISC and OIRA Consolidated Information System
SMS	Safety Measurement System
SOC	Standard Occupational Classification
U.S.C.	United States Code
USDOT	United States Department of Transportation