



MOTOR CARRIER NEWS

Quarterly Newsletter of the Oregon Department of Transportation • Motor Carrier Transportation Division • September 2003

Motor carriers adjust to new Oregon registration and tax credential fees

Trucking company bookkeepers are noticing many changes in this year's process for renewing plates or tax credentials for trucks that will operate in Oregon next year. The Weight Receipt and Tax Identifier credential fee has gone from \$5 to \$8. Oregon-based companies now pay \$2.50 for each plate and \$8 for a Weight Receipt. Truck registration fees have increased 53 percent. And everyone will need to stay on their toes because on January 1, 2004, other increases kick in for Oregon weight-mile taxes, flat fees, and road use assessment fees.

The Motor Carrier Transportation Division (MCTD) is announcing these changes and more in renewal packets it's currently mailing to about 8,000 Oregon-based companies and more than 14,000 companies based in other states and Canada. Things look different this time because Oregon legislators increased taxes and fees in order to raise billions for sorely needed road and bridge work throughout the state.

One change that companies will quickly become familiar with is the \$3 increase in the fee for a permanent or temporary Oregon Weight Receipt and Tax Identifier. This is the paper credential that most trucks carry when operating in Oregon. For trucks based in other states and Canada, it's essential for identifying the company's weight-mile tax account.

When legislators increased the credential fee to \$8, they meant for that \$3 increase to apply to all trucks. But it took last-minute legislation to amend state law and

make the increase apply to Oregon-based trucks. Senate Bill 469, which passed in the waning days of the 2003 Session, lowered plate fees to \$2.50 each and established a separate \$8 fee for the Weight Receipt and Tax Identifier.

The bill was necessary because Oregon carriers haven't been charged a separate weight receipt fee since 1991 when commercial and apportioned truck registration was transferred from DMV to PUC. At the time, PUC simplified credentials for commercial registration by merging the registration card DMV had issued with the weight receipt PUC issued. But carriers were not charged a \$5 weight receipt fee because a PUC-related statute allowed that at the time.

Since then and even after the transfer of truck regulation from PUC to ODOT, Oregon carriers have been paying a \$7.50 plate fee for a license plate, validating sticker, registration cab card, and a Weight Receipt and Tax Identifier (plus \$2.50 more if they needed a second plate). Now these carriers will pay \$2.50 for each plate, which includes a validating sticker and registration cab card, and an \$8 fee for a Weight Receipt and Tax Identifier.

Carriers based in other states or Canada don't pay an Oregon plate fee because they get a license plate and registration cab card from their base state or province and pay Oregon apportioned registration fees. These carriers just need to obtain a Weight Receipt and Tax Identifier credential for weight-mile tax purposes when operating in Oregon.

New Oregon Truck Registration Fees

Truck Weight in Pounds	Old Fee	New Fee
8,000 or less	\$ 15	\$ 27
8,001 to 10,000	110	169
10,001 to 12,000	125	192
12,001 to 14,000	140	215
14,001 to 16,000	155	238
16,001 to 18,000	170	261
18,001 to 20,000	190	291
20,001 to 22,000	205	314
22,001 to 24,000	225	345
24,001 to 26,000	245	375
26,001 to 28,000	120	184
28,001 to 30,000	125	192
30,001 to 32,000	135	207
32,001 to 34,000	140	215
34,001 to 36,000	150	230
36,001 to 38,000	155	238
38,001 to 40,000	165	253
40,001 to 42,000	170	261
42,001 to 44,000	180	276
44,001 to 46,000	185	284
46,001 to 48,000	190	291
48,001 to 50,000	200	307
50,001 to 52,000	210	322
52,001 to 54,000	215	330
54,001 to 56,000	220	337
56,001 to 58,000	230	352
58,001 to 60,000	240	368
60,001 to 62,000	250	383
62,001 to 64,000	260	398
64,001 to 66,000	265	406
66,001 to 68,000	275	421
68,001 to 70,000	280	429
70,001 to 72,000	290	444
72,001 to 74,000	295	452
74,001 to 76,000	305	467
76,001 to 78,000	310	475
78,001 to 80,000	320	490
80,001 to 82,000	325	498
82,001 to 84,000	335	513
84,001 to 86,000	340	521
86,001 to 88,000	350	536
88,001 to 90,000	355	544
90,001 to 92,000	365	559
92,001 to 94,000	370	567
94,001 to 96,000	380	582
96,001 to 98,000	385	590
98,001 to 100,000	390	598
100,001 to 102,000	400	613
102,001 to 104,000	405	621
104,001 to 105,500	415	636

Registration & tax credentials renewal process underway

It's that time again. Beginning in September every year, the Motor Carrier Transportation Division (MCTD) contacts all trucking companies operating in Oregon to begin the process of either renewing registration or tax credentials.

