

**Department of Transportation  
Office of the Chief Information Officer**

**SUPPORTING STATEMENT  
Financial Responsibility for Motor Carriers of Passengers and  
Motor Carriers of Property**

**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, "Financial Responsibility for Motor Carriers of Passengers and Motor Carriers of Property," covered by OMB Control Number 2126-0008. This IC is due to expire on March 31, 2010. The Agency intends to revise this ICR due to its development of a notice of proposed rulemaking (NPRM) entitled, "Minimum Levels of Financial Responsibility for Motors," (74 FR 27485), June 10, 2009 (see Attachment A). In the NPRM, the Agency proposes to amend its regulations governing the Minimum Levels of Financial Responsibility for Motor Carriers in response to a petition filed by the Government of Canada. The petition requested FMCSA to permit, as acceptable evidence of financial responsibility, insurance policies issued by a Canadian insurance company legally authorized to issue such policies in the Province or Territory of Canada where the motor carrier has its principal place of business.

**Part A. Justification.**

**1. Circumstances that make collection of information necessary:**

Sections 29 and 30 of the Motor Carrier Act of 1980 (codified at 49 U.S.C. § 31139, see Attachment B) require the Secretary of Transportation (Secretary) to promulgate regulations that establish minimum levels of financial responsibility for motor carriers of property to cover public liability, property damage, and environmental restoration. Section 18 of the Bus Regulatory Reform Act of 1982 (codified at 49 U.S.C. § 31138, see Attachment C) requires the Secretary to promulgate regulations that establish minimum levels of financial responsibility for for-hire motor carriers of passengers to cover public liability and property damage.

The Endorsements for Motor Carrier Policies of Insurance for Public Liability, Forms MCS-90 and MCS-90B, and the Motor Carrier Public Liability Surety Bond Forms MCS-82 and MCS-82B contain the minimum amount of information necessary to document that a motor carrier has obtained, and has in effect, the minimum levels of financial responsibility as set forth in applicable regulations (motor carriers of property--49 CFR § 387.9; and motor carriers of passengers-- 49 CFR § 387.33, both at Attachment D).

The currently-approved information collection supports the Department of Transportation (DOT) Strategic Goal related to "Safety" because the information concerns the safe operation of commercial motor vehicles (CMVs) by drivers who operate in interstate commerce on the nation's highways.

## **2. How, by whom, and for what purpose is the information used:**

The FMCSA and the public use the information collected to verify that a motor carrier of property or passengers has obtained, and has in effect, the required minimum levels of financial responsibility. Motor carriers are required to maintain proof of the required financial responsibility at their principal place of businesses, available upon request of an FMCSA safety investigator during compliance reviews. Insurance Endorsements and Surety Bonds are considered public information and must be produced by a motor carrier of passengers for review upon reasonable request by a member of the public.

Canada- and Mexico-domiciled for-hire motor carriers who conduct passenger transportation operations in the United States must obtain an Insurance Endorsement or Surety Bond. All vehicles operated in the United States by these motor carriers must have a legible copy of the Insurance Endorsement or Surety Bond in the vehicle, available to Federal or State enforcement officials during roadside inspections.

## **3. Extent of automated information collection:**

The endorsements (Forms MCS90/90B) and surety bonds (Forms MCS82/82B) are not submitted to FMCSA. Insurance companies and agents provide these forms directly to motor carriers to document that the required levels of insurance are in place. For this reason, FMCSA has little information on the extent to which insurers prepare and transmit these forms electronically or through other automated means. There are no FMCSA requirements that would prohibit or interfere with automation of this information collection between insurers and insured motor carriers.

## **4. Efforts to identify duplication:**

Most for-hire motor carriers of passengers that are subject to the FMCSA's financial responsibility requirements were also subject to the more complex financial responsibility requirements of the former Interstate Commerce Commission (ICC). The ICC maintained an automated monitoring system of insurance compliance that was updated continuously. As a result of the ICC Termination Act of 1995 (ICCTA) (Public Law 104-88, 109 Stat. 803, December 29, 1995, see Attachment E), Congress transferred to the Federal Highway Administration (now the FMCSA) the functions concerning the ICC's financial responsibility requirements for motor carriers of passengers and property. The ICCTA preserves all effective ICC regulations, rules, and decisions until the Secretary determines whether modification of these documents is warranted, thereby preserving the status quo for the interim.

