

Important FMCSA Web sites

FMCSA's official Web site is linked to many related and subsidiary sites. Below are frequently asked questions and the corresponding sites:

- 1) What is the Federal Motor Carrier Safety Administration's official **Web site address**?
www.fmcsa.dot.gov
- 2) How can I locate the nearest **field office**?
www.fmcsa.dot.gov/about/aboutus.htm
- 3) Where can I obtain information about **Federal safety regulations and interpretations**?
www.fmcsa.dot.gov/rules-regulations/rules-regulations.htm
- 4) Where can I find information about the transportation of **hazardous materials**?
www.fmcsa.dot.gov/safety-security/hazmat/hm-theme.htm
- 5) How do I obtain a **US DOT number**?
www.fmcsa.dot.gov (Registration & Licensing)
- 6) Where can I find **statistics and analysis** regarding the truck and bus industries?
www.ai.fmcsa.dot.gov
- 7) How can I obtain a **motor carrier's profile**?
www.safer.fmcsa.dot.gov
- 8) Where can I find carrier **safety ratings, inspections, and crash summary data**?
www.safer.fmcsa.dot.gov
- 9) How do I report **safety violations**?
nccdb.fmcsa.dot.gov
- 10) Where can I file forms and pay fees for **registration, insurance, and fines**?
www.safer.fmcsa.dot.gov
- 11) How can I **change the name and address** of my business online?
www.safer.fmcsa.dot.gov
- 12) Where can I find the latest information about **safety programs**?
www.fmcsa.dot.gov/safety-security/safety-initiatives/other/saftprogs.htm
- 13) How can I learn about the **"Share the Road Safely" program**?
www.sharetheroadsafely.gov
- 14) How can I obtain the **latest research and analysis on truck and bus safety**?
www.ai.fmcsa.dot.gov

Federal Motor Carrier Safety Administration

www.fmcsa.dot.gov



This brochure is only intended to provide general regulatory information for passenger operations. It is not intended to be a substitute for the Federal Motor Carrier Safety Regulations.

Licensing and Insurance Requirements for For-Hire Motor Carriers of Passengers

PARTS 365 & 387



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Licensing and Insurance Requirements for For-Hire Motor Carriers of Passengers

PART 387 – FINANCIAL RESPONSIBILITY APPLICABILITY:

For-hire motor carriers of passengers operating vehicles in interstate or foreign commerce must have at least the minimum amount of insurance required by law.

For-Hire Carriers Schedule of Limits of Public Liability

VEHICLE THAT IS DESIGNED TO TRANSPORT
16 OR MORE PASSENGERS (including the driver)
\$5,000,000 Insurance required

VEHICLE THAT IS DESIGNED TO TRANSPORT
15 OR LESS PASSENGERS (including the driver)
\$1,500,000 Insurance required

Minimum levels of financial responsibility are determined by highest seating capacity of a vehicle within a fleet operated by an interstate for-hire motor carrier of passengers.

These insurance requirements DO NOT apply to:

- A motor vehicle transporting only school children and school personnel to and from school;
- A motor vehicle providing taxicab service and having a seating capacity of less than 7 passengers and not operated on a regular route or between specified points;
- A motor vehicle carrying less than 16 people in a single daily round trip commuting to and from work;
- A motor vehicle operated by a motor carrier under contract providing transportation of pre-primary, primary, and secondary students for extracurricular trips organized sponsored, and paid by a school district.

QUESTIONS THE CARRIERS SHOULD ASK THEMSELVES

1. Do I offer interstate transportation to passengers for a commercial purpose?
2. Am I compensated, either directly or indirectly, for the transportation service provided?
3. Is the transportation generally available to the public at large?

If you answered “Yes” to all of the above questions, you are for-hire.



PART 365 – INTERSTATE OPERATING AUTHORITY RULES

A for-hire passenger carrier is a person or company that provides transportation of passengers for compensation. You can be a for-hire passenger carrier regardless of whether: (1) you are compensated directly or indirectly for the transportation service provided; (2) the compensation is paid or not paid by the passengers; or (3) you have a non-profit status. If you are operating a vehicle in interstate commerce as a for-hire motor carrier of passengers, you must obtain interstate operating authority unless you operate within a commercial zone.

Information about commercial zone exemptions and other types of exemptions can be found at 49 CFR Part 372. If you are transporting only school children and teachers to or from school, you are not required to obtain interstate operating authority. Form OP-1(P), Application for Motor Passenger Carrier Authority, must be completed, filed, and approved before you can transport passengers in interstate commerce. Operating authority applicants are issued an MC number by the Federal Motor Carrier Safety Administration (FMCSA). You must (1) complete and file Form OP-1(P) along with the filing fee (\$300 for each type of authority you are requesting); (2) have your insurance company file with FMCSA appropriate insurance forms for the type of authority you are requesting; and (3) submit or have a process agent service submit Form BOC-3, Designation of Process Agent. Passenger carriers that are Federal Transit Administration Grant Recipients (Transit Benefit Operators) under 49 U.S.C. 5307, 5310, or 5311 are permitted to maintain liability insurance at the highest level required for any of the States in which they operate in lieu of the required Federal insurance level. These passenger carriers must complete and file Form OP-1(P), but the \$300 filing fee is waived.

PASSENGER CARRIER OPERATING AUTHORITY APPLICATION VETTING

When FMCSA receives an application for Motor Passenger Carrier Operating Authority, the Agency conducts an in-depth investigation of the application to determine if the applicant is fit, willing, and able to perform the involved operations and to comply with all applicable statutory and regulatory provisions. An applicant is not granted for-hire motor passenger carrier operating authority until the entire investigative process is complete.