Renewal packets have been sent to 7,986 Oregon companies that have registered 50,496 trucks, and 14,280 companies based in other states and Canada that have permanent tax credentials for 268,688 trucks. Over the next few months they'll tell MCTD if they're going to renew existing trucks, add trucks, or cancel trucks that will not operate in Oregon in 2004. Here are the top five ways to ensure a trouble-free renewal process:

5 Carefully read instructions. There have been some changes to the renewal process, including changes in registration fees and the Weight Receipt and Tax Identifier credential fee. Also, Oregon-based companies now pay \$2.50 for each plate and \$8 for a Weight Receipt. MCTD is warning carriers that incomplete or incorrect paperwork may be rejected and returned to the carrier, resulting in substantial delay issuing credentials.

4 Oregon-based carriers must submit HVUT forms. To renew registration for an Oregon-based truck with a taxable gross weight of 55,000 pounds or more, carriers must attach a copy of their HVUT form — Heavy Vehicle Use Tax Schedule 1 IRS Form 2290, or Form 2290EZ for those with just one truck. Out-of-state carriers renewing tax credentials don't submit a HVUT form.

3 Oregon carriers must show the name of their drug and alcohol testing consortium, if applicable. A drug and alcohol testing program is not optional. Carriers who don't have their own program must use a private company that is approved to provide or coordinate testing services (called a consortium). Every year some carriers do not complete this portion of the Drug and Alcohol Testing Program certification form. Don't leave it blank. That can result in renewal paperwork being returned as incomplete.

2 Meet the deadline. All carriers need to complete their renewal paperwork and return it by October 31 so MCTD has time to process the 2004 credentials. This is especially important for Oregon-based carriers. If they respond by October 31 and indicate which trucks will be registered next year, MCTD has enough time to process payments and return new stickers and credentials for each Commercial- or Apportioned-plated truck by January 1, 2004.

1 Don't expect a grace period for renewing Commercial or Apportioned plates. Miss the October 31 deadline for returning renewal paperwork and carriers run the risk of not getting new credentials by the first of next year. There is an enforcement grace period for those who complete the process by December 31, but there is NO GRACE PERIOD for renewals NOT

PAID by December 31. Beginning January 1, 2004, carriers who have not submitted renewal forms with payment are subject to citation or monetary penalties in a civil complaint action if they continue to operate in Oregon.

Oregon-based carriers renew two kinds of plates



A total of 5,985 Oregon carriers have 19,075 trucks displaying a Commercial plate. The plate is issued to trucks that generally don't operate in another state. The registration renewal process starts when carriers get a list of their Commercial-plated trucks and edit it to add or delete trucks for 2004. Carriers then calculate what's owed and send a check to MCTD, which issues new 2004 stickers for each plate and a new Cab Card and Weight Receipt for each truck. In past years the carriers returned their paperwork and then got a billing from MCTD. Now carriers calculate fees themselves and send payment with the paperwork.



A total of 4,654 Oregon carriers have 31,421 trucks displaying Apportioned plates so they can operate in other states and Canadian provinces under the International Registration Plan. The renewal process starts when the carriers get a list of truck fleets with Apportioned plates and edit it to add or delete trucks for 2004. They report the miles their fleet(s) operated in Oregon and other states and provinces from July 1, 2002 thru June 30, 2003. MCTD then calculates the registration fees owed to each jurisdiction and sends a billing to the carrier. Upon payment, MCTD issues new 2004 stickers for each plate, and a new Cab Card and Weight Receipt for each truck. MCTD then distributes registration fees to each jurisdiction on the carrier's behalf.

Get truck registration-related forms at the MCTD Web site —

www.odot.state.or.us/trucking
www.odot.state.or.us/trucking/regis/forms.htm

Legislation increases motor carrier violation base fines

It's much more costly to go to court or get caught breaking the law since the 2003 Legislature passed House Bill 2759. The bill, which went into effect September 1, increases circuit and appellate court filing fees 30%, increases maximum fines for felonies and misdemeanors 25%, increases maximum fines for other violations more than 20%, and increases by \$2 the Unitary Assessment charge that is added to fines. The bill also changes the way a base fine is calculated, making it 50% of the maximum fine rather than 40%, and it limits a court's discretion to waive a base fine or reduce it below certain minimum levels.