On August 10, 2005, the president signed the highway reauthorization bill into law: The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) [Public Law 109-59, 119 Stat. 2955, August 10, 2005] (Section 4304 of SAFETEA-LU, see Attachment F). SAFETEA-LU requires the Secretary to initiate a rulemaking proceeding to replace the Department of Transportation identification number system, the single State registration system,

the registration/licensing system, and the financial responsibility information system with a unified on-line Federal system. This process for system replacement has been initiated in the May 19, 2005 Notice of Proposed Rulemaking (NPRM) titled, "Unified Registration System," (70 FR 28990, see Attachment G). Through the process, information collection redundancies in these areas will be identified and eventually eliminated.

#### **5. Efforts to minimize the burden on small businesses:**

The requirement to obtain and have in effect minimum levels of financial responsibility applies to all for-hire motor carriers of non-hazardous **property** in interstate or foreign commerce and most for-hire and private motor carriers of hazardous waste, hazardous materials, and hazardous substances, regardless of size. However, private motor carriers that transport hazardous waste and certain hazardous materials not in bulk, in intrastate commerce, and private motor carriers that transport non-hazardous property in intrastate or interstate commerce, are not subject to any minimum level of financial responsibility. A significant portion of these motor carriers are small businesses. There is no way to further reduce the burden without neglecting statutory obligations. The requirement to obtain and have in effect a minimum level of financial responsibility applies to all for-hire motor carriers of **passengers** in interstate commerce, regardless of size. However, motor carriers of passengers that only operate vehicles with a seating capacity of 15 passengers or less have a lower required level of financial responsibility (\$1,500,000) than motor carriers of passengers that operate vehicles with a seating capacity of 16 passengers or more (\$5,000,000). There is no way to further reduce the burden without neglecting statutory obligations.

#### **6. Impact of less frequent collection of information:**

An Insurance Endorsement may be required to be completed upon one of the following events: (1) the establishment of a new motor carrier operation subject to the financial responsibility requirements, (2) an operational change to the type of carriage (property) or change in seating capacity of vehicles operated (passenger) which changes the required level of financial responsibility, (3) a change in the amount of public liability coverage, (4) a change in the amount of primary or excess insurance, (5) a change of the insurance policy number, (6) the issuance of a new insurance policy, or (7) the replacement of a surety bond with an insurance policy.

A Surety Bond may be required to be completed upon one of the following events: (1) the establishment of a new motor carrier operation subject to the financial responsibility requirements, (2) a change to the type of carriage (property) or change in seating capacity of vehicles operated (passenger) which changes the required level of financial responsibility, or (3) the replacement of an insurance policy with a surety bond.

The frequency of this information collection cannot be reduced. The elimination of this information collection would hinder the ability of the FMCSA to ensure that motor carriers of property and passengers have in effect an appropriate level of financial responsibility for the types of commodities transported (property) or seating capacity (passenger) of vehicles operated on the public highways.

**7. Special circumstances:**

There are no special circumstances with this information collection.

**8. Compliance with 5 CFR 1320.8:**

On December 15, 2006, FMCSA issued an advance notice of proposed rulemaking (ANPRM) (71 FR 75433) entitled, “Minimum Levels of Financial Responsibility for Motor Carriers; Petitions for Rulemaking,” (see Attachment H). The agency received 8 comments in response to the ANPRM that did not directly address any of the issues set forth in this ICR. Those comment(s) will be addressed in the NPRM.

**9. Payments or gifts to respondents:**

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

**10. Assurance of confidentiality:**

Confidentiality is not an issue because the motor carrier of property or passengers retains possession of its own record. These records are not sent to the Federal government.

**11. Justification for collection of sensitive information:**

There are no questions of a sensitive nature.

**12. Estimate of burden hours for information requested:**

Assumptions for Burden Estimates

The proposed Financial Responsibility rule will result in no change to the currently-approved burden hours for this information collection; it will, however, result in a shift of paperwork burden from U. S.-domiciled insurance companies to Canada-domiciled insurance companies.

