



MOTOR CARRIER

Newsletter of the Oregon Department of Transportation Motor Carrier Transportation Branch • June 1998

Accident and inspection records can be accessed by anyone

Carrier safety fitness info available on the Internet

Want to charter a bus from a safe passenger carrier for that upcoming church group outing? Looking for a safe carrier to haul your grandma's household goods or \$100,000 worth of hazardous materials? Now shippers and the general public have access to information that could help them choose a safe carrier for the job.

Access to interstate motor carrier inspection and accident information is available free of charge over the Internet at: www.safersys.org/snpquery.htm

Just by entering a USDOT or MC number, anyone can see a "snapshot" of a carrier's safety performance over the past two years. The Safety and Fitness Electronic Records (SAFER) system was developed for the Federal Highway Administration (FHWA) and designed to provide roadside inspection stations with greater access to carrier, vehicle, and driver safety and credential information.

David McKane, Manager of the Safety Program at the Motor Carrier Transportation Branch (MCTB), believes SAFER can be an important resource for anyone.

"Safety records should be of interest to more than just safety inspectors," McKane said. "I think shippers and anyone doing business with a carrier should use the Internet-based SAFER system. Shippers could check

safety ratings and out-of-service percentages and use that as a tool for judging whether to hire a carrier. SAFER will help us to both hold carriers accountable for safety and promote the use of safer carriers."

Safety fitness ratings are determined by measuring a carrier's knowledge and compliance with regulations. Accident and vehicle out-of-service rates are also factors in determining fitness. Federal law prohibits carriers with an "unsatisfactory"

safety rating from transporting passengers or hauling hazardous materials that require placards.

"SAFER doesn't yet have information about every carrier and it's not perfect," McKane noted, "but it's only going to get better over time as all carriers are assigned a USDOT number and more safety information is added."

Anyone having trouble finding information about a carrier can contact MCTB staff at 503-378-6166.

ID/Operations	Inspections/Accidents	Safety Rating		
<i>Inspection results for 24 months prior to: 06/01/1998</i>				
Inspection Type	Vehicle	Driver	Hazmat	Total
Inspections	2161	2875	0	2898
Out of Service	586	364	1	867
Out of Service %	27%	13%	0%	30%
Nat'l Average % (1995)	22.7%	7.9%	17.9%	27.3%
<i>Accidents reported to FHWA by states for 24 months prior to: 06/01/1998</i>				
Type	Fatal	Injury	Tow	Total
Accidents	1	24	30	55
Carrier Safety Rating				
The rating below is current as of: 06/01/1998				
Rating date:	03/26/1993			
Rating:	Satisfactory			

An example of what's available at www.safersys.org/snpquery.htm — Safety and Fitness Electronic Records. This carrier currently has a "Satisfactory" safety rating, but for the past two years both its vehicle and driver out-of-service percentages are worse than the national average — 586 of 2,161 vehicles inspected were placed out-of-service, and 364 of 2,875 drivers inspected were placed out-of-service. Greater access to such information could help shippers answer the question, Should I trust my freight shipment to this carrier?

Vanity plate identifies the best carriers participating in Green Light

Oregon looks to recognize its most trusted carriers

Carriers that have always affixed red Oregon truck tax plates to their bumpers now have a chance to sport a new red plate that represents a more welcome mark of distinction.

The Motor Carrier Transportation Branch (MCTB) is ready to issue "Trusted Carrier Partner" vanity plates that distinguish the best carriers participating in the Green Light weigh station preclearance program. Available to all Oregon-registered carriers at no extra cost, the TCP plate identifies those with exemplary records who qualify for elite status and additional Green Light program benefits.

MCTB Manager Gregg Dal Ponte believes the motor carrier industry has earned the right to such a recognition program.

"I'm sure there are thousands of Oregon-registered carriers with blemish-free records in terms of regulatory compliance," Dal Ponte said. "We want to recognize these remarkable carriers, give them something that sets them apart from the rest of the field, and afford them the level of trust they deserve."