The sweeping legislation was considered necessary to shore up the state's public safety budget and adjust fees and fines for inflation. The Consumer Price Index has gone up about 25% since maximum fines were last changed in 1995.

For motor carriers who recently received a citation, it was hard not to notice a big difference in fines.

The fine for a Class D traffic violation went from \$77 to \$94, up 22%. Examples of a Class D violation include exceeding maximum length, height, or width without an over-dimension variance permit.

The fine for a Class C traffic violation went from \$109 to \$141, up 29%. One of the most common Class C violations is failing to carry or use tire chains when required. (Failing to use chains can be a costly Class A violation if it constitutes substantial risk — now a \$493 ticket.)

The fine for a Class B traffic violation went from \$175 to \$237, up 35%. Common Class B violations include driving a commercial vehicle without a CDL or exceeding commercial driver license restrictions.

The fine for a Class A traffic violation went from \$295 to \$421, up 43%. Common Class A violations include vehicle-related violations such as

operating with no Oregon Weight Receipt and Tax Identifier, operating with an invalid Oregon certificate or permit, or operating in excess of a

all felonies, misdemeanors, and violations when the penalty includes a fine but not imprisonment.

Where does the revenue from fines

and the unitary assessment go? That depends on how each citation is written.

One-half of the fines paid on citations written into municipal or justice courts stay in that jurisdiction's fund. One-half of the fines paid on citations written by state law enforcement officers are paid into the state Criminal Fine and Assessment Public Safety Fund. But if the state officer writes the citation into a state circuit court, all fines

and assessments go to the Criminal Fine and Assessment Public Safety Fund.

Most of the revenues (70%) in this Fund go to the state General Fund. The remainder is used for emergency medical services, victim compensation, and public safety standards, training, and facilities.

New Base Fine Schedule			
Traffic Violation	Standard Fine	Substantial Risk	Work Zone / School Zone
Class A	\$421	\$493	\$672
Class B	\$237	\$273	\$349
Class C	\$141	\$165	
Class D	\$ 94	\$105	

- Unclassified Traffic Violations are treated as a Class B
- Specific Fine Violations follow fines set by statute or rule
- Defendant must appear in court for misdemeanor violations

declared weight. One common Class A driver-related violation is intentionally falsifying a logbook.

The Standard Fine is calculated by taking 50% of the maximum fine and adding a County Assessment that ranges from \$5 to \$59 depending on the base fine, plus a \$37 Unitary Assessment that must be charged for

ODOT may get authority to study speed limit increase

Legislation passed late in the 2003 Session gives the Oregon Department of Transportation the authority to study whether Oregon interstate speed limits should be increased from the current 65 mph for cars and buses and 55 mph for trucks. If an engineering and traffic investigation determines that the current maximum speed is less than reasonable or safe under the conditions at a particular section of the interstate, and if the Oregon Transportation Commission approves, ODOT could increase interstate speed limits to a maximum 70 mph for cars and 65 mph for trucks and buses. ODOT is also authorized to treat urban and rural areas the same when it comes to setting speed limits. Specifically, its investigation can include a look into whether it's necessary to set interstate speed

limits at 55 mph in the urban areas of Portland, Salem, Eugene, and Medford.

The legislation generally cleans up speed-related laws in the Oregon Vehicle Code. It removes, for example, reference to a "federal maximum speed limit." The National Highway System Designation Act of 1995 repealed the federal maximum speed limit, allowing states to set their own limits for the first time since 1974. Most states quickly moved to raise speed limits above 65 mph on both rural and urban interstates and limited access roads.

Former Governor John Kitzhaber vetoed similar legislation in 2001. As this issue of the Motor Carrier News goes to press, it's not known if current Governor Ted Kulongoski will sign this bill. (House Bill 2661)

Weight-Restricted Oregon Bridges on Lesser Routes

Page 1 of 2. See also Bridge Restrictions on Major Routes. Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location.