Motor carriers of property or passengers may obtain and maintain their required level of financial responsibility through a policy of insurance or a surety bond. The Insurance Endorsements (Forms MCS-90 and MCS-90B) are completed by the motor carrier’s insurance company, but must be obtained by the motor carrier of property or passengers. The Surety Bonds (Forms MCS-82 and MCS-82B) are completed by the motor carrier’s surety company, but must be obtained by the motor carrier. FMCSA estimates that the completion of either form takes approximately 2 minutes. The Insurance Endorsement or Surety Bond must be maintained at the motor carrier’s principal place of business. FMCSA assumes that Insurance Endorsements are maintained in the normal course of business, whereas the retention of Surety Bonds creates an additional burden of 1 minute per carrier. Last, non-U. S.-domiciled carriers are required to place copies of Insurance Endorsements or Surety

Bonds in their commercial motor vehicles (49 CFR §§ 387.7 and 387.31, see both at Attachment G); this activity is assumed to take 1 minute per vehicle.

Some uncertainty accompanies the estimates of the number of individual motor carriers subject to the Financial Responsibility requirements and the number commercial motor vehicles operated by these carriers. The estimates below are based on an examination of FMCSA’s Motor Carrier Management Information System (MCMIS), the Licensing and Insurance (L&I) database, and other available sources of data. Annually, a large fraction of, but not all, motor carriers subject to the financial responsibility regulations will engage in activities resulting in a paperwork or record keeping burden. FMCSA estimates that approximately 67 percent of these carriers are required to obtain an Insurance Endorsement or Surety Bond in any given year for one of the reasons listed in Item 6. Tables 1 and 2 below present the estimates of the number of carriers and commercial motor vehicles generating paperwork burdens associated with compliance of the Financial Responsibility regulations.

<b>Table 1: Passenger Carriers Subject to Information Collection</b>				
	<b>U. S.</b>	<b>Mexico</b>	<b>Canada</b>	<b>Total</b>
<b>Total Carriers</b>	4,666	25	269	4,960
<b>Carriers Required to Obtain an Insurance Endorsement or Surety Bond per Year (67%)</b>	3,126	17	180	3,323
<b>Carriers that Obtain Surety Bonds (0.5%)</b>	25	0	0	25
<b>Vehicles of Non-U. S. Carriers</b>		264	3,340	3,604
<b>Vehicles of Non-U.S. Carriers with New Documents per Year (67%)</b>		177	2,238	2,415

<b>Table 2: Property Carriers Subject to Information Collection</b>				
	<b>U. S.</b>	<b>Mexico</b>	<b>Canada</b>	<b>Total</b>
<b>Total Carriers</b>	121,143	7,400	10,225	138,768
<b>Carriers Required to Obtain an Insurance Endorsement or Surety Bond per Year (67%)</b>	81,166	4,958	6,851	92,975
<b>Carriers that Obtain Surety Bonds (0.5%)</b>	694	0	0	694
<b>Vehicles of Non-U. S. Carriers</b>		21,217	92,216	113,433
<b>Vehicles of Non-U.S. Carriers with New Documents per Year (67%)</b>		14,215	61,785	76,000

#### **PASSENGER CARRIERS**

FMCSA estimates that there are approximately 4,960 passenger carriers domiciled in the United States, Canada and Mexico that are subject to the financial responsibility requirements and that 3,323 of these carriers are required to obtain an Insurance Endorsement or Surety Bond in any given year for one of the reasons listed in Item 6 (see Table 1). The estimated annual burden for preparing

Insurance Endorsements or Surety Bonds for passenger carriers remains at **110.77 hours** (3,323 carriers × 2 minutes ÷ 60 minutes). The proposed Financial Responsibility rule results in no change in this burden estimate; however, **6.00 burden hours** (180 Canada-domiciled carriers × 2 minutes ÷ 60 minutes) will shift from U. S.-domiciled insurance companies to Canada-domiciled insurance companies.

As stated, FMCSA assumes there is no record keeping or collection burden for obtaining an Insurance Endorsement as proof of financial responsibility because the document is an attachment to insurance policy documents, which are retained by carriers in the normal course of business. However, retention of Surety Bonds entail some extra record keeping burden for carriers. The Agency estimates that only 0.5 percent of the 4,960 passenger carriers, or 25 carriers, meet the Financial Responsibility requirements with Surety Bonds; FMCSA assumes that no Canada-domiciled passenger carrier files a Surety Bond. FMCSA estimates that retaining a Surety Bond takes approximately one minute. The total estimated burden for carriers to file these documents at their offices is **.42 hours** (25 carriers × 1 minute ÷ 60 minutes).

