Department of Transportation
Federal Motor Carrier Safety Administration

SUPPORTING STATEMENT
"Request for Revocation of Authority Granted" ICR
OMB Control No. 2126-0018

SUMMARY

- This is a request for approval for the renewal of a currently approved information collection (IC), "Request for Revocation of Authority Granted," OMB Control Number 2126-0018 and includes updated estimates.
- This ICR renewal consists of 5,711 respondents, 5,711 responses, 1,428 annual burden hours and a total wage-related annual burden cost of $51,422. As explained in section 15, there is a decrease of 2,988 respondents and responses (8,699 currently approved annual respondents and responses – 5,711 proposed annual respondents and responses), and the number of annual burden hours has decreased by 747 (2,175 currently approved annual burden hours – 1,428 proposed annual burden hours). These numbers have changed due to an estimated decrease in the number of annual filings of Form OCE-46.
- For this ICR, the form included is the Form OCE-46. This form is filed with FMCSA by the registrant for the purpose of requesting that all, or a part, of its operating authority registration be revoked.

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, *"Request for Revocation of Authority Granted,"* (OMB Control Number 2126-0018). The currently approved ICR, which is due to expire on December 31, 2026, applies to registrants for the purpose of requesting that all, or a part, of its operating authority registration be revoked. FMCSA is requesting that information approval for the Form OCE-46 continue to be effective for the 3-year period covered by this ICR.

Part A. Justification

1. CIRCUMSTANCES THAT MAKE THE COLLECTION OF INFORMATION NECESSARY.

FMCSA registers for-hire motor carriers of regulated commodities under 49 U.S.C. 13902 (see Attachment A), surface freight forwarders under 49 U.S.C. 13903 (see Attachment B), and property brokers under 49 U.S.C. 13904 (Attachment C). Each registration is effective from the date specified under 49 U.S.C. 13905 (c) (see Attachment D).

Subsection (d) of 49 U.S.C. 13905 also provides that on application of the registrant, the Secretary may amend or revoke a registration, and hence the registrant's operating authority. Form OCE-46 allows these registrants to apply voluntarily for revocation of their operating authority or parts thereof. If the registrant fails to maintain evidence of the required level of

insurance coverage on file with FMCSA, its operating authority will be revoked involuntarily. Although the effect of both types of revocation is the same, some registrants prefer to request voluntary revocation. For various business reasons, a registrant may request revocation of some part, but not all, of its operating authority.

This information collection supports the DOT strategic goal of safety by enabling registrants to voluntarily request revocation of operating authority, or some part of that authority.

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

A completed Form OCE-46 is filed with FMCSA by the registrant for the purpose of requesting that all, or a part, of its operating authority registration be revoked. The information contained on the form is used by FMCSA when deciding on the revocation request. The use of Form OCE-46 has proven to be an easy and effective means by which a registrant can request revocation of its operating authority.

3. EXTENT OF AUTOMATED INFORMATION COLLECTION.

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 E). Form OCE-46 is filed by registrants on a voluntary, and for the most part, one-time basis. Since the previous iteration of this information collection request, filers wishing to revoke their operating authority can now file the form online by going to their company's FMCSA Portal account and selecting the option "Voluntarily revoke my Operating Authority (MC/FF/MX number)." The only difference between filing the form online versus by paper is that the online version requires the filer to use its FMCSA Portal account to authorize the form, as opposed to using a notary or FMCSA staff member to authorize the form. The form, whether submitted online or by paper, calls for only enough information to identify the registrant and the scope of its request.

4. EFFORTS TO IDENTIFY DUPLICATION.

There are no 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 OCE-46 have been minimized for small businesses. As mentioned in item 3, above, registrants can file the form online. By filing online, motor carriers eliminate the need for notarization/FMCSA staff authorization and any costs associated with mailing the form. This relieves some of the burdens associated with filing Form OCE-46, for all registrants.

