

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[MM Docket No. 98-189, RM-9377]

Radio Broadcasting Services; Manzanita, OR

AGENCY: Federal Communications Commission.

ACTION: Proposed rule.

SUMMARY: The Commission requests comments on a petition filed by John L. Zolkoske seeking the allotment of Channel 235A to Manzanita, OR, as the community's first local aural service. Channel 235A can be allotted to Manzanita in compliance with the Commission's minimum distance separation requirements without the imposition of a site restriction, at coordinates 45-43-06 North Latitude; 123-56-18 West Longitude. Canadian concurrence in the allotment is required since the community is located within 320 kilometers (200 miles) of the U.S.-Canadian border.

DATES: Comments must be filed on or before December 14, 1998, and reply comments on or before December 29, 1998.

ADDRESSES: Federal Communications Commission, Washington, DC 20554. In addition to filing comments with the FCC, interested parties should serve the petitioner, or its counsel or consultant, as follows: John L. Zolkoske, 915 N. Douglas Avenue, Stayton, OR 97383 (Petitioner).

FOR FURTHER INFORMATION CONTACT: Leslie K. Shapiro, Mass Media Bureau, (202) 418-2180.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission's Notice of Proposed Rule Making, MM Docket No. 98-189, adopted October 14, 1998, and released October 23, 1998. The full text of this Commission decision is available for inspection and copying during normal business hours in the FCC Reference Center (Room 239), 1919 M Street, NW., Washington, DC. The complete text of this decision may also be purchased from the Commission's copy contractor, International Transcription Services, Inc., (202) 857-3800, 1231 20th Street, NW, Washington, DC 20036.

Provisions of the Regulatory Flexibility Act of 1980 do not apply to this proceeding.

Members of the public should note that from the time a Notice of Proposed Rule Making is issued until the matter is no longer subject to Commission consideration or court review, all *ex*

parte contacts are prohibited in Commission proceedings, such as this one, which involve channel allotments. See 47 CFR 1.1204(b) for rules governing permissible *ex parte* contacts.

For information regarding proper filing procedures for comments, see 47 CFR 1.415 and 1.420.

List of Subjects in 47 CFR Part 73

Radio broadcasting.

Federal Communications Commission.

John A. Karousos,

Chief, Allocations Branch, Policy and Rules Division, Mass Media Bureau.

[FR Doc. 98-29318 Filed 11-2-98; 8:45 am]

BILLING CODE 6712-01-P

DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

49 CFR Part 1420

[Docket No. BTS-98-4659]

RIN 2139-AA05

Revision to Reporting Requirements for Motor Carriers of Property

AGENCY: Bureau of Transportation Statistics, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Bureau of Transportation Statistics (BTS) proposes to adopt new accounting and reporting provisions that would provide data for current needs while significantly reducing the annual compliance burden. This rulemaking is being conducted to implement portions of the ICC Termination Act of 1995, which transferred the motor carrier financial and operating data collection program to the Department of Transportation and made several changes to the motor carrier program. Class I motor carriers would file much shortened quarterly reports and file a simplified annual report form based largely on the current Form M-2. Class II carriers would continue filing only annually and would use the same simplified form as class I carriers. In addition, the Bureau proposes a system for considering requests for exemptions from filing and from public release of data. With this document, BTS is also withdrawing its proposal to establish a negotiated rulemaking advisory committee to assist in developing the regulations. This rulemaking action is taken on the Bureau's initiative.

DATES: Comments must be submitted by December 3, 1998.

ADDRESSES: Please direct comments to the Docket Clerk, Docket No. BTS-98-

4659, Department of Transportation, 400 Seventh Street, SW., Room PL-401, Washington, D.C. 20590, from 10 a.m. to 5 p.m. ET, Monday through Friday, except Federal Holidays.

Comments should identify the regulatory docket number and be submitted in duplicate to the address listed above. Commenters wishing the Department to acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on Docket BTS-98-4659. The Docket Clerk will date stamp the postcard and mail it back to the commenter.

If you wish to file comments using the Internet, you may use the U.S. DOT Dockets Management System website at <http://dms.dot.gov>. Please follow the instructions online for more information.

