



MOTOR CARRIER NEWS

Newsletter of the Oregon Department of Transportation Motor Carrier Transportation Branch • June 1997

Information access on the World Wide Web

Motor Carrier Branch takes its place in cyberspace

The vision of a paperless office — a place where people conduct business via a network of computers without touching a single piece of paper — is coming more into focus now that the Motor Carrier Transportation Branch (MCTB) has established a presence in cyberspace. MCTB launched a Home Page on the World Wide Web in February and records show “net surfers” visited it more than 1,000 times in the first two months.

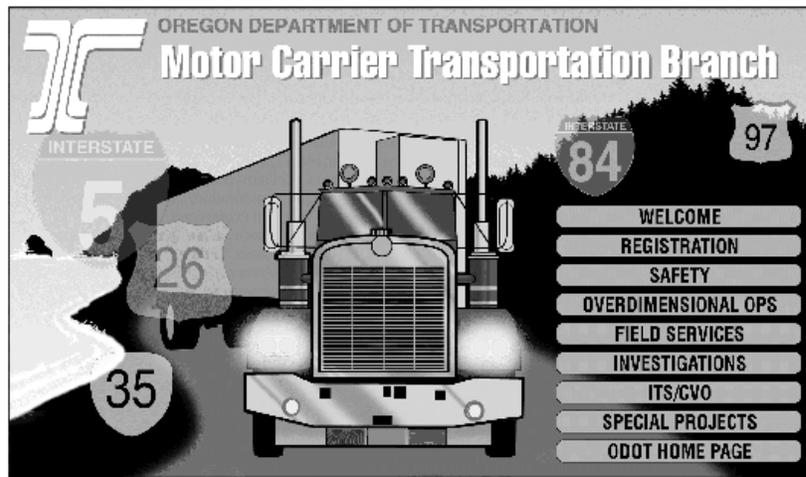
MCTB Manager Gregg Dal Ponte sees web sites as an invaluable communication tool. “The World Wide Web is among the most rapidly adopted technological advancements of the century,” Dal Ponte said. “It’s an incredible medium we can use to efficiently deliver information and it has the potential to help us automate our processes.”

Dal Ponte is convinced that someday soon carriers will simply complete forms on computer screens at home or in their office

and electronically send them to a Port-of-Entry, field office, or Salem Headquarters. Paying fees and taxes will be done just as easily through electronic funds transfers. This may all be accomplished with computer systems based on the World Wide Web and connected through the

about registration fees, weight-mile tax tables, and over-dimension weight permits. Carriers can access federal safety regulations related to vehicles, drivers, and hazardous materials, as well as every Oregon law and administrative rule. There is information about the location of each field

office and Port-of-Entry in Oregon, and there is an electronic mail link to each Port manager. There are PowerPoint slide presentations about special projects underway at MCTB and links to many other web sites of interest to carriers.



Reach the MCTB Home Page on the World Wide Web by going to the Oregon Department of Transportation web site at www.odot.state.or.us where the Motor Carrier Transportation Branch is one of many links.

Internet.

Today at the MCTB web site, carriers can access more than a dozen application and registration forms. They still have to print the forms and send them via “snail mail” (U.S. Postal Service), but they can save time getting the forms and getting started. The web site has information

Comments about the MCTB web site should be directed to Gregg Dal Ponte, Web Site Administrator Linda Morgan, or Editor Jim Brock. Go to the “Welcome” page for email links to send a message to them. The Uniform Resource Locator (URL) for the web site is www.odot.state.or.us/motcarr/hweb/index1.htm

Hours-of-service limits increase for intrastate drivers

The Transportation Commission of the Oregon Department of Transportation has approved changes in hours-of-service rules to allow Oregon intrastate truckers to drive up to 12 hours in the first 16 hours on-duty. Under the new rules, truckers cannot drive after accumulating 70 hours on-duty in any seven consecutive days or 80 hours on-duty in any eight consecutive days. The new rules only apply to carriers hauling shipments from point-to-point within Oregon. They do not, however, apply to carriers transporting hazardous materials.