6. IMPACT OF LESS FREQUENT COLLECTION OF INFORMATION.

There is no requirement for Form OCE-46 to be filed on a periodic basis. The form is submitted to FMCSA only on an "as needed" basis, as determined by the filing entity.

7. SPECIAL CIRCUMSTANCES.

There are no special circumstances related to this information collection.

8. COMPLIANCE WITH 5 CFR 1320.8.

On May 14, 2026, FMCSA published a notice in the Federal Register (91 FR 27483) allowing for a 60-day comment period to announce its intention to see OMB review and approval to renew this ICR (see Attachment F). The comment period closed on July 13, 2026. There were no comments submitted in response to that notice. FMCSA consistently works with industry stakeholders to discuss data collection for this form. On October 23, 2026, FMCSA published a 30-day notice in the Federal Register (91 FR 6911) 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 the comments and FMCSA's responses to them.

9. PAYMENTS OR GIFTS TO RESPONDENTS.

Respondents are not provided with any payments or gifts 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 is submitted on a voluntary basis and merely calls for information identifying the registrant, the scope of its request, and basis of its requested revocation. 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.

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

Based on FMCSA records of voluntary revocations filed for years 2022 to 2024,[1] FMSCA estimates a total of 5,711 registrants will file Form OCE-46 annually. Of these 5,711 filers, FMCSA estimates a total of 1,517 registrants will file Form OCE-46 via paper and mail while the remaining 4,195 will file the form online.

[1] FMCSA data indicates the number of total (paper and online) voluntary revocations filed Form OCE-46 were 6,184 in 2022, 7,782 in 2023, and 3,168 in 2024. Total numbers retrieved from FMCSA's L&I database snapshot, retrieved December 26, 2025.

The form is filed on an "as-needed" basis, and there is no continuing information collection function associated with the form. The form asks for very limited information, which is readily available to the filer. FMCSA estimates that it takes 15 minutes, or 0.25 hours, to complete the form, either online or by paper. FMCSA also anticipates receiving one response per respondent.

Table 1 presents the total hourly burden to respondents.

Table 1. Total respondents (both paper and online) and total burden hours.

Year	Total Respondents (A)	Total Responses (B)=(A*1)	Hours Per Response (C)	Total Burden Hours (rounded) (D)=(B*C)
2022	6,184	6,184	0.25	1,546
2023	7,782	7,782	0.25	1,946
2024	3,168	3,168	0.25	792
Total	***17,134***	***17,134***	**-**	***4,284***
Annualized	**5,711**	**5,711**	**-**	**1,428**

*Numbers may not match due to rounding

FMCSA assumes that motor carrier clerical staff will prepare and submit Form OCE-46 for motor carriers. Wage data for industry occupations is obtained from the Bureau of Labor Statistics (BLS). The closest available occupation for "motor carrier clerk" in the BLS data is "Information and Record Clerks, All Other" in the transportation and warehousing series, NAICS 43-4199, which has a median hourly wage of $23.80 as of May 2025.[2]

The loaded hourly wage for a motor carrier clerk (which includes the costs of employee benefits, overhead, and fringe) is estimated by multiplying the median hourly wage by the load factor. The load factor is estimated by dividing the total cost of compensation for private industry workers of the transportation and warehousing series ($49.86) by the average cost of hourly wages and salaries ($32.95), as reported by BLS ($49.86/$32.95 = 1.51).[3] Table 2 presents the loaded wage estimates used in this analysis.

Table 2. Median and loaded hourly wages for motor carrier clerks.

Position	Load Factor (A)	Median Hourly Wage	Loaded Hourly Wage

[2] U.S. Department of Labor, Bureau of Labor Statistics. (2025). "Occupational Employment and Wage Statistics (OEWS) Profiles." (Information and Record Clerks, All Other). Retrieved October 4, 2026, from: Occupational Employment and Wage Statistics Profiles .