FOR FURTHER INFORMATION CONTACT:

David Mednick, K-2, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590; (202) 366-8871; fax: (202) 366-3640; e-mail: david.mednick@bts.gov.

SUPPLEMENTARY INFORMATION:

I. Electronic Access

All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. Internet users can access all comments received by the U.S. DOT Dockets, Room PL401, at the address: <http://dms.dot.gov>. Please follow the instructions online for more information and help.

An electronic copy of this document may be downloaded using a modem and suitable communications software from the **Federal Register** Electronic Bulletin Board Service at (202) 512-1661. If you have access to the Internet, you can obtain an electronic copy at <http://www.access.gpo.gov/su-3docs/aces/aces140.html> or <http://www.bts.gov/mcs/rulemaking.html>.

II. Background

Authority

The Secretary of Transportation has authority to establish regulations for the collection of certain data from motor carriers of property and others. Section 103 of the ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803 (1995) (codified at 49 U.S.C. 14123). This authority has been delegated to the Director of the Bureau of Transportation Statistics (BTS). 49 CFR 1.71.

Brief History of the Program

The Interstate Commerce Commission (ICC) collected financial data from

regulated motor carriers from the 1930's until its sunset at the end of 1995, when data collection was transferred to the Department of Transportation (DOT). See 49 U.S.C. 11145 and its implementing regulations at 49 CFR Part 1420.¹ Between 1978 and 1994, ICC significantly reduced the reporting requirements. It substantially shortened report forms and eased record retention requirements. These changes followed the shift in the ICC's focus from close economic regulation of the motor carrier industry to industry oversight. The last revision to accounting and reporting requirements, ICC's Ex Parte No. MC-206, 10 I.C.C.2d 329 (1994), contains additional background information.

The Current Program

The data collection program, as currently specified, has been in place since 1994, and is set forth in 49 CFR Part 1420. For motor carriers of property, the current regulations create three classes of carriers based on revenue. Class I carriers are those with annual operating revenues of \$10 million or more, and they file annual report Form M-1 and quarterly report Form QFR. Class II carriers have annual operating revenues of between \$3 and 10 million, file a simpler annual report, Form M-2, and do not file a quarterly report. Class III carriers have annual operating revenues of less than \$3 million and are not required to file any periodic financial reports.

Unless otherwise prohibited by law, individual carrier reports are made available to the public. BTS is aware of three federal agencies that use the data regularly—the Bureau of Economic Analysis (in developing the national accounts), the Department of Defense's Military Traffic Command (to help assess potential carriers for shipping military goods), and the General Services Administration (to help in evaluating its shipment rates). Other agencies have used the data for special studies. Private sector users include motor carriers, shippers, industry analysts, labor unions, segments of the insurance industry, investment analysts, and the consultants and data vendors that support these users.

The New Statutory Provisions

This rulemaking is being conducted to implement the ICC Termination Act of 1995 (the Act), which abolished the ICC and transferred some former ICC functions to DOT. Revision is necessary

because the Act made several changes to the program. Similar to the legislation replaced by the Act, then codified at 49 U.S.C. 11145, the Act requires DOT to collect certain data from motor carriers of property and motor carriers of passengers:

The Secretary shall require Class I and Class II motor carriers to file with the Secretary annual financial and safety reports, the form and substance of which shall be prescribed by the Secretary; except that, at a minimum, such reports shall include balance sheets and income statements.

The former 49 U.S.C. 11145 did not explicitly charge ICC to collect information relevant to safety and did not specify minimum data to be collected. The Act also allows DOT to collect certain other data as needed:

The Secretary may require motor carriers, freight forwarders, brokers, lessors, and associations, or classes of them as the Secretary may prescribe, to file quarterly, periodic, or special reports with the Secretary and to respond to surveys concerning their operations.

The Act specifies the criteria to be used in designing the reporting program. DOT must consider: (1) safety needs; (2) the need to preserve confidential business information and trade secrets and prevent competitive harm; (3) private sector, academic, and public use of information in the reports; and (4) the public interest. In the Act, Congress has also explicitly called on DOT to "streamline and simplify" these reporting requirements to the maximum extent practicable.