The Transportation Commission approved the changes at its May 8 public meeting held in White City. They accepted the recommendation of an Administrative Law Judge that presided over a rulemaking proceeding initiated by the Motor Carrier Transportation Branch (MCTB) at the request of the trucking industry. The rulemaking was the subject of a public hearing March 17 in Salem. More than 50 people testified at that hearing.

In making his decision, the Law Judge weighed three factors — fatigue-related accidents, economic factors, and quality of life for truck drivers — and, based on all the evidence presented, concluded that the record sup-

ported adopting changes to Oregon Administrative Rules 740-100-0010 and 740-100-0060.

Oregon's hours-of-service rules do not apply to carriers with an unsatisfactory safety rating. Those carriers are restricted to federal rules governing interstate drivers, which allow only 10 hours driving following 8 consecutive hours off, no driving after 15 hours on-duty following 8 consecutive hours off, and no driving after 70 hours on-duty in 7 consecutive days or 80 hours in 8 consecutive days.

Other changes to Oregon's rules governing intrastate drivers included adopting federal hours-of-service exceptions for carriers hauling agricultural commodities and farm supplies within 100 air

miles of origin, and those hauling construction materials and equipment within 50 air miles of an active construction site. Oregon also adopted federal exceptions for public utility service providers and ground water well drilling operations.

The Oregon Trucking Association is scheduling several informational workshops this summer to discuss the new hours-of-service rules, recordkeeping requirements, and enforcement. Motor Carrier Transportation Branch staff will attend these meetings.

Carriers with questions about the new hours-of-service rules should contact MCTB at (503)-373-0884 or (503)-378-2987.

Out-of-Service violators face stiff penalties

Truckers know they're having a bad day when inspectors discover critical safety problems and place a vehicle or driver out-of-service.

The Oregon Department of Transportation wants to remind truckers that they'll only make a bad day worse if they violate an out-of-service notice.

In recent multi-agency operations involving the Motor Carrier Transportation Branch, Oregon State Police, and Multnomah County Sheriffs, eight truck drivers were caught removing out-of-service stickers from their vehicles and driving away before all the out-of-service problems were corrected. Besides receiving a citation for the Class A misdemeanor, six of the drivers were arrested and spent the night in a local jail. They now face a civil penalty of up to \$2,000 plus suspension of their Commercial Drivers License (CDL) privileges for 90 days. If they violate another out-of-service notice in the future they will be fined again and their CDL can be suspended for up to five years.

In addition to stiff penalties faced by truck drivers for violating an out-of-service notice, a number of motor carrier employers have received civil penalties of \$10,000 for knowingly permitting or requiring a driver to violate an out-of-service notice.

A Publication of the
Oregon Department of Transportation
Motor Carrier Transportation Branch
550 Capitol Street NE
Salem OR 97310-1380

Gregg Dal Ponte, Manager
Jim Brock, Motor Carrier News Editor
(503) 373-1578

Many use incorrect road-use tax rates

Motor Carrier Transportation Branch staff are carefully checking weight-mile tax reports after finding hundreds of carriers used incorrect rates and paid too much road-use tax. MCTB staff started noticing the rate errors more than a year ago and since then they have processed more than 2,000 amended reports and credited carriers for more than \$600,000 in overpayments. Weight-mile taxes last changed January 1, 1996, when they dropped by six percent.

“Carriers should check that they’re not still paying at the higher rate,” MCTB Motor Carrier Services Manager Ric Listella said. “If you’re unsure whether you have the correct tax tables, you should call our Tax Help staff at 503-378-6220.”

Oregon’s road-use tax is based on vehicle registered weight. The lightest trucks, those weighing from 26,001 to 28,000 lbs., pay 4.15 cents per mile. An 80,000 lb. truck pays 13.65 cents per mile. Trucks heavier than 80,000 lbs. pay a rate that varies with the number of axles.