[3] Load Factors: U.S. Department of Labor, Bureau of Labor Statistics. (2026). "Table 4. Employer Costs for Employee Compensation for private industry workers by occupational and industry group, June 2026," in News Release: Employer Costs for Employee Compensation—June 2026. Retrieved October 4, 2026, from: Employer Costs for Employee Compensation - June 2026.

		(B)	(A*B)
Motor Carrier Clerk (43-4199)	1.51	$23.80	$36.01

Table 3 combines the total loaded wage and the total burden hours to produce the estimated annual burden hour cost to respondents.

Table 3. Total respondent labor cost.

Year	Total Respondents (A)	Hours Per Response (B)	Total Burden Hours (C) = (A*B)	Labor Hour Cost (D)	Total Labor Cost (rounded) (E) = (C*D)
2022	6,184	0.25	1,546	$36.01	$55,678
2023	7,782	0.25	1,946	$36.01	$70,066
2024	3,168	0.25	792	$36.01	$28,523
Total	***17,134***		***4,284***		***$154,267***
Annualized	**5,711**		**1,428**		**$51,422**

*Numbers may not match due to rounding

Estimated Number of Annual Respondents: 5,711
Estimated Number of Annual Responses: 5,711 [5,711 respondents × 1 response per respondent]
Estimated Total Annual Burden: 1,428 hours [5,711 responses × 0.25 hours = 1,428]
Estimated Annual Labor Cost to Industry: $51,422

13. ESTIMATE OF TOTAL ANNUAL COSTS TO RESPONDENTS.

FMCSA estimates there are no non-labor-related annual costs to respondents who file the form online, as online filers use their FMCSA Portal account to validate the filer's request. Requesting a PIN is done online, free of charge. However, respondents who file the form via mail incur costs associated with notarizing the form (i.e., notarization fees) and mailing it to FMCSA headquarters. For these non-labor costs, FMCSA estimates that 1,517 paper OCE-46 forms will be filed by mail annually.

Our estimate for notarization fees is based on a review of notarization fees across the United States. The maximum fees allowed for most single-page, single-signature notarizations range from a low of $0.50–$5.00 in some States (such as Vermont, Illinois, and Rhode Island) to a high of $15.00 in other States (such as California). Some States do not set limits (such as Alaska, Iowa, Kansas, Kentucky, Louisiana, Maine, Massachusetts, and Tennessee).[4] FMCSA conservatively assumes that there will be, on average, a $10.00 fee to have form

[4] National Notary Association. "Notary Fees By State." Retrieved February 28, 2026, from https://www.nationalnotary.org/knowledge-center/about-notaries/notary-fees-by-state

OCE-46 notarized.[5] The total annual cost to respondents to notarize the forms is thus estimated to be approximately $15,170 (1,517 paper forms filed × $10 = $15,170 (all figures rounded)).

FMCSA conservatively estimates a flat cost of $0.83 for a filer to submit the form via mail. This includes the average cost of an envelope ($0.05) plus the cost of one postage stamp ($0.78).[6,7] The total annual cost of envelopes and postage for a respondent mailing Form OCE-46 to FMCSA is thus estimated to be $1,259 ($0.83 × 1,517 paper forms filed = $1,259).

Table 4, below, summarizes the total annual cost to respondents.

Table 4. Total non-labor-related costs to respondents.

Paper Respondents (A)	**Notarization Fee** (B)	**Total Cost for Notarization Fee** (C) = (A*B)	**Cost to Mail Form** (D)	**Total Cost to Mail Form** (E) = (A*D)	**Total Burden Cost** (F) = (C+E)
1,517	$10.00	$15,166	$0.83	$1,259	**$16,425**

*Numbers may not match due to rounding

Estimated Total Annual Cost to Respondents: $16,425 [$15,166 for Notarization + $1,259 for envelope and postage]

14. ESTIMATE OF COST TO THE FEDERAL GOVERNMENT.

A Grade 7 (Step 3) Transportation Assistant processes the OCE-46, and FMCSA estimates that processing each form takes approximately 15 minutes, or 0.25 hours. The estimated loaded hourly cost for a Grade 7 (Step 3) Transportation Assistant is estimated to be $28.20 per hour, comprising wages of $22.03 per hour[8] and benefits equal to 28 percent of wages.[9]

As shown in Table 5, the estimated total annual cost to the Federal Government of collecting and processing Form OCE-46 is $40,263.