MCTB's Trusted Partners are eligible for more than just a vanity plate. If they equip the majority of their fleet with transponders, they qualify for a waiver of surety bond requirements and a 50 percent discount of the cost of any over-dimension single-trip permit issued by ODOT. They will also not be subject to either random safety inspections or safety compliance reviews, unless warranted.

"The program is intended to help us direct our enforcement efforts to where they're needed,"

Dal Ponte said. "When our safety personnel see a Trusted Carrier plate, they'll know to go on to another truck that is more likely to need their attention."

Carriers qualify for a Trusted



Carrier vanity plate by enrolling in the Green Light Program (application on back of this page), equipping their trucks with transponders, paying a \$45 annual transponder fee, and passing a review of their compliance with registration, tax, and safety requirements.

In the review of registration and tax compliance for the past 12 months, Trusted Carriers will be those with no Oregon suspensions or IFTA tax license suspensions. They will not have been the subject of a carrier-related civil enforcement action, will not have more than one late carrier-related tax report, and will not have entered into more than one repayment plan to discharge a liability with the Oregon DOT.

In the review of safety records, Trusted Carriers cannot have an unsatisfactory safety rating and they cannot be a participant in the PRISM safety improvement program. Their driver and vehicle out-of-service percentage must be at or below the national average, and there can be no serious safety violations on record, such as violating an out-of-service order or having a driver found DUI.

Carriers identified as "Trusted" can lose that special status for reasons such as the discovery of a serious safety violation, the unauthorized use of a transponder or a Trusted Carrier plate, bankruptcy, or failing to meet any of the Green Light Program enrollment criteria.

Green Light
adds more
sites soon

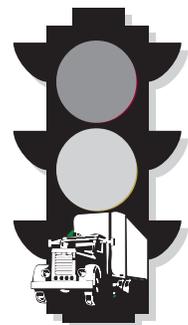
In the next few months, Green Light Project technicians will install the new computer hardware and software needed to start mainline preclearance systems at several more sites in Oregon.

The schedule first calls for installing the new computer equipment at the Woodburn Port of Entry (POE) on Interstate 5 as an upgrade of the system that has been operational since last October. Technicians will then repeat that upgrade process at the Farewell Bend POE and the Olds Ferry Weigh Station at the Idaho border on Interstate 84. The next two sites to go operational are the Ashland POE and the southbound Ashland Weigh Station, followed by the Umatilla POE at the Washington border on Interstate 82.

Oregon plans to automate a total of 22 weigh stations in the next two years. Carriers can enroll in Green Light by completing the application on the back of this page and mailing it to TransCore, the contractor serving as Oregon's Transponder Administrator.

Questions about construction progress? Contact the Green Light Project office at 503-373-7052.

Oregon Green Light Weigh Station Preclearance Program



GREEN LIGHT

T R A N S P O N D E R A P P L I C A T I O N F O R M

Customer Information

Carrier Name	DBA Name		
Carrier Shipping Address	City	State	Zip
Carrier Billing Address	City	State	Zip
Contact Person Name	Phone Number	FAX Number	
Contact Person Title	Email Address		
Oregon Operating Authority Number	US DOT Number		

No. of Transponders Requested: _____
 Annual Fee per Transponder: x \$45 each
 Payment Amount: = _____

**PLEASE SEND PAYMENT
WITH YOUR APPLICATION**

Oregon DOT Plate Numbers on Trucks to be Equipped with Transponders

Truck #1	Truck #6	To request transponders for additional vehicles, please list their Oregon DOT license plate numbers on a separate worksheet.
Truck #2	Truck #7	
Truck #3	Truck #8	
Truck #4	Truck #9	
Truck #5	Truck #10	

