

The regulations were adopted to ensure that small trucking companies would be protected when they agreed to lease their equipment and drivers to larger for-hire carriers. They also ensure the government and members of the public can determine who is responsible for a property-carrying commercial motor vehicle (CMV). Prior to adoption of the regulations, some equipment was leased without written agreements, leading to disputes over which party to the lease was responsible for charges and actions and, at times, who was legally responsible for the vehicle.

The regulations specify what must be covered in the lease but leave open how many responsibilities must be divided. The parties to the lease determine numerous details between themselves.

Part 376 applies only to certain motor carriers in interstate commerce and only to certain leasing situations based on exemptions set forth in § 376.11, which cross reference other provisions in part 376. Section 376.11 provides that an authorized carrier (a person or persons authorized to engage in the

transportation of property as a motor carrier under the provisions of 49 U.S.C. 13901 and 13902) may perform authorized transportation using equipment it does not own only when the following conditions are met:

(1) There shall be a written lease granting the use of the equipment and meeting the requirements contained in § 376.12;

(2) Receipts, specifically identifying the equipment to be leased and stating the date and time of day possession is transferred, shall be given; and

(3) The authorized carrier acquiring the use of equipment under this section shall identify the equipment as being in its service.

Passenger transportation. FMCSA can regulate the lease and interchange of passenger-carrying CMVs based on the authority of the Motor Carrier Act of 1935 and the Motor Carrier Safety Act of 1984, as amended. FMCSA's regulations about the lease and interchange of passenger-carrying CMVs in 49 CFR part 390 subpart G help ensure that passenger carriers cannot evade FMCSA oversight and enforcement by entering into lease agreements to operate under the authority of another carrier that exercises no control over these operations. Motor carriers that:

- (1) operate passenger-carrying CMVs,
- (2) have active operating authority registration with FMCSA to transport passengers, and
- (3) engage in the lease or interchange of passenger-CMVs with other motor carriers that have active operating

authority registration with FMCSA to transport passengers, are not subject to the regulations in 49 CFR part 390 subpart G and the recordkeeping requirements therein.

Such regulations and requirements also do not apply to financial leases (such as a closed-end lease, hire purchase, lease purchase, purchase agreement, installment plan, demonstration or loaner vehicle, etc.) between a motor carrier and a bank or similar financial organization or a manufacturer or dealer of passenger-carrying CMVs.

Section 390.403(b) specifies the four required items of information that any lease or interchange record document for passenger-carrying CMVs is required to contain. These are:

- (1) vehicle identification information;
- (2) information about and signatures of the involved motor carriers of passengers (the lessor and the lessee);
- (3) specific duration of the lease or interchange agreement; and
- (4) a clear statement about exclusive possession and responsibilities.

Section 390.403(c) requires a copy of the lease or interchange agreement be on the passenger-carrying CMV during the period of the lease or interchange agreement. Both the lessee and lessor must retain a copy of the lease or interchange agreement for one year after the expiration date.

These property carrier and passenger carrier provisions account for the burden in this information collection. The program change decrease of 26,154 estimated annual burden hours (186,102 proposed estimated annual burden hours—212,256 currently approved estimated annual burden hours) is due to the availability of new data. Previous estimates were based on 2021 data.

Current property carrier and passenger carrier-related estimates are based on the December 27, 2024, Motor Carrier Management Information System and Safety Measurement System snapshots. The data pulled for the current ICR shows a decrease in the overall number of affected property carriers and an increase in the overall number of affected passenger carriers from the data used in the previous ICR. The decrease in the number of affected property carriers was greater than the increase in the overall number of affected passenger carriers which resulted in a decrease in the overall burden hours associated with this ICR.

FMCSA received one public comment in response to the 60-day notice published in the **Federal Register** on May 28, 2025 (90 FR 22560). The comment stated that the proposed agency collection should be extended

for accountability needs of reporting applicable contract expenditures and passenger carrier regulations. FMCSA agrees that the IC should be renewed for another 3 years.

**Public Comments Invited:** You are asked to comment on any aspect of this information collection, including:

- (1) whether the proposed collection is necessary for the performance of FMCSA's functions;
- (2) the accuracy of the estimated burden;
- (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and
- (4) ways that the burden could be minimized without reducing the quality of the collected information.

Issued under the authority of 49 CFR 1.87.

**Nicole Michel,**

*Acting Associate Administrator, Office of Research and Registration.*

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**BILLING CODE 4910-EX-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2025-0556]

### Agency Information Collection Activities; Renewal of an Approved Information Collection: Unified Registration System, FMCSA Registration/Updates

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public comment. FMCSA requests approval to renew the previously approved ICR now titled "Unified Registration System, FMCSA Registration/Updates," OMB Control No. 2126-0051. This ICR applies to new registrants seeking initial registration and operating authority registration from FMCSA. New registrants seeking to register with FMCSA must use online Form MCSA-1, accessible via the Unified Registration System (URS).