Highway	Restriction	Bridge & Location
NORTHERN OREGON COAST		
US 101 Business	D	Lewis & Clark River, 2.5 miles SE of Astoria, MP4.78
US 26	D/N	Volmer Creek, 2 miles SE of Cannon Beach Junction, MP2.24
US 26	D/N	Johnson Creek, 3 miles SE of Cannon Beach Junction, MP3.26
OR 53	SR3	North Fork Necanicun River, 0.11 miles S of US 26, MP0.11
OR 53	SR3	Jack Horner Creek, 5.98 miles S of US 26, MP5.98
CENTRAL COAST		
Little Nestucca Hwy #130	D	Panther Creek, Kellow Creek, 3.23 miles E of US101, MP3.23
Little Nestucca Hwy #130	D	Squaw Creek, 3.60 miles E of US101, MP3.60
Little Nestucca Hwy #130	D	Austin Creek, 3.82 miles E of US101, MP3.82
Little Nestucca Hwy #130	D	Little Nestucca River, 4.15 miles E of US101, MP4.15
Little Nestucca Hwy #130	D	Bear Creek, 4.76 miles E of US101, MP4.76
US395 Right of Way	SR4	Canyon Creek, Canyon City, Hwy 48, MP4.30
US395 Right of Way	SR5	Canyon Creek, Canyon City, Hwy 48, MP4.81
OR 22	D/N	Louie Creek, S of Hebo, MP10.49
OR 22	D/N	Louie Creek, S of Hebo at Dolph, MP10.66
US 20	D/N	Hayes Creek, E of Newport, MP21.01
US 101, Otter Crest Loop Rd	SR1	Rocky Creek, Ben Jones Bridge, 1.5 miles S of Depoe Bay, MP130
OR 34	D/N	Maltby Creek, 5 miles W of Alsea, MP35.61
OR 36	SR8	Steinhauer Creek, 1.48 miles E of Greenleaf, MP19.69
WILLAMETTE VALLEY		
Bellevue-Hopewell Hwy	D/N	Salt Creek (Ash Swale), Hwy 153 near Amity, MP5.88
Corvallis-Lebanon Hwy #210	SR1	Willamette River, Van Buren Street, Corvallis, MP0.13
SOUTHERN OREGON		
Old OR99W	SR6	N Umpqua River (Old Winchester), Roseburg, Hwy 234, MP12.21
Midland Hwy #420	D/N	Lost River Diversion Channel, 5 miles S of K-Falls, MP3.66
COLUMBIA RIVER GORGE		
Historic Columbia River Hwy	SR7	Sandy River, Troutdale, MP0.03
Historic Columbia River Hwy	D	Youngs Creek, Hwy 100 (Shepperds Dell), MP13.14
Historic Columbia River Hwy	D	Horsetail Creek, Hwy 100, MP20.39
OR/WA Border	D	Bridge of the Gods, Columbia River, Hwy 100, MP30.42
OR/WA Border	D	White Salmon Bridge, Columbia River, Hwy 2, MP64.62
CENTRAL OREGON		
OR 242	SR6	Creek, 25 miles W of Sisters, MP66.70
OR 242	SR6	Creek, 21 miles W of Sisters, MP68.36
OR 27	SR8	Irrigation Canal, 1.90 miles S of Prineville, MP1.90
OR 27	SR8	Irrigation Canal, 2.88 miles S of Prineville, MP2.88
OR 27	SR8	Irrigation Canal, 4.59 miles S of Prineville, MP4.59
OR 27	D	Bear Creek, 27 miles S of Prineville, MP27.23
OR19	SR11	John Day River Bridge, near Goose Rock, 5 miles N of US26
Antelope Highway #293	SR8	Antelope Creek, 12 miles SW of Antelope, MP0.99
Antelope Highway #293	SR8	Indian Creek, 4 miles SW of Antelope, MP8.86
NORTHEASTERN OREGON		
Umatilla Mission Hwy #331	D	Umatilla River Bridge, near Mission, 2.02 miles S of OR11
US395	SR11	McKay Creek Bridge, 2.5 miles S of Pendleton
I-84 Frontage	SR9	Hamilton Creek, Grande Ronde R & UPRR, Hwy 6, (Perry Arch)
I-84 Overcrossing	D/N	Upper Perry Interchange, connector over Hwy 6
OR 207	D/N	Hinkle Bridge, Umatilla River, MP11.86
OR82	SR11	Indian Creek, Grande Ronde R & UPRR, 2 miles S of OR204
Freewater Hwy #339	SR8	West Crockett, S of OR/WA border, MP2.76
Freewater Hwy #339	SR8	E & W Fork, Little Walla Walla, WA border, MP3.16, MP3.31
EASTERN OREGON		
OR 86, Powder River Hwy	SR1	Love Bridge, MP20.76
OR 86, Hole in the Wall Road	SR10	Maiden Gulch, 10.56 miles W of Richland OR, MP30.80

Restriction Legend

D/N -

Restricted to Divisible & Non-Divisible Load Limits

Divisible Loads	
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	105,500 lbs.