Table 5. Estimated annualized costs to the Federal Government.

Number of Responses	**Hours per**	**Total Burden**	**GS-7 (Step 3) Transportation**	**Employee Benefits**	**Loaded Hourly**	**Total Annual Cost**

[5] Consistent with the previous iteration of this ICR.

[6] Average unit cost for a #10 envelop (4 1/8" x 9 ½") box of 500. Five (5) brands were included to develop an average unit cost, they include: Office Max, Staples, AmazonBasics, ValBox, and Columbian.

[7] U.S. Postal Service website accessed February 28, 2026.
https://www.usps.com/business/prices.htm

[8] Office of Personnel Management, (2026). 2026 General Schedule (Base) Pay Table [PDF]. Available at SALARY TABLE 2026-GS. Accessed February 28, 2026.

[9] Consistent with other FMCSA ICRs.

(A)	**Response** (B)	**Hours** (C) = (A*B)	**Assistant Hourly Wage** (D)	(E)	**Wage** (F)=(D)+ (D*E)	**(rounded)** (C*F)
5,711	0.25	1,428	$22.03	28% (0.28)	$28.20	**$ 40,263**

Estimated Annual Cost to the Federal Government: $40,263 [5,711 responses × 0.25 hours = 1,428 hours × $28.20 per hour = $40,263].

15. EXPLANATION OF PROGRAM CHANGES OR ADJUSTMENTS

For respondents, the program adjustment has resulted in decreased total burden hours and a decrease in respondent costs. The burden hour decrease is due to an estimated decrease in the number of annual filings of Form OCE-46 from 8,699 to 5,711 per year, resulting in a decrease of 2,988 responses and 747 burden hours [2,175 currently approved annual burden hours – 1,428 proposed annual burden hours = 747].

The current iteration of this ICR includes estimated respondent labor costs associated with submitting Form OCE-46. The estimated annual labor cost for industry resulting from submitting Form OCE-46 is $51,422, a decrease of $15,765 [$67,187 currently approved annual labor cost – $51,422 proposed annual labor cost = $15,765]. The methodology used to arrive at this estimate is presented in detail in Item 12.

The total annual non-labor respondent cost has decreased by $8,177 [$24,602 currently approved annual cost to respondents − $16,425 proposed annual costs = $8,177]. This decrease is due to the decrease in the number of respondents. While the online submission option exists, FMCSA still estimates that approximately 1,517 respondents (approximately 27% of the total number of respondents) will continue to file the form by mail, which incurs notarization and postage fees.

For the Federal Government, the program costs have decreased by $14,513 [$54,783 previous cost to the Federal Government - $40,270 proposed cost to the Federal Government]. The cost to the Federal Government decreased due to the decrease in the number of forms received by FMCSA.

Table 6 details the changes in burden.

Table 6. Changes in Burden.

Information Collection Version	Annual Number	Annual Burden	Annual Respondent	Annual Non-Respondent

	of Responses	Hours	Cost	Cost Burden
Currently Approved under OMB Control Number 2126-0018	8,699	2,175	$67,187	$24,602
Revised Estimates	5,711	1,428	$51,422	$16,425
Total Change in Burden from the Currently Approved Collection of Information	-2,988	-747	$(15,765)	$(8,177)

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:

A. 49 U.S.C. 13902, Registration of motor carrier
B. 49 U.S.C. 13903, Registration of freight forwarders
C. 49 U.S.C. 13904, Registration of brokers
D. 49 U.S.C. 13905, Effective periods of registration
E. Government Paperwork Elimination Act (GPEA), Public Law 105-277 (October 21, 1988)
F. 60-day Federal Register notice (91 FR 27483) (May 14, 2026)