Terms and Conditions of the Oregon Green Light Program

1. Transponders will be installed in accordance with instructions provided.
2. Transponders will be installed only on designated vehicles.
3. Carrier will bypass an open weigh station only when the transponder indicates a green light.
4. When the transponder indicates a red light, carrier will turn into the port or weigh station and follow instructions.
5. In the event the transponder indicates no light, or a yellow light, carrier will turn into the port or weigh station, when open, and follow instructions.
6. Carrier assumes full responsibility for lost, stolen, or damaged transponders.
7. Carrier will report any changes in the application information to the Oregon DOT.
8. Carrier will report any changes in vehicles added or removed from fleet operations to the Oregon DOT.
9. Carrier will return transponders to TransCore when vehicles are removed from service.
10. Carrier will pay annual administrative fees for use of transponders to TransCore on a timely basis.

Certification Statement

I / We agree to comply with applicable State and Federal motor carrier statutes and rules administered by the State of Oregon. I / We also agree to comply with the terms and conditions for the installation and use of the transponder provided by TransCore, and agree to return the transponder to TransCore when the vehicle is no longer in use.

Signature

Title

Date

FAX THIS APPLICATION TO: (503) 391-2987
 OR MAIL TO: TransCore, 1118 12th St. SE, Salem, OR 97302
 For additional information, please call Steven Tydings, TransCore, at (877) 229-7277.

Ashland inspector selected for international competition

A Motor Carrier Enforcement Officer will represent Oregon this summer at an international competition for truck safety inspectors.

Angela Rose-Lane is the winner of the 1998 Oregon contest of truck inspectors. Rose-Lane has been crawling under big rigs checking brakes, axles, and chassis since she began working for the state in 1996. She has inspected nearly 500 trucks while employed at the Ashland Port of Entry.

Rose-Lane won the right to represent Oregon this August at the Challenge '98 Inspection Competition, held as part of the National Truck Rodeo in Long Beach, California.

"I was ecstatic to find out that I won the Oregon competition," Rose-Lane said. "I was very happy that the judges chose me over a group of extremely qualified people. I know the competition will be tough, and I'm going there with the desire to win. I am determined to make Oregon proud."

Rose-Lane said she expects to spend a lot of her own time training and preparing herself for the event.

"Challenge '98 features several hands-on truck inspections, including a hazardous materials inspection and a tank truck inspection," she said. "I'm sure the time I spend in extra training will

be well worth it, from a professional as well as from a competitive standpoint."

The state truck inspection competition has been held annually since 1993, with the champion representing Oregon at each year's international contest. This summer's competition will feature 60 inspectors representing nearly every state, as well as jurisdictions in Canada and Mexico.

International Highway Transportation Safety Week — June 1-6

The spotlight's on safety in the first week of June during the International Highway Transportation Safety Week.

Travelers will notice special events underway throughout the state by everyone involved in ensuring motor carrier safety. Staff from the Motor Carrier Transportation Branch will join carriers, bus operators, various state trucking associations, and staff from the Federal Highway Administration (FHWA) to focus on safety enforcement and education. It is also a time to show appreciation for the work of all safety personnel.

The safety week is observed annually in more than 65 states, territories, and provinces throughout North America. It is sponsored by both the FHWA and the Commercial Vehicle Safety Alliance.

Inspection Stats for 1997

Number of truck safety inspections conducted in Oregon:	38,850
Compared to 1996, percentage increase in inspections:	43.7
Rate at which truck inspections occur:	One every 13.5 minutes
Most inspections conducted in a single day:	613
Hours spent inspecting trucks:	13,815
Miles all trucks inspected, parked end to end, would extend:	425
Height in feet all inspection forms, stacked in a pile, would reach:	32
Percent of inspections conducted using laptop computers:	42.6
Average violations per inspection of Oregon-based trucks:	2.56
Average violations per inspection of trucks based elsewhere:	1.68
Percent of inspections with ten or more violations:	2.1
Most violations found in one inspection:	28
Number of carriers inspected more than 100 times:	18
Number of truck drivers caught falsifying log books:	1,450
Number of drivers caught using radar detectors:	204
Number of drivers caught with alcohol or drugs:	37
Percent of drivers licensed in foreign countries:	3.1
Number of drivers placed out-of-service:	3,689
Age of the oldest driver inspected:	84
Age of the youngest driver:	16