Non-Divisible Heavy Haul

Single Axle	21,500 lbs.
Tandem Axle	43,000 lbs.
Maximum Wgt.	98,000 lbs.

D -

Restricted to Divisible Load Limits (no heavy haul)

Divisible Loads	
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	105,500 lbs.

SR = Special Restrictions

SR1 -

Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	80,000 lbs.

SR2 -

No truck combinations,	
Maximum Wgt.	50,000 lbs.

SR3 -

Single Axle	20,000 lbs.
Tandem Axle	40,000 lbs.
Gross Wgt. - Weight Table 3	

SR4 -

Single Axle	11,000 lbs.
Tandem Axle	18,000 lbs.

SR5 -

21 Tons Type 3
32 Tons Type 3S2
35 Tons Type 3-3

SR6 -

Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	80,000 lbs.
One-Way Trucks Only	

SR7 - 30 Tons Gross Wgt.

SR8 -

Divisible / Non-Divisible Loads under Annual Permits, Single Trip Permits up to Weight Table 4 Limits

SR9 - 5 Tons Gross Wgt.

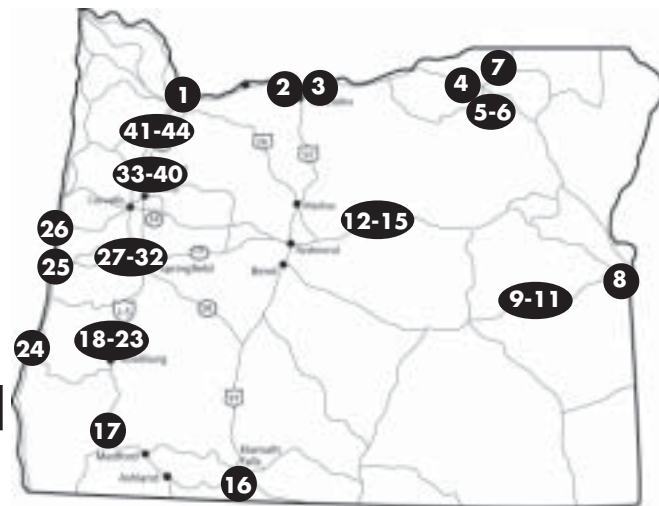
SR10 -

Single Axle	18,000 lbs.
Tandem Axle	30,000 lbs.

SR11 - Single Trip Permits above Continuous Trip Permits allowed, center of bridge, permit vehicle only, certified flaggers, rolling stops.

Weight-Restricted Bridges on Major Routes in Oregon

As of September 5, 2003, bridge inspectors had set weight restrictions on 44 bridges on major Oregon routes. There are also many restricted bridges on lesser routes throughout the state. Questions? Contact the Motor Carrier Transportation Division at 503-373-0000.