Canada- and Mexico-domiciled for-hire motor passenger carriers operating in the United States must place legible copies of Insurance Endorsements or Surety Bonds in their vehicles. FMCSA estimates that it takes approximately 1 minute to place a copy of either of these documents in a vehicle. Upon the required creation of another or new Insurance Endorsement or Surety Bond for any of the reasons listed in Item 6, the carrier must place a copy of the new document in the vehicle.

FMCSA estimates that Canada- and Mexico-domiciled passenger carriers operate 3,604 vehicles in the U. S., and that 2,415 of these vehicles will have new documents placed in them each year (see Table 1). The Agency estimates that the burden associated with placing copies of the Insurance Endorsements or Surety Bonds in their vehicles is **40.25 hours** (2,415 vehicles × 1 minute ÷ 60 minutes). The proposed Financial Responsibility rule makes no change to these requirements and has no impact on the total burden hours for this activity nor which entities bear this burden.

The estimated total burden for compliance by passenger carriers with the financial responsibility requirements is unchanged at **151.44 burden hours** (110.77 hours for preparing Insurance Endorsements and Surety Bonds + 0.42 hours for retaining Surety Bonds + 40.25 hours for Canada- and Mexico-domiciled carriers to place copies of Insurance Endorsements or Surety bonds in commercial motor vehicles being operated in the U.S.). The proposed Financial Responsibility rule will result in no change in this burden estimate; however, **6.00 burden hours** will shift from U. S.-domiciled insurance companies to Canada-domiciled insurance companies.

## **PROPERTY CARRIERS**

FMCSA estimates that there are approximately 138,768 property carriers domiciled in the United States, Canada and Mexico that are subject to the financial responsibility requirements and that 92,975 of these carriers are required to obtain an Insurance Endorsement or Surety Bond in any given year for one of the reasons listed in Item 6 (see Table 2). The estimated annual burden for preparing Insurance Endorsements or Surety Bonds for property carriers remains at **3099.17 hours**

(92,975 carriers × 2 minutes ÷ 60 minutes). The proposed Financial Responsibility rule results in no change in this burden estimate; however, **228.37 burden hours** (6,851 Canada-domiciled carriers × 2 minutes ÷ 60 minutes) will shift from U. S.-domiciled insurance companies to Canada-domiciled insurance companies.

As stated, FMCSA assumes there is no record keeping or collection burden for obtaining an Insurance Endorsement as proof of financial responsibility because the document is an attachment to insurance policy documents, which are retained by carriers in the normal course of business. However, retention of Surety Bonds entail some extra record keeping burden for carriers. The Agency estimates that only 0.5 percent of the 138,768 property carriers, or 694 carriers, meet the Financial Responsibility requirements with Surety Bonds; FMCSA assumes that no Canada-domiciled property carrier files a Surety Bond. FMCSA estimates that retaining a Surety Bond takes approximately one minute. The total estimated burden for carriers to file these documents at their offices is **11.57 hours** (694 carriers × 1 minute ÷ 60 minutes).

Canada- and Mexico-domiciled for-hire motor property carriers operating in the United States must place legible copies of Insurance Endorsements or Surety Bonds in their vehicles. FMCSA estimates that it takes approximately 1 minute to place a copy of either of these documents in a vehicle. Upon the required creation of another or new Insurance Endorsement or Surety Bond for any of the reasons listed in Item 6, the carrier must place a copy of the new document in the vehicle.

FMCSA estimates that Canada- and Mexico-domiciled property carriers operate 113,433 vehicles in the U. S., and that 76,000 of these vehicles will have new documents placed in them each year (see Table 2). The Agency estimates that the burden associated with placing copies of the Insurance Endorsements or Surety Bonds in their vehicles is **1,266.67 hours** (76,000 vehicles × 1 minute ÷ 60 minutes). The proposed Financial Responsibility rule makes no change to these requirements and has no impact on the total burden hours of this activity nor which entities bear this burden.