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Emigrant Hill traffic subject to overwidth load restrictions

Construction on Interstate 84 between La Grande and Pendleton has forced the establishment of certain restrictions for trucks with wide loads.

Special overwidth load restrictions were imposed May 15 for travel between Milepost 217.7 and Milepost 225.8 on Emigrant Hill (aka Cabbage Hill) and will remain in effect until November 1, 1998, when work is expected to be completed.

Trucks with loads up to 12 feet in width may continue to travel through the construction zone without delay.

Trucks with loads over 12 feet in width may not travel through the construction zone on any day of the week from 10:30 a.m. to 6:00 p.m. Such overwidth loads may only travel before 10:30 a.m. and after

6:00 p.m. each day, as authorized by a Special Transportation Permit. They will be required to use one rear pilot vehicle. There is no local detour route available.

Any vehicle or load exceeding legal size and/or weight is required to obtain a Special Transportation Permit prior to operating in Oregon. Carriers with a continuous trip permit may choose an alternate route, as approved by the permit. A

single-trip permit with specific routing may also be obtained from the Salem Over-Dimension Permit Unit. A single-trip permit is required for all operations exceeding 14 feet in width.

Carriers with questions about the Interstate 84 restriction or Special Transportation Permits should contact the Salem Over-Dimension Permit Unit at 800-336-3602 or 503-373-0000.

Over-Dimension Permit Unit - New Business Hours

Phone Service
800-336-3602 or 503-373-0000
Mon-Fri, 7 a.m. - 5 p.m.

Salem Counter Service
550 Capitol Street NE
Mon-Fri, 8 a.m. - 5 p.m.

Salem office is closed on Holidays and every Wednesday from Noon - 1 p.m.

Annual permits and single-trip permits (within certain dimensions) are available at Oregon Ports of Entry, which are open from 6 a.m. - 10 p.m. PST daily (except Thanksgiving, Christmas, and New Year's Day).

Enforcement

During the first quarter, January through March 1998, Motor Carrier Transportation Branch staff finalized a total of 100 formal enforcement actions. The numbers following each name indicates the number of violations confirmed in the process.

** Denotes second complaint within five years.

• Denotes failure to produce records, resulting in suspension of authority.

Safety Violations

Staff finalized 55 enforcement actions involving violations discovered during safety compliance reviews at carriers' terminals, violations related to failure to return a driver/equipment compliance check form, or violation of an out-of-service notice.

Arizona Commodities 1
Bantu Trucking, Inc. 17
Barrett Trucking 1
Beard Trucking 27
Bend Aggregate &
Paving Company 16**
Bettendorf Enterprises, Inc. 1
Biotech Incorporated 11**
Blasco 1
Brown's Trucking 1
Eric D Calaway 1

Samuel Campos 1
Capital Contract Carriers 1
Card Logging Company, Inc. 1
Ken Collier Sr. Trucking 15
Lee Cook Trucking 1
D L Transport 40
Dillman Trucking 8
Diversified Marine 1
E J Trucking 20**
Grader Services Company 1
Grayback Aviation, Inc. 1
Greensun's, Inc. 14
Rubin G Hernandez 1
Bill Howell Trucking, Inc. 42
Mike Johnson Excavating, Inc. 8
King's Roofing Service, Inc. 1
Kirkhart's Incorporated 18
Lampa Scrap Hauling 1
David Lucht Trucking 1
Jose Manzo Trucking 6
Harry Marvel Trucking 14
McKinley & Co., Inc. 41
Morris O. Nelson & Sons, Inc. 2
Moschetti Trucking, Inc. 12
Motor Cargo, Inc. 1
Nesko Rock, Inc. 10
Oakridge Sand & Gravel, Inc. 3
Hilario Posada 1
Professional Pavers and
Construction Co. 20**
R M Truck Service 1
R.R.H., Inc. 56
Roadrunner Trucking, Inc. 1
Sage & Sand Equine Center 19