Highway	Restriction	Bridge & Location
1. OR99E SB	SR2	Martin Luther King Jr. Viaduct, Portland
2. OR206	D	Deschutes River Bridge, MP 2.92
3. US97	D	Biggs Junction Bridge over the Columbia River
4. I-84 EB	D/N	Umatilla River, MP188.43, near Umatilla
5-6. I-84 EB / WB	D/N	Grande Ronde River, MP258.89, west of La Grande
7. OR11	D/N	Weston Interchange, MP20.31, over OR204 and UPRR
8. US20 / US26	D/N	Snake River, MP266.82, Nyssa
9. US20	D	N. Fork Malheur River, MP190.84
10. US20	D	Gwynn Crossing Bridge, MP195.13
11. US20	D	Sperry Bridge, MP205.58
12. US26	D/N	Bridge Creek, MP62.54
13-14. US26	D/N	Two Bridge Creek Bridges, MP65.63 and MP65.85
15. Off US26	D/N	Bridge Creek, R/W Route, Mitchell Access
16. US97	D/N	Klamath Falls bridge over Green Springs Drive, MP275.74
17. US199	D/N	Applegate River, MP7, southwest of Grants Pass
18-19. I-5 Overpasses	SR1	Riddle Road, MP103.95, Chadwick Lane, MP104.85
20. I-5 NB	D/N	Booth Ranch, MP112.57, between Myrtle Creek and Roseburg
21. OR42	D/N	I-5 Overpass, MP119.51, four miles south of Roseburg
22. I-5 NB	D/N	Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
23. I-5 NB	D/N	Umpqua River, MP128.92, Roseburg
24. Coos River Hwy.	SR1	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
25. US 101	D/N	Siuslaw River, MP190.98, Florence
26. US 101	D/N	Spencer Creek, MP133.86, ten miles south of Depoe Bay
27. I-5 SB	D/N	Coast Fork Willamette River, MP179.99, north of Cottage Grove
28. I-5 SB	D/N	Row River, MP175.40, north of Cottage Grove
29. OR126 Bus. WB	D/N	Willamette River, MP1.34, one mile east of I-5 in Springfield
30. I-5	D	Willamette River, MP192.75, at Eugene-Springfield Exits
31-32. I-5 NB and SB	D	McKenzie River, MP197.38, two bridges north of Eugene
33. Off OR22	D	First Avenue Bridge in Mill City, over Santiam River
34. OR22	D/N	Deer Park Rd. Crossing, MP4.03, east of Salem
35. OR22	D/N	Joseph St. Overcrossing, MP5.44, east of Salem
36. OR22	D/N	Eastbound Beaver Creek, MP8.88, east of Salem
37. OR22	D/N	Whitewater Creek, MP60.80, east of Salem
38. OR22	D/N	Pamelia Creek, MP62.78, east of Salem
39. OR22	D/N	Marion Creek, MP66.42, east of Salem
40. OR22	D/N	North Santiam River, MP75.65, east of Salem
41. OR18	D/N	Yamhill River, MP51.57, near Dayton
42. OR219	D/N	Willamette River, MP23.46, south of Newberg
43-44. OR99W N and S	D	Tualatin River Bridges, MP12.18, Tualatin

Restriction Legend	
D/N = Restricted to Divisible and Non-Divisible Load Limits	
	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.
	Non-Divisible (Heavy Haul) Loads
Single Axle	21,500 lbs.
Tandem Axle	43,000 lbs.
Maximum Wt.	98,000 lbs.
D = Restricted to Divisible Load Limits (no heavy haul loads)	
	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.
SR1 = Special Restriction - Single Axle - 20,000 lbs. Tandem Axle - 34,000 lbs. Max. Wgt. - 80,000 lbs.	
SR2 = Special Restriction - No truck combinations, Max. Wgt. - 50,000 lbs.	
Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. All bridges listed here are being closely watched by bridge inspectors. Restrictions may change on a daily basis, and other bridges may become similarly restricted, as conditions warrant.	

Driver hours-of-service rules change in January 2004

After eight public hearings, three round-table sessions, and the review of more than 53,000 written comments, the Federal Motor Carrier Safety Administration is replacing truck driver hours-of-service rules in effect since 1939 with new ones that are expected to alleviate fatigue and reduce accidents. The new rules, which take effect January 4, 2004, apply to property-carrying commercial drivers in trucks over 10,000 pounds gross weight rating and trucks hauling hazardous materials in quantities requiring placards. Bus drivers will continue to follow current rules and agricultural operations retain their exemption from driving time requirements when operating within a 100 air-mile radius of a farm or distribution point during planting and harvesting seasons.

Oregon adopts federal load securement rules

Oregon administrative rules are about to get much shorter as the state is repealing a long list of cargo load securement rules and adopting federal ones. Until now, there were 61 rules that applied to Oregon intrastate motor carrier transportation. The rules were originally needed to provide commodity-specific securement requirements because federal regulations only provided general safety standards.

But on January 1, 2004, motor carriers will be expected to comply with new, comprehensive federal regulations. The regulations, which were announced in December 2002, arise from years of research and the evaluation of U.S. and Canadian regulations, trucking industry best practices, and recommendations presented during a series of public meetings with industry experts, enforcement officials, and interested parties.

The new rules require carriers to change the way they use cargo securement devices to prevent articles from shifting or falling. While the rules generally don't call for different types of tiedowns or securement devices, carriers may need to increase the number of tiedowns used to secure certain types of cargo. It's believed that most of the costs associated with the changes will be in training drivers, employees who load trucks, and enforcement officials. All Oregon certified safety inspectors are currently undergoing training in the rules, which are contained in 49 CFR Parts 392 and 393. Questions? Contact Motor Carrier Transportation Division safety staff at 503-378-6963.