Plate fees increase

Beginning May 1, 1997, heavy vehicle trailer plate fees increased 50 cents to \$2 for a single plate and \$3 for a pair of plates.

Earlier this year the plate manufacturer notified ODOT of price increases for colored material and aluminum used in the plates. By law, ODOT charges a fee based on the actual cost to manufacture each plate.

“Guardian” to check safety on Hwy. 38

The Oregon Department of Transportation is teaming with State and local law enforcement, emergency response teams, and the commercial trucking industry in an effort to save lives and promote safety on Highway 38 in Southern Oregon.

The “Guardian Project,” which will be officially launched sometime this summer, seeks to raise safety awareness along the route from Drain to Reedsport.

Highway 38 has been plagued by numerous accidents involving fatalities and injuries. From November 12, 1995 to January 20, 1997, a total of 17 people lost their lives in car crashes. Most of those fatalities occurred on the stretch of road between Scottsburg and Elkton.

The Guardian Project is a collaborative effort to find ways to make Highway 38 safe. ODOT’s Transportation Safety Section came up with the idea of a special project because the highway does not qualify for designation as a Safety Corridor.

In meetings held earlier this year, representatives from ODOT, law enforcement, emergency response teams, and the trucking industry identified a long list of reasons there have been so many accidents on the route, including speed, alcohol, driver fatigue, impatience, road surface, narrow bridges, animals, and lack of enforcement.

The Guardian Project will consider several safety enhancements for the route, including installing radar reader boards to slow speeders, distributing a complaint form citizen’s can file when they observe dangerous driving, establishing a toll-free number motorists can call to report problems, encouraging use of the existing Truck Safety Hotline (1-800-248-6782), and distributing a phone number for the Oregon State Police.

Complaints

During the first quarter, January through March 1997, a total of 11 safety complaints, and 27 non-safety complaints, were finalized. A number of other complaints were still pending at the end of the first quarter and will be finalized in the second quarter.

** Denotes second complaint within five years.

*** Denotes third complaint within one year of second.

Safety Violations

The following were subject to complaints for violations discovered during safety compliance reviews at carriers' terminals.

Boshart Trucking, Inc. 35
C E Chuck Wallace 7
MJM & Associates, Inc. 13
Pioneer Paving, Inc.** 7
Q Bar X Ranch 12
R & R Gilliland Trucking 23
Schubert & Sons
Ready-Mix, L.L.C. 32
Walter A. Streich 11
Tolo Forest Products, Inc. 13
United Foods, Inc. 103
Len Wrobel Construction
Contractor 32

Non-Safety Violations

The following were subject to complaints for failure to provide a vehicle for preoperational safety inspection (•), failure to produce records (**), operating without valid registration, permit, plates and passes, or operating a vehicle without proper external identification.

Kevin Bumgarner
Trucking** 2
Cameron Ashley
Bldg. Products 8
Ronald Carte 23
Tony Colmenero 10
Bradley Courtright •• 10
Discount Delivery &
Moving 3
GH Ranch 4
Jose Galan 1

Jose Gamino 1
Gutierrez, Inc. 5
Donald F. Hollinger •
J L Trucking •
L Don Corp 4
Midwest Rapid
Transportation, Inc. 6
Pacific Western
Transportation, Inc. 13
Patton Transportation, Inc. 1
Renegade Trucking 21
Antonio Reyes 1
Roto Rooter Service &
Plumbing 18
James E. Smith Trucking** 30
Robert Jean Smith 1
Tapani Underground, Inc. 2
Thompson Bros., Inc. 14
VJK, Inc. 12
Jose Villarreal 1
White's Hauling & Farm 18
Willapa Trading
Company, Inc. 1

**MOTOR CARRIER TRANSPORTATION BRANCH
550 CAPITOL ST NE
SALEM OR 97310**

**BULK RATE
U.S. POSTAGE
PAID
SALEM, OREGON
PERMIT No. 00**