

SENATE BILL REPORT

ESB 5534

AS PASSED SENATE, MARCH 15, 1993

Brief Description: Authorizing terminal safety audits of private carriers.

SPONSORS: Senators Vognild and Prince

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass.

Signed by Senators Vognild, Chairman; Loveland, Vice Chairman; Skratek, Vice Chairman; Drew, Nelson, Oke, Prentice, Prince, M. Rasmussen, Sellar, von Reichbauer, and Winsley.

Staff: Mary McLaughlin (786-7309)

Hearing Dates: February 16, 1993

HOUSE COMMITTEE ON TRANSPORTATION

BACKGROUND:

The Utilities and Transportation Commission (UTC) conducts intrastate common/contract carrier terminal safety audits at the company's place of business. The carrier's books are inspected for compliance with the hours of service requirements, driver qualifications, rate regulation, etc. Vehicle and equipment inspections are also conducted in the terminal yard.

Private carriers are not subject to the UTC's safety authority. The Washington State Patrol conducts private carrier roadside inspections, but does not perform private carrier terminal surveys.

SUMMARY:

The UTC is authorized to conduct private carrier terminal safety audits for those carriers operating vehicles (a) with a gross weight of 26,001 pounds or more, or (b) transporting hazardous materials that require placarding. Only those private carriers (a) with terminals in Washington State, or (b) operating three or more trucks are subject to the commission's jurisdiction. The Washington State Patrol will continue to conduct roadside inspections for all private carriers.

Private carriers with in-state terminals using vehicles weighing over 26,001 pounds are required to register with the commission. The registration application fee is a maximum of \$50; the annual regulatory fee may not exceed \$10.

Exempt vehicles include: (1) vehicles owned by the federal, state or local government, and (2) farm vehicles transporting a farmer's own products to market or machinery and supplies to or from the farm, as long as the farm vehicle is not transporting a hazardous material that requires placarding or is operated within 150 air miles of the farm.

Appropriation: none

Revenue: none

Fiscal Note: none requested

TESTIMONY FOR:

The safety of the trucking industry is enhanced by extending the UTC's authority to conduct terminal audits to private carriers.

TESTIMONY AGAINST: None

TESTIFIED: PRO: Larry Pursley, WA Trucking Assn.; Roger Kraft, US Dept. of Transportation, FHWA; Alan Scott, WUTC

HOUSE AMENDMENT(S):

The provision that exempts private carriers operating one or two trucks from the terminal audit provisions is deleted. Any private carrier, regardless of the number of vehicles it operates, is subject to UTC terminal safety inspections.