Driver Hours-of-Service Rules

Current Rules — Until January 4, 2004 All Commercial Vehicle Drivers	New Rules — Effective January 4, 2004 Property-Carrying Commercial Vehicle Drivers
<p>May drive 10 hours after 8 hours off duty</p> <p>May not drive after 15 hours on duty following 8 hours off duty</p> <p>Driver may not drive after 60 hours on duty in 7 consecutive days</p> <p>Driver may not drive after 70 hours on duty in 8 consecutive days</p> <p>Passenger-carriers and drivers will continue to follow these hours-of-service rules. They will not be subject to new hours-of-service rules.</p>	<p>May drive 11 hours after 10 hours off duty</p> <p>May not drive beyond the 14th hour after coming on duty, following 10 hours off duty</p> <p>Driver may not drive after 60 hours on duty in 7 consecutive days</p> <p>Driver may not drive after 70 hours on duty in 8 consecutive days</p> <ul style="list-style-type: none"> ● Drivers may restart a 7- or 8- consecutive day period after taking 34 or more consecutive hours off duty <p>16-Hour Exception for Property-Carrying Drivers</p> <p>Drivers may extend the 14-hour on-duty period by 2 additional hours IF THEY:</p> <ul style="list-style-type: none"> ● Are released from duty at the normal work reporting location for the previous 5 duty tours, AND ● Return to the normal work reporting location and are released from duty within 16 hours, AND ● Have not used this exception in the previous 7 days, except following a 34-hour restart of a 7- or 8-day period. <p>No more than 11 hours driving.</p>

Oregon Hours-of-Service Rules for Intrastate Operators

Under Oregon administrative rules, carriers operating in intrastate commerce and transporting passengers or property other than hazardous materials can follow these limits:

- Drivers may not exceed 12 hours driving after 8 consecutive hours off duty.
- Drivers may not drive beyond the 16th hour after coming on duty following 8 consecutive hours off duty.
- Drivers may not drive following 70 hours on duty in any 7 consecutive days.*
- Drivers may not drive following 80 hours on duty in any 8 consecutive days.*

* *Exception for carriers conducting intrastate transportation of property other than hazardous materials: Any period of 7 consecutive days, and any period of 8 consecutive days, may end with the beginning of any off duty period of 34 or more consecutive hours.*

Get more info on the Internet — www.fmcsa.dot.gov/Home_Files/revise_hos.asp
www.odot.state.or.us/trucking/safety/cargo_securement.pdf

Enforcement

2nd Quarter 2003

During the second quarter, April through June 2003, the Motor Carrier Transportation Division finalized 249 civil enforcement actions. The number following each name indicates violations confirmed in the process.

- Denotes failure to produce safety-related records.
- ** Denotes second complaint within five years.
- *** Denotes third complaint within one year of second.

Safety Violations

A total of 86 enforcement actions established violations related to failure to produce safety-related records or violations discovered during safety compliance reviews at carriers' terminals.

A&M Excavation, Inc. 4
 Ace Communication Service, Inc. 6**
 The Agness Co. 14
 All Ways Excavating 17
 Ampac Transportation, Inc. 13
 R A Arana Excavation 4**
 Azalea Acres, Inc. 6
 B&B Excavation (Brookings OR) 10
 B&S Logging, Inc. 50**
 David W Brush Excavation 14
 C&C Trucking (Roseburg OR) 9
 C J & M Transport, Inc. 95
 Cascade Utilities, Inc. 6
 Cascade Warehouse Co. 7***
 Clackamas Enterprises, Inc. 10•
 David Coates Excavation, Inc. 5
 Ronald E Coble 7
 Rod Collman Trucking 12
 Cottage Grove Garbage Service, Inc. 6