E.T. Schmid Trucking, Inc. 17
Seaport Express 1
Shell Hunter, Inc. 11
Dan Stearns Trucking, Inc. 6**
David A Scoggins Excavating 14
Smith Transfer 41**
Stowe Construction, Inc. 1
Sunset Transportation 1
United Van Lines, Inc. 1
VIVA Express, Inc. 1
Watt Welding Supply, Inc. 5**
Worco Transportation 9**

Other Violations

Staff finalized 45 enforcement actions involving violations related to failure to produce records, operating without valid registration, permit, plates and passes, or operating a vehicle without proper external identification.

Advantage Moving Co. 1
Affordable Moving 1
Arctic Ice 2
Big Freight Systems, Inc. 1
Bitton Farms 22
Blomberg & Sons Logging 10•
Bronco Transportation 3
Clearwater Concrete, Inc. 11
Continental Express, Inc. 2
Correa Custom Harvesting 7
Covenant Transport, Inc. 3
Craven Farms, Inc. 35
Dahlen Transport, Inc. 4

Dave's Loam & Topsoil, Inc. 1
Dog Mtn Ranch, Inc. 32
John Ewing Excavation 10•
General Transport, Inc. 7
Cliff Gravatt Trucking 7
Hackney Trucking 3
Haul Right Trucking 14
Huffman-Wright 1**
Mike Jones Trucking, Inc. 3
Mt. Fanny Farms 2
Rex Martin 2
Master Mechanical Works 6
Shane Meacham 5
Melton Truck Lines, Inc. 2
Moschetti Trucking, Inc. 3
Robert S. Murray 2
Prime-Link Transportation Ltd. 14
RAC Timber Services 1
R&B Trucking Co. 7
Robinson Trading Co. 2
Rocor Transportation
Companies 1
Shadow Trucking 5
George Wayne Slape
Construction 5
Spicers Northwest Paper Co. 4
Sterling Express Ltd. 2
David Swanson Trucking 33
Tacoma Moving & Storage 6
U S Xpress, Inc. 5
Waymore Transportation, Inc. 1
Western Freightways, Inc. 1
Dave Williams Logging, Inc. 22
Jim G. Wilson Trucking 10•