The estimated total burden for compliance by property carriers with the financial responsibility requirements is unchanged at **4,377.41 burden hours** (3099.17 hours for preparing Insurance Endorsements and Surety Bonds + 11.57 hours for retaining Surety Bonds + 1,266.67 hours for Canada- and Mexico-domiciled carriers to place copies of Insurance Endorsements or Surety bonds in their commercial motor vehicles being operated in the U.S.). The proposed Financial Responsibility rule will result in no change in this burden estimate; however, **228.37 burden hours** will shift from U. S.-domiciled insurance companies to Canada-domiciled insurance companies.

#### **TOTAL ESTIMATED BURDEN HOURS**

Table 3 presents a summary of these burden estimates. The total estimated annual burden of the Financial Responsibility requirements is unchanged at **4,528.85 burden hours** (151.44 hours for passenger carriers + 4,377.41 hours for property carriers), or 4,529 hours rounded to the nearest whole hour; **234.37 burden hours** (6.00 hours for Canada-domiciled passenger carriers + 228.37 hours for Canada-domiciled property carriers) will shift from U. S.-domiciled insurance companies to Canada-domiciled insurance companies.





uses updated costs for all workers involved in these information collection activities.

FMCSA assumes that generally three types of employees will complete the paperwork and record keeping burden associated with the Financial Responsibility Regulations. The preparation of insurance documents and surety bonds would be done by staff at insurance and surety companies. The retention of surety bonds at motor carriers and the placement of copies of insurance endorsements and surety bonds in commercial motor vehicles would be handled by motor carriers clerical staff and vehicle maintenance staff, respectively. Table 4 presents the wage estimates used here.

Table 4: Hourly Labor Costs for Information Collection and Record Keeping Activities <sup>1</sup>			
	U.S.	Canada	Mexico
Insurance Underwriters	\$44.00	\$30.00	use U. S. Insurers
Motor Carrier Clerks	\$17.00		
Vehicle Maintenance Staff		\$17.00	\$3.00

<sup>1</sup> Labor costs include fringe benefits and 12% for overhead.  
All amounts converted to December 2008 U.S. Dollars.

Sources:

U.S.: Bureau of Labor Statistics.  
For wages, see [www.bls.gov/oes/current/oessrci.htm](http://www.bls.gov/oes/current/oessrci.htm).  
For fringe benefits, see [stats.bls.gov/news.release/archives/ecec\\_09102008.pdf](http://stats.bls.gov/news.release/archives/ecec_09102008.pdf).

Canada: Statistics Canada:  
For wages, see [cansim2.statcan.gc.ca/cgi-win/cnsmcgi.pgm?Lang=E&SP\\_Action=Theme&SP\\_ID=2621&SP\\_Mode=2](http://cansim2.statcan.gc.ca/cgi-win/cnsmcgi.pgm?Lang=E&SP_Action=Theme&SP_ID=2621&SP_Mode=2).  
For fringe benefits see [www.statcan.gc.ca/pub/75-001x/00503/6515-eng.html](http://www.statcan.gc.ca/pub/75-001x/00503/6515-eng.html).

Mexico: Observatorio Laboral.  
See [www.observatoriolaboral.gob.mx/wb/ola/ola\\_informacion\\_de\\_ocupaciones](http://www.observatoriolaboral.gob.mx/wb/ola/ola_informacion_de_ocupaciones).

The previously approved labor cost estimate for these activities was **\$121,625**. This calculation contained an arithmetic error and should have been reported as **\$121,616** (\$112,348 for preparing Insurance Endorsements and Surety Bonds + \$120 for retaining Surety Bonds + \$9,148 for posting copies of documents to vehicles).

Table 5 reconstructs the (corrected) previously-approved cost estimates, updates these estimates to

use more current labor costs, and then presents the calculation of the effect of the proposed Financial Responsibility rule on this ICR.