Unlike the former 49 U.S.C. 11145, the Act authorizes two types of exemptions from the reporting requirements. Each exemption is based on certain criteria and is granted for a three-year period. The first is an exemption from filing report forms. The requestor "must demonstrate, at a minimum, that an exemption is required to avoid competitive harm and preserve confidential business information that is not otherwise publicly available." The second is an exemption from public release of data reported by the carrier. Similar to the other exemption, the requestor must demonstrate that "the exemption requested is necessary to avoid competitive harm and to avoid the disclosure of information that qualifies as a trade secret or privileged or confidential information under section 552(b)(4) of title 5." Further, for the latter exemption the requestor must not be a publicly held corporation or must not be subject to financial reporting requirements of the Securities and Exchange Commission.

In addition to implementing the Act, the proposed changes are being made

within the framework of other policies and in light of current conditions. The Paperwork Reduction Act of 1995 set a government-wide goal for the reduction of information collection burdens by at least 25 percent by the end of fiscal year 1998 and calls on agencies to improve the quality and use of federal information to strengthen decision making, accountability, and openness in government and society. The President's Regulatory Reinvention Initiative asked agencies to reduce by half the frequency of reports that the public is required to provide. As the motor carrier industry continues to experience structural changes and with the sunset of the ICC, the data needs of the public and private sectors have changed. Modernization must also take into account recent significant improvements in technologies to collect, process, and disseminate data.

Proposed Changes Regarding the Reporting Forms

In determining the data items to be collected, BTS started with the income statement and balance sheet of the current Form M-2, since these elements are required under the new Act. From this starting point, data items, and the amount of detail for data items, were added or subtracted. In applying the four criteria, BTS received information from a variety of sources: comments received during the recent renewal process for Forms M-1, M-2, and QFR, comments received during the proposal to conduct negotiated rulemaking, customer feedback, and experience gained in administering the data collection program. Based on these, BTS is proposing several changes to the reporting requirements. As detailed below, we invite your comments on this proposal.

Under the proposal, both class I and class II carriers would submit annually a modified version of Form M-2 to be called Form M. Quarterly reporting would be retained for class I carriers but would be drastically reduced. The Bureau believes that the information on the new Form M and on the modified QFR would serve the large majority of current information needs, while reducing the burden on industry by 45 percent. The number of data items for Form M would be slightly less than the current Form M-2's and we estimate respondent burden would drop from ten hours to nine for class II carriers. Class I carriers would experience a greater decrease, from the current 25 burden hours for Form M-1 to nine hours for the new form. We estimate that the burden hours for the new Form QFR would be reduced from two hours to a

¹ The regulations were recently transferred from 49 CFR Part 1249 to 49 CFR Part 1420. See *Reports of Motor Carriers; Redesignation of Regulations Pursuant to the ICC Termination Act of 1995*, 63 FR 52192 (September 30, 1998).

half hour. The change in reporting

burden is summarized in the tables below.

	Number of carriers	Burden hours/report		Total hours
		Annual	Quarterly	
Current				
Class I	900	25	2	29,700
Class II	1,900	10	.....	19,000
Total	2,800	.....	.....	48,700
Under proposed changes				
Class I	900	9	.5	9,900
Class II	1,900	9	.....	17,100
Total	2,800	.....	.....	27,000

Proposal regarding public release of data

Unlike the former 49 U.S.C. 11145, the Act explicitly authorizes two types of exemptions—an exemption from the reporting requirements and an exemption from public release of data. For each, the requestor must demonstrate, at a minimum, that the exemption is required to avoid competitive harm. If a carrier meets the applicable standard and is granted confidentiality, business information would not be publicly disclosed. The carrier would then no longer qualify for an exemption from filing. Therefore, BTS proposes to consider only requests for exemptions from public release, and not for exemptions from reporting requirements. With confidentiality protection, confidential information would not be released publicly, and competitive harm would no longer be a concern.

Under the Act, 49 U.S.C. 14123(c), requests for confidentiality must go through a notice and comment period and DOT must make a decision within 90 days of the request. BTS proposes the following procedure. Petitions relating to a current year's report must be received by the report's due date. The petition can be made either before submission of the report or simultaneous with submission. Carriers filing a petition after a report's deadline will not be able to later request confidentiality for the report. The report either would have already been submitted, and therefore already been available to the public, or the report should have been submitted but was not. Regarding content of the petition, at a minimum it must contain specific evidence that the carrier is likely to suffer competitive harm.