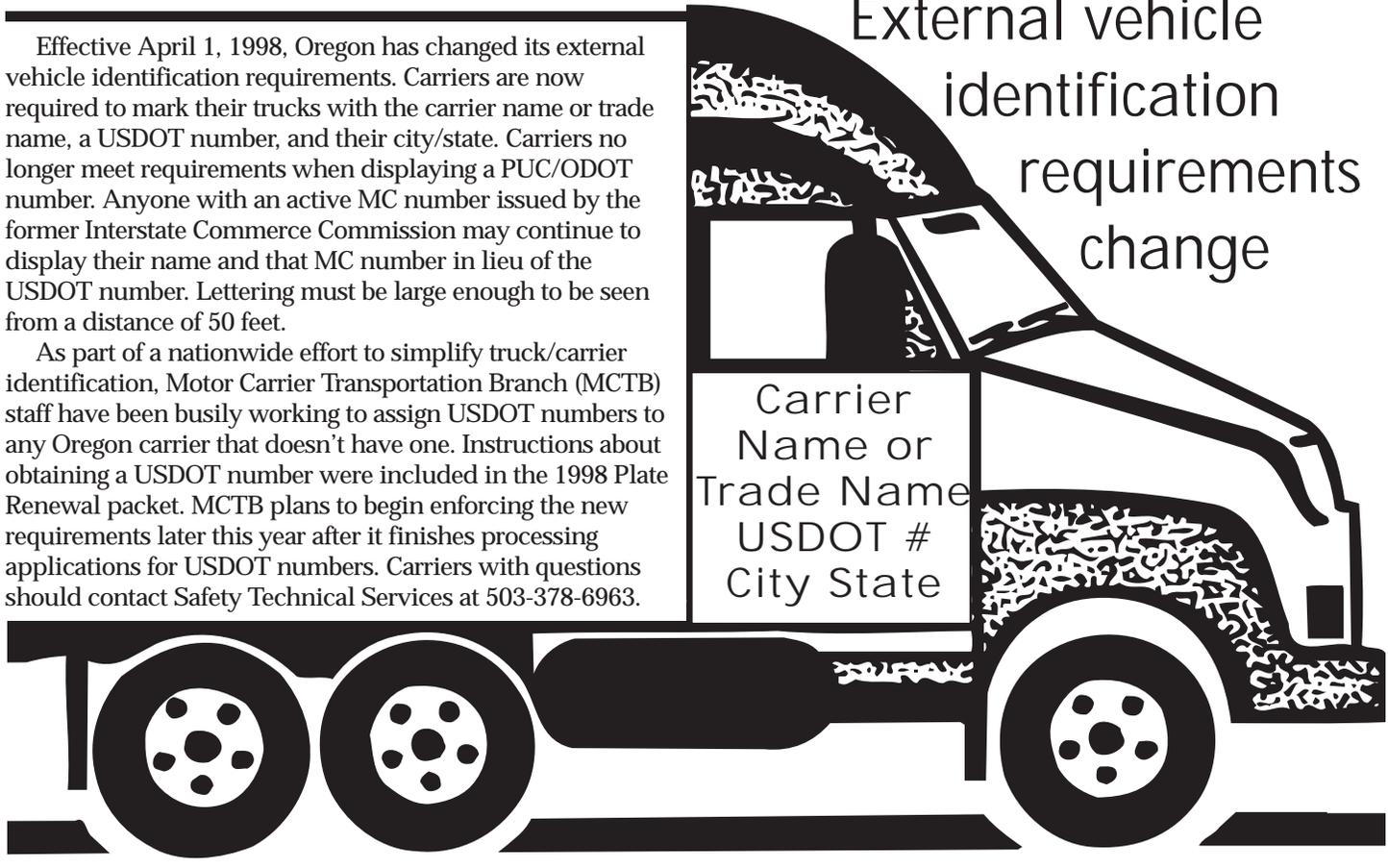
MOTOR CARRIER TRANSPORTATION BRANCH
550 CAPITOL ST NE
SALEM OR 97310

BULK RATE
U.S. POSTAGE
PAID
SALEM, OR
PERMIT NO. 81

Effective April 1, 1998, Oregon has changed its external vehicle identification requirements. Carriers are now required to mark their trucks with the carrier name or trade name, a USDOT number, and their city/state. Carriers no longer meet requirements when displaying a PUC/ODOT number. Anyone with an active MC number issued by the former Interstate Commerce Commission may continue to display their name and that MC number in lieu of the USDOT number. Lettering must be large enough to be seen from a distance of 50 feet.

As part of a nationwide effort to simplify truck/carrier identification, Motor Carrier Transportation Branch (MCTB) staff have been busily working to assign USDOT numbers to any Oregon carrier that doesn't have one. Instructions about obtaining a USDOT number were included in the 1998 Plate Renewal packet. MCTB plans to begin enforcing the new requirements later this year after it finishes processing applications for USDOT numbers. Carriers with questions should contact Safety Technical Services at 503-378-6963.

External vehicle identification requirements change



Carrier
Name or
Trade Name
USDOT #
City State