Table 5: Labor Costs of Information Collection and Record Keeping							
<b>Previous Costs</b>		<b>Preparing Insurance Endorsements or Surety Bonds</b>		<b>Filing Surety Bonds</b>	<b>Placing Docs in CMVs</b>		<b>Total Cost</b>
	<b>Burden Hours</b>	3,209.94		11.99	1,306.92		
	<b>Old Hourly Rate</b>	\$35.00		\$10.00	\$7.00		
	<b>Old Cost</b>	\$112,348		\$120	\$9,148		<b>\$121,616</b>
<b>Updated Costs without Proposed Rule</b>		<b>Preparing Insurance Endorsements or Surety Bonds</b>		<b>Filing Surety Bonds</b>	<b>Placing Docs in CMVs</b>		<b>Total Cost</b>
					<b>Canada</b>	<b>Mexico</b>	
	<b>Burden Hours</b>	3,209.94		11.99	1,067.05	239.87	
	<b>New Hourly Rate</b>	\$44.00		\$17.00	\$17.00	\$3.00	
	<b>New Cost</b>	\$141,237		\$204	\$18,140	\$720	<b>\$160,300</b>
<b><i>Difference, Updated minus Previous</i></b>		<b>\$28,889</b>		<b>\$84</b>	<b>\$8,991</b>	<b>\$720</b>	<b>\$38,685</b>
<b>Costs with Proposed Rule</b>		<b>Preparing Insurance Endorsements or Surety Bonds</b>		<b>Filing Surety Bonds</b>	<b>Placing Docs in CMVs</b>		<b>Total Cost</b>
		<b>US &amp; Mexico</b>	<b>Canada</b>		<b>Canada</b>	<b>Mexico</b>	
	<b>Burden Hours</b>	2,975.57	234.37	11.99	1,067.05	239.87	
	<b>New Hourly Rate</b>	\$44.00	\$30.00	\$17.00	\$17.00	\$3.00	
	<b>New Cost</b>	\$130,925	\$7,031	\$204	\$18,140	\$720	<b>\$157,019</b>
<b><i>Difference, Proposed Rule minus Updated</i></b>		<b>-\$3,281</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>-\$3,281</b>

Updates to labor costs increase the cost of this information collection from \$121,616 to \$160,300. The proposed rule will allow insurance endorsements to be completed by Canada-domiciled insurance companies, which have relatively lower labor costs than their U. S.-domiciled counterparts (\$30.00/hour versus \$44.00/hour). Consequently, FMCSA estimates that the proposed Financial Responsibility rule will result in a cost savings of \$3,281 to respondents; the total annual costs to respondents if the proposed rule is implemented would be **\$157,019**.

FMCSA estimates no other costs to respondents beyond those for labor that are presented here.

**Estimated Annual Cost to Respondents: \$157,019**

**14. Estimate of cost to the Federal government:**

This information collection imposes no cost to the Federal government.

**15. Explanation of program changes or adjustments:**

The number of annual respondents was corrected from 143,728 to 96,268 to reflect the number of respondents engaged in an activity that is a source of paperwork or record keeping burden; the previous number had included all respondents potentially subject to the information collection. The costs to respondents was revised from \$121,625 to \$157,019 to reflect updates to labor costs and the wages of workers at Canada-domiciled insurance companies.

**16. Publication of results of data collection:**

This information will not be published.

**17. Approval for not displaying the expiration date for OMB approval:**

No approval for not displaying the expiration date for OMB approval is being requested.

**18. Exception to certification statement:**

None.

**Part B. Collections of Information Employing Statistical Methods.**

This information collection request does not employ statistical methods.

**Attachments**

- A. Notice of proposed rulemaking (NPRM) titled, “Minimum Levels of Financial Responsibility for Motor Carriers,” (74 FR 27485), June 10, 2009).
- B. Title 49 U.S.C. § 31139.
- C. Title 49 U.S.C. § 31138.
- D. Title 49 CFR § 387.
- E. The ICC Termination Act of 1995 (ICCTA) (Pub. L. 104-88, 109 Stat. 803, December 29, 1995).
- F. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Section 4304 of SAFETEA-LU) [Public Law 109-59, 119 Stat. 2955, August 10, 2005].
- G. Notice of proposed rulemaking (NPRM) titled, “Unified Registration System,” (70 FR 28990, May 19, 2005).
- H. Advance notice of proposed rulemaking (ANPRM) titled, “Minimum Levels of Financial Responsibility for Motor Carriers; Petitions for Rulemaking,” (71 FR 75433), December 15, 2006.

## **Forms**

MCS-90, Endorsement for Motor Carrier Policies of Insurance for Public Liability.

MCS-90B, Endorsement for Motor Carrier Policies of Insurance for Public Liability.

MCS-82, Motor Carrier Public Liability Surety Bond.

MCS-82B, Motor Carrier Public Liability Surety Bond.