DOT will publish a **Federal Register** notice listing the petitions received for

a given report and announcing a 30-day public comment period. DOT will make a decision on the petitions within 90 days of the report's due date. By waiting until all petitions for exemptions are received for a given report, those who wish to comment will be able to do so at one time rather than throughout the year. DOT will not release a petitioning carrier's reports to the public while its petition is pending.

Copies of the Forms

You can request copies of current or proposed forms from the contact listed in this notice. If you have access to the Internet, you can also obtain copies at <http://www.bts.gov/mcs/rulemaking.htm>.

Proposal To Establish a Negotiated Rulemaking Advisory Committee

BTS had earlier proposed establishing a negotiated rulemaking advisory committee in 61 FR 64849 (Dec. 9, 1996). The committee was to consider relevant issues and attempt to reach a consensus in developing regulations to implement the ICC Termination Act of 1995 regarding motor carriers of property. After receiving comments on this proposal and holding a public meeting on the subject, BTS determined that this process would not provide a significant advantage over conventional informal rulemaking. One of the factors to consider before choosing negotiated rulemaking is whether there is a reasonable likelihood that a committee will reach consensus on the proposed rule within a fixed period of time. BTS believes that consensus would not be reached in these circumstances on several of the issues, primarily on public release of the reports.

III. Request for Comments

The goal of this proposed rulemaking is to reach an equitable and practical

balance, within the context of the ICC Termination Act of 1995, between the need for information and the goal of reducing reporting burden. BTS examined the accounting and reporting requirements in an effort to continue collecting meaningful data on the motor carrier industry while streamlining these requirements where possible. This proposal would create a simplified report for those carriers earning over \$10 million in annual operating revenues while continuing to provide data helpful to understanding the industry. It would also implement a process for companies to seek confidentiality protection to avoid competitive harm. BTS requests comments concerning the above revisions to the information collection. You may wish to address one or more of the following topics: (1) Whether particular data items should be included or deleted from the annual and quarterly reporting requirements and why; (2) whether the instructions for the data items should be carried over from the current forms or whether they should be modified; (3) whether BTS should continue quarterly reporting; (4) how your comments to the proposal relate to the four areas of consideration listed in 49 U.S.C. 14123(b); (5) whether BTS accurately estimated the reporting burden and costs; (6) how BTS can minimize reporting burden, including the use of automated collection techniques or other forms of information technology; (7) the proposed process for handling requests for exemptions; (8) ways to reduce the burden on any segments of the industry that may be disproportionately affected, such as small entities; (9) how BTS can enhance the quality, utility, or clarity of the information collected; and (10) whether the regulations are clearly written.

IV. Rulemaking Analyses and Notices

Executive Order 12866 and DOT Regulatory Policies and Procedures

This proposed rule is not considered a significant regulatory action under section 3(f) of Executive Order 12866 and, therefore, is not subject to review by the Office of Management and Budget.

This proposed rule is not considered significant under the regulatory policies and procedures of the Department of Transportation (44 FR 11034). The proposal would reduce industry reporting burden by 21,700 hours or 45 percent. BTS estimates that the annual cost of reporting to be just over \$1 million for the industry. This breaks down to \$418 per year for class I carriers and \$342 per year for class II carriers. The estimate is based on reporting costs of \$38 per hour including overhead.

The major beneficiaries of the data collection are the federal government, the motor carrier industry, industry associations, transportation investment analysts, transportation research analysts, and motor carrier safety analysts. The program provides data that are used in developing the national accounts, data for monitoring industry trends, and data useful to the public and private sectors regarding the operation and health of the trucking industry and individual carriers.

Executive Order 12612

This proposed rule has been analyzed in accordance with the principles and criteria contained in Executive Order 12612 ("Federalism") and DOT has determined the rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Initial Regulatory Flexibility Analysis

I certify this proposed rule will not have a significant economic impact on a substantial number of small entities. The definition of "small business" is contained in the Small Business Administration's small business size standard regulations. For motor carriers of property, small businesses are those with annual receipts of up to \$18.5 million. Under the current classification, there are about 2,800 reporting carriers of which an estimated 2,180 (or 78 percent) are small businesses (all class II carriers and 31 percent of class I carriers are classified as small businesses). The proposed amendments would decrease reporting burden for all reporting carriers. Class I carriers would realize a 67 percent reduction in burden hours while class II would realize a 10 percent reduction.