**DATES:** Comments on this notice must be received on or before January 16, 2026.

**ADDRESSES:** You may submit comments identified by Docket Number FMCSA-

2025–0556 using any of the following methods:

- **Federal eRulemaking Portal:** <https://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Mail:** Dockets Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001.
- **Hand Delivery or Courier:** Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Washington, DC 20590–0001 between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366–9317 or (202) 366–9826 before visiting Dockets Operations.
- **Fax:** (202) 493–2251.

To avoid duplication, please use only one of these four methods. See the “Public Participation and Request for Comments” portion of the

**SUPPLEMENTARY INFORMATION** section for instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jeffrey Secrist, Office of Registration, Chief, Registration Division, DOT, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590–0001; (202) 385–2367; [jeff.sechrist@dot.gov](mailto:jeff.sechrist@dot.gov).

#### **SUPPLEMENTARY INFORMATION:**

#### **Instructions**

All submissions must include the Agency name and docket number. For detailed instructions on submitting comments, see the Public Participation heading below. Note that all comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

#### **Public Participation and Request for Comments**

If you submit a comment, please include the docket number for this notice (FMCSA–2025–0556), indicate the specific section of this document to which your comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/>

*FMCSA-2025-0556/document*, click on this notice, click “Comment,” and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period.

#### **Privacy Act**

In accordance with 44 United States Code (U.S.C.) 3506(c)(2), DOT solicits comments from the public to better inform its information collection process. DOT posts these comments, including any personal information the commenter provides, to [www.regulations.gov](https://www.regulations.gov) as described in the system of records notice DOT/ALL 14 (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edits and are searchable by the name of the submitter.

#### **Background**

FMCSA registers for-hire motor carriers of regulated commodities and of passengers, under 49 U.S.C. 13902(a); surface freight forwarders, under 49 U.S.C. 13903; property brokers, under 49 U.S.C. 13904; and certain Mexico-domiciled motor carriers, under 49 U.S.C. 13902(c). These motor carriers may conduct transportation services in the United States only if they are registered with FMCSA. Each registration is effective from the date specified and remains in effect for such period as the Secretary of Transportation (Secretary) determines by regulations.

The final rule titled “Unified Registration System,” (78 FR 52608) dated August 23, 2013, implemented statutory provisions for an online registration system for entities that are subject to FMCSA’s licensing, registration, and certification regulations. URS streamlines the registration process and serves as a clearinghouse and repository of information on motor carriers, brokers, freight forwarders, intermodal equipment providers, hazardous materials safety permit applicants, and cargo tank facilities required to register with FMCSA. When developing URS, FMCSA planned that the OP–1 series of forms (except for OP–1(MX)) would ultimately be folded into one overarching form (MCSA–1), which

would be used by all motor carriers seeking authority.

FMCSA began a phased rollout of URS in 2015. The first phase, which became effective on December 12, 2015, impacts only first-time applicants seeking an FMCSA-issued registration. FMCSA had planned subsequent rollout phases for existing registrants; however, there have been substantial delays, and subsequent phases have not been rolled out to date.

On January 17, 2017, FMCSA issued a final rule titled “Unified Registration System; Suspension of Effectiveness,” which indefinitely suspended URS effectiveness dates for existing registrants only (82 FR 5292). Pursuant to this final rule, FMCSA is still accepting forms OP–1, OP–1(P), OP–1(FF), and OP–1(NNA) for existing registrants wishing to apply for additional authorities. Separately, FMCSA requires Form OP–1(MX) for Mexico-domiciled carriers that wish to operate beyond the U.S. municipalities on the U.S.–Mexico border and their commercial zones.

As described above, only first-time applicants seeking an FMCSA-issued registration must apply via URS, using Form MCSA–1. Under URS, all forms described in the current ICR, except OP–1(MX), are folded into Form MCSA–1. Information collection activities associated with the OP–1 series of forms are covered under a different ICR, titled “Licensing Applications for Motor Carrier Operating Authority,” OMB Control No. 2126–0016.

Form MCSA–1 requests information to identify the applicant, the nature and scope of its proposed operations, safety-related details, and information regarding the drivers and vehicles it plans to use in U.S. operations. FMCSA and the States use registration information collected via Form MCSA–1 to track motor carriers, freight forwarders, brokers, and other entities they regulate. Registering motor carriers is essential to being able to identify carriers so that their safety performance can be tracked and evaluated. The data make it possible to link individual trucks to the responsible motor carrier, thus implementing the mandate under 49 U.S.C. 31136(a)(1); that is, ensuring that CMVs are maintained and operated safely). In general, registration information collected via Form MCSA–1 informs prioritization of the Agency’s activities and aids in assessing and statistically analyzing the safety outcomes of those activities.

The current information collection supports the DOT Strategic Goal of Safety. It streamlines registration processes and ensures that FMCSA can

more efficiently track motor carriers, freight forwarders, brokers, and other entities regulated by the Agency.

**Title:** Unified Registration System, FMCSA Registration/Updates.

**OMB Control Number:** 2126–0051.

**Type of Request:** Renewal of a currently approved ICR.

**Respondents:** Carrier compliance officer or equivalent from transportation entities subject to FMCSA's licensing, registration, and certification regulations.