Environmental Assessment

The Bureau of Transportation Statistics has analyzed the proposed amendments for the purposes of the National Environmental Protection Act. The proposed amendments will not have any impact on the quality of the human environment. Accordingly, an Environmental Impact Statement is not required.

Initial Paperwork Reduction Act Analysis

The reporting and record keeping requirements associated with this rule are being sent to the Office of Management and Budget in accordance with 44 U.S.C. Chapter 35 under OMB Numbers 2139-0002, 2139-0004, and 2139-0005. Administration: Bureau of Transportation Statistics. Titles: Quarterly Report of Class I Motor Carriers of Property, Annual Report of Class I Motor Carriers of Property, and Annual Report of Class II Motor Carriers of Property. Need for Information: information on the health of the motor carrier of property industry, its impact on the economy, and industry changes that may affect national transportation policy. Frequency: Annually. Burden Estimate: 27,000 annual hours. Average Annual Burden Hours per Respondent: class I carriers—11 annual hours, class II carriers—9 annual hours. For further information contact: Office of Information and Regulatory Affairs, Office of Management and Budget, Room 10235, New Executive Office Building, Washington, DC 20503; Attention Desk Officer for the Bureau of Transportation Statistics or David Mednick at the address listed above under **FOR FURTHER INFORMATION CONTACT**.

Regulation Identifier Number

A regulation identifier number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. The RIN number 2139-AA05 contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

List of Subjects in 49 CFR Part 1420

Motor carriers, Reporting and classification.

Proposed Rule

Accordingly, the Bureau of Transportation Statistics proposes to amend 49 CFR Part 1420 Reports of Motor Carriers, as follows:

PART 1420—REPORTS OF MOTOR CARRIERS

The authority citation for Part 1420 is revised to read as follows:

Authority: 49 U.S.C. 14123.

2. Section 1420.1 is revised to read as follows:

§ 1420.1 Annual reports of motor carriers of property, motor carriers of household goods, and dual authority carriers.

(a) *Annual Report Form M*. All class I and class II common and contract carriers of property, including household goods and dual authority motor carriers, must file Motor Carrier Annual Report Form M. Carriers must file the annual report on or before March 31 of the year following the year to which it relates. For classification criteria, see § 1420.2.

(b) *Quarterly Report Form QFR*. All class I common motor carriers of property and class I household goods motor carriers must complete and file motor carrier Quarterly Report Form QFR (Form QFR). The quarterly accounting periods end on March 31, June 30, September 30, and December 31. The quarterly reports must be filed within 30 calendar days after the end of the reporting quarter.

(c) Carriers must file the quarterly and annual reports in duplicate with the Bureau of Transportation Statistics, K-27, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. You can obtain copies of the report forms from the Bureau of Transportation Statistics.

3. In section 1420.2, paragraph (b)(4) is revised to read as follows:

§ 1420.2 Classification of carriers—motor carriers of property, household goods carriers, and dual property carriers.

* * * * *

(b) * * *

(4) Carriers must notify the Bureau of Transportation Statistics (BTS) of any change in classification or any change in annual operating revenues that would cause a change in classification. The carrier may request a waiver or an exception from the regulations in this part in unusual or extenuating circumstances, where the classification process will unduly burden the carrier, such as partial liquidation or curtailment or elimination of contracted services. The request must be in writing, specifying the conditions justifying the waiver or exception. BTS will notify the carriers of any change in classification.

* * * * *

4. In section 1420.2(b)(5), remove the term "an Annual Report (Form M-1 or

Form M-2) and add "Annual Report Form M" in its place.

5. In section 1420.2, paragraph (c) is removed (Note A is unchanged).

6. Section 1420.6 is added to read as follows:

§ 1420.6 Requests for exemptions from public release.

(a) *In general.* This section governs requests for exemptions from public release of reports filed under § 1420.1.