**Estimated Number of Respondents:** 549,782 (183,261 per year).

**Estimated Time per Response:** 1.34 hours.

**Expiration Date:** May 31, 2026.

**Frequency of Response:** One-time information collection.

**Estimated Total Annual Burden:** 736,708 hours (245,569 per year).

The estimated annual respondents/responses for Form MCSA–1 increased from 94,619 in the previously approved ICR to 183,261 in the current ICR. The estimated annual burden hours for Form MCSA–1 increased by 118,780 hours [245,569 proposed hours – 126,789 currently approved hours = 118,780 hours]. This estimate is based off the increased number of respondents/responses calculated based on the number of new entrants who applied using Form MCSA–1 during calendar years 2022, 2023, and 2024, which results in these estimates of annual respondents/responses and burden hours for the upcoming information collection period.

The estimated labor costs for industry have increased by \$7,240,851 annually [\$12,713,084 in proposed costs – \$5,472,233 currently approved costs = \$7,240,851]. This change is also due to the increased estimates of annual respondents/responses.

For the Federal Government, estimated annual labor and information technology costs have increased by \$168,982 [\$6,453,612 in proposed costs – \$5,946,667 in previously approved costs = \$506,945/3 years = \$168,982]. This change is also due to the increased estimates of annual respondents/responses.

**Public Comments Invited:** You are asked to comment on any aspect of this information collection, including: (1) whether the proposed collection is necessary for the performance of FMCSA's functions; (2) the accuracy of the estimated burden; (3) ways for FMCSA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized without reducing the quality of the collected information. The Agency will

summarize or include your comments in the request for OMB's clearance of this ICR.

Issued under the authority of 49 CFR 1.87.

**Nicole Michel,**

*Acting Associate Administrator, Office of Research and Registration.*

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on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, *Exemption for Inconsequential Defect or Noncompliance*.

Notice of receipt of MASA's petition was published with a 30-day public comment period, on February 26, 2021, in the **Federal Register** (86 FR 11823). No comments were received. To view the petition and all supporting documents log onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Then follow the online search instructions to locate docket number "NHTSA–2020–0072."

## II. Tires Involved

This petition involves approximately 1,673,307 Achilles, Corsa, Radar, and Milestar brand tires in various sizes, manufactured between January 3, 2016, and March 14, 2020 (the subject tires):

- Achilles 868 All Seasons, ATR Sport 2, Desert Hawk H/T2, 122, ATR–K Sport, and Desert Hawk UHP;
- Corsa All Terrain XL and Highway Terrain;
- Radar Renegade H/T and Renegade A/T; and
- Milestar MS932XP, Patagonia M/T, and Grantland.

## III. Noncompliance

MASA explains that the noncompliance is that the third grouping of symbols in the tire identification numbers (TIN) on the subject tires exceeds the number of characters allowed and therefore does not fully comply with Part 574.5(g)(3) *Old TIN content requirement*, as required by S5.5.1 of FMVSS No. 139. Specifically, MASA used up to six symbols in the third grouping of symbols in the TIN, when this grouping should be no more than four symbols.

## IV. Rule Requirements

Paragraph S5.5.1 of FMVSS No. 139 and 49 Part 574.5(g)(3) includes the requirements relevant to this petition. Each tire must be labeled with the tire identification number required by 49 CFR part 574 on the intended outboard sidewall of the tire. The third grouping of the TIN, "consisting of no more than four symbols, may be used at the option of the manufacturer or retreader as a descriptive code for the purpose of identifying significant characteristics of the tire."

## V. Summary of MASA's Petition

The following views and arguments presented in this section, "V. Summary of MASA's Petition," are the views and

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA–2020–0072; Notice 2]

### PT. Multistrada Arah Sarana Tbk, Denial of Petition for Decision of Inconsequential Noncompliance

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

**ACTION:** Denial of petition.

**SUMMARY:** PT. Multistrada Arah Sarana, Tbk (MASA) has determined that certain Achilles, Corsa, Radar, and Milestar brand tires in various sizes do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 139, *New Pneumatic Radial Tires for Light Vehicles*, and Part 574, *Tire Identification and Recordkeeping*. MASA filed a noncompliance report dated June 1, 2020, and subsequently petitioned NHTSA on June 25, 2020, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This notice announces the denial of MASA's petition.

**FOR FURTHER INFORMATION CONTACT:** Jayton Lindley, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), [Jayton.Lindley@dot.gov](mailto:Jayton.Lindley@dot.gov).

### SUPPLEMENTARY INFORMATION:

#### I. Overview

MASA has determined that certain Achilles, Corsa, Radar, and Milestar brand tires in various sizes do not fully comply with the requirements of paragraph S5.5.1 of FMVSS No. 139, *New Pneumatic Radial Tires for Light Vehicles* (49 CFR 571.139) and 574.5 of Part 574, *Tire Identification and Recordkeeping* (49 CFR 574). MASA filed a noncompliance report dated June 1, 2020, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*, and subsequently petitioned NHTSA on June 25, 2020, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301