(b) *Criteria.* The Bureau of Transportation Statistics (BTS) will grant a request upon a proper showing that:

(1) The filer is not a publicly held corporation or the filer is not subject to financial reporting requirements of the Securities and Exchange Commission; and

(2) The exemption is necessary to avoid competitive harm and to avoid the

disclosure of information that qualifies as trade secret or privileged or confidential information under 5 U.S.C. 552(b)(4).

(c) *Valid requests.* For a request to be valid, it must contain, at a minimum, assertions that the request meets the criteria in paragraph (b) of this section, including specific evidence that the carrier is likely to suffer competitive harm.

(d) *Procedure.* Requests for an exemption under this section may be made at any time during the year. However, a request will be deemed applicable to only those reports due on or after the date the request is received. Petitions received after a report's due date will only be considered for the following year's or quarter's report. Except as provided in this paragraph, requests must be made separately for

report Forms M and QFR. After each due date of reports specified in § 1420.1, DOT will publish a notice in the **Federal Register** listing all of the valid pending requests for an exemption from public release and giving a 30-day public comment period. DOT will grant or deny each request no later than 90 days after the due date of the report for which the request applies. DOT will either publish a notice in the **Federal Register** specifying whether the request was granted or denied, or will give notice directly to the carrier, or will do both. A carrier submitting a petition regarding Form M can also request that it cover Form QFR, in which case DOT will decide both requests at the same time. Assuming the carrier's fiscal year coincides with the calendar year, the following table summarizes report and petition deadlines:

Report	Report and petition due	Decision due
Annual Form M	March 31	June 30.
First Quarter Form QFR	April 30	July 31.
Second Quarter Form QFR	July 31	October 31.
Third Quarter Form QFR	October 31	January 31.
Fourth Quarter Form QFR	January 31	April 30.

(e) *Pendency.* A request is deemed pending from the date it is received by BTS until it is granted or denied by BTS. BTS will not release publicly, unless otherwise required by law, any report for which a valid request for an exemption from public release is pending.

(f) *Period of exemptions.* If a request for an exemption under this section is granted, BTS will not publicly release any reports covered by the granted exemption, unless otherwise required by law. Exemptions granted under this section will cover a period of three reporting years.

Note: The following forms will not appear in the Code of Federal Regulations.

Robert A. Knisely,
Deputy Director.

BILLING CODE 4910-FE-P

1998 FORM QFR (draft only)

Class I

Motor Carriers of Property
and Household Goods
Quarterly Report

U.S. DOT/ Bureau of Transportation Statistics
K-27
400 7th St., SW
Washington, DC 20590

Motor Carrier Number

Quarter:
1 2 3 4

U.S. DOT Number

Name of company

Trade or doing business as

Street address

City State Zip Telephone ()

Contact (for purposes of this report):

Contact name Title Telephone ()

Mailing Address (if different from above):

Mailing address

City State Zip

Affiliated Companies:

Name	MC number	U.S. DOT number
parent	_____	_____
affiliates	_____	_____
_____	_____	_____
_____	_____	_____

Operating Revenues

1 Freight operating revenue	
2 Household goods carrier operating revenue	
3 Other operating revenue	
4 Total operating revenue	

Operating Expenses

5 Freight operating expenses	
6 Household goods carrier operating expenses	
7 Total operating expenses	

8 Net Operating Income (Loss)	
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CERTIFICATION

I hereby certify that this report was prepared by me or under my supervision, that I have examined it, and that the items herein reported on the basis of my knowledge are correctly shown.

Name**Signature**

Title**Date**

1998 FORM M

(draft only)

Class I & II

Motor Carriers of Property
and Household Goods
Annual Report

U.S. DOT/ Bureau of Transportation Statistics
K-27
400 7th St., SW
Washington, DC 20590

Motor Carrier Number

U.S. DOT Number

Base state

Base state registration number

Name of company

Trade or doing business as

Street address

City

State

Zip

Telephone

Contact (for purposes of this report):

Contact name

Title

Telephone

Mailing Address (if different from above):

Mailing address

City

State

Zip

Affiliated Companies:

Name	MC number	U.S. DOT number
parent	_____	_____
affiliates	_____	_____
_____	_____	_____
_____	_____	_____

Schedule 100 - Balance Sheet**Current Assets**

101	Cash and equivalents	
102	Accounts receivable	
103	Notes receivable	
104	Other current assets	
105	Total current assets	

Carrier Operating Property

106	Carrier operating property	
107	Less accumulated depreciation	
108	Net carrier operating property	

Other Long Term Assets

109	Total intangible property	
110	Other long term assets	
111	Total other long term assets	

112	Total Assets	
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Current Liabilities

113	Accounts payable	
114	Notes payable	
115	Taxes payable	
116	Current portion of long term debt	
117	Other current liabilities	
118	Total current liabilities	

Long term Payables

119	Long term debt	
120	Other long term liabilities	
121	Total long term payables	

122	Total Liabilities	
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Owner's Equity or Capital

123	Retained earnings (if corporation)	
124	Other equity capital (if corporation)	
125	Proprietary or partnership capital (if not a corporation)	
126	Total owner's equity or capital	

127	Total Liabilities and Equity	
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Schedule 200 - Income Statement

Operating Revenues

201	Freight revenue	
202	Household goods carrier operating revenue	
203	Other operating revenue	
204	Total operating revenue	

Wages and Salaries

205	Drivers' and helpers' wages, not including owner-operator driver wages	
206	Other wages and salaries	
207	Total fringe benefits	
208	Commission agent fees (HHG only)	
209	Total salaries, wages, and fringe benefits	

Operating Supplies and Expenses

210	Fuel, oil, and lubricants	
211	Outside maintenance	
212	Vehicle parts	
213	Tires and tubes	
214	Other operating supplies and expenses	
215	Total operating supplies and expenses	

Insurance Expenses

216	Cargo loss and damage premiums and claims paid	
217	Other liability and property damage premiums and claims paid	
218	Other insurance expense	
219	Total insurance expenses	

Miscellaneous Expenses

220	Fuel taxes	
221	Operating taxes and licenses	
222	Depreciation and amortization expenses	
223	Equipment and driver rentals	
224	Other purchased transportation - railroads	

225	Other purchased transportation - motor carriers, water, air, and other	
226	Communications and utilities	
227	Other operating expenses	
228	Total miscellaneous expenses	
229	Total Operating Expenses	
230	Net Operating Income (Loss)	
Other Income and Expenses		
231	Other non-operating revenue	
232	Other non-operating expenses	
233	Net other income (loss)	
234	Gain (loss) on disposition of assets	
235	Income taxes	
236	Total other income and expenses	
237	Net Income (Loss)	

Schedule 300 - Operating Statistics

All Carriers:

301	Miles, intercity revenue freight - highway service	
302	Miles, intercity revenue freight - rail, water, and air services	
303	Total miles	
304	Ton-miles, intercity revenue freight - highway	
305	Ton-miles, intercity revenue freight - rail, water, and air services	
306	Total ton-miles	
307	Tons of revenue freight carried in intercity service	

Household Goods Carriers (HHG) Only:

Category	Revenues (intercity common & contract carriage)	Tons (actual weight)	Number of shipments
308	Personal effects and property used or to be used in a dwelling		
309	Furniture, fixtures, equipment, and the property of stores, offices, etc.		

310	Articles of an unusual nature or value (objects of art, etc.)		
311	Total		
312	Moving revenue - intercity common carrier	XXXXXXXXXXXX	XXXXXXXXXXXX
313	Moving revenue - intercity contract carrier	XXXXXXXXXXXX	XXXXXXXXXXXX

Schedule 400 - Other Operating Information

Revenue equipment	Number of units at start of year	Units acquired during year		Number of units retired/ disposed of during the year
		Number	Cost	
401 Straight trucks - owned				
402 Straight trucks - leased				
403 Truck-tractors - owned				
404 Truck-tractors - leased				
405 Trailers and semi-trailers - owned				
406 Trailers and semi-trailers - leased				
407 Other				

Revenue Commodity Group	Mark with an X
408 General freight	
409 Household goods	
410 Specialty freight	

Drivers Subject to Federal Motor Carrier Safety Regulations

411 Non-CDL drivers	
412 CDL drivers	
413 Total drivers	

CERTIFICATION

I hereby certify that this report was prepared by me or under my supervision, that I have examined it, and that the items herein reported on the basis of my knowledge are correctly shown.

Name Signature

Title Date