Cutting Edge Construction LLC 4
 D&S Trucking (K-Falls OR) 9
 Gary Davis Trucking, Inc. 41
 Duff's Trucking, Inc. 36
 Ellison Trucking Co. 11
 Dave Ellingson Construction 15
 Fields Truss Co. LLC 11
 John W Fisher 5
 Galan Services 28
 Gensco, Inc. 12
 Golbek Enterprise, Inc. 5
 Linnie Gotchy 1
 Ernie Graham Oil, Inc. 28**
 Ground Hawg Trucking, Inc. 7
 H&S Trucking, Inc. (Newberg OR) 16**
 Heinz Frozen Food Co. 2
 Hicks Striping & Curbing 8
 Hobart Oil Co. LLC 4
 Clyde Holliday Family Ranches, Inc. 17
 Richard Hoyt Logging 7
 D Ide Trucking 11
 Ione Repair 25
 J&K Transportation (Sandy OR) 10**
 Herbert Jackson 76**
 Susan Jackson Trucking 17
 Brian Johnson Trucking, Inc. 10
 K L Transport, Inc. (Portland OR) 13
 Keeco, Inc. 14
 Koolhaas Trucking 1
 Kuenzi Excavating, Inc. 8**
 Kytola & Luscombe Corp. 8
 Lakeside Lumber, Inc. 18
 Lipshutz & Co., Inc. 8
 Luisi Truck Lines, Inc. 24
 M A C Trucking, Inc. (Corbett OR) 15**
 M & L Enterprises, Inc. 6
 Master Mechanical Works 9
 Michael McBeth 8
 Mendez Farm Transport 7
 Merciful Samaritan, Inc. 3**
 Thomas G Morley 32
 MTD Trucking (Grants Pass OR) 1
 Nashco, Inc. 2
 J J Neikes Trucking 35***
 Alan Nelson Trucking 3
 Nobody's Fool Limited 19
 Northwest Recycling, Inc. dba Pacific Car Crushing 37
 Olympus Technologies, Inc. 3
 Oregon Ready Mix LLC 15
 PJ's Trucking LLC 24**
 Pounder Oil Service, Inc. 8
 R B Recycling, Inc. 8
 Timothy A Rich 3
 Ryco Packaging Corp. 11
 S&K Painting, Inc. 14
 Salem Transport, Inc. 7***
 Shelton-Turnbull Printers, Inc. 10
 Sisters Tree 4
 Richard Paul Spiess, Jr. 13
 Phil Sterling Home Service, Inc. 4

Other Safety Violations

A total of 16 cease and desist orders established a driver's violation of a waiver of physical disqualification.

A total of 111 cease and desist orders and 13 penalty orders established a company's failure to return a Driver or Equipment Compliance Check Form after an inspection. Following every safety inspection performed by state transportation officials or law enforcement officers, the driver receives a copy of the inspection form. If the inspection found violations, the motor carrier involved is required to sign and return that form to the state where the inspection occurred in order to confirm that the violations were addressed (Federal Motor Carrier Safety Regulations, Part 396.9). When the inspection occurs in Oregon, the inspection form given to the driver must be signed by a company official and returned to the Oregon Department of Transportation within 15 days. The company must certify that any vehicle-related problems were repaired and/or driver-related problems were addressed through action that ensures future compliance with regulations.

Studio Concepts, Inc. 8
 Ray Sweat 12**
 Terra Firma Excavation, Inc. 20
 Tony Express, Inc. 21**
 Valley Pacific Construction, Inc. 4**
 Vio T Construction 11**
 Wurdinger Recycling, Inc. 22***

Other Violations

A total of 23 enforcement actions established violations related to operating without valid registration credentials, operating in excess of size and/or weight limits, operating in violation of farm registration laws and rules, or violating household goods moving regulations.

- Denotes cancellation of farm registration

Avila Estrada, Juventino 1•
 Berry's Oak Grove Storage 2•
 Canyon Country Woodworks 2
 DNT Trucking, Inc. 7
 Evergreen Brokers, Inc. 2
 Farwest Freight Systems, Inc. 2**
 First Choice Movers 1***
 G C T Ranch 1•
 Sherry A Goedhart 3
 Huwa Trucking, Inc. 4
 K L X, Inc. 6
 Knight Transportation, Inc. 4
 Metro Moving 2**
 Provisioners Express 3
 Recycle Aggregate 1
 John Ross Trucking, Inc. 2**
 S&G Livestock, Inc. 1•
 Safeway Transport, Inc. 11
 Kenneth Schwabauer 1•
 James Stuchlik 1•
 Sumas Transport, Inc. 4
 U S Xpress, Inc. 2
 Walkers Paving, Inc. 2

Other Enforcement

Following is a summary of enforcement by Motor Carrier Enforcement Officers at weigh stations in the 2nd Quarter 2003:

Trucks Weighed on Static Scales
619,514

Trucks Precleared to Pass Green Light Weigh Stations
231,970

Warnings Issued
5,827

Weight-Related Citations
3,920

Size-Related Citations
594

Trucks Required to "Legalize" (Correct Size and/or Weight)
654

Other Citations Issued
1,079

Citations for Operating Without Oregon Weight Receipt & Tax Identifier
2,176

Totals do not include enforcement by State Police or city and county officers.

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MOTOR CARRIER NEWS

Quarterly Newsletter of the
Oregon Department of Transportation
Motor Carrier Transportation Division

In this September 2003 issue:

- Motor carriers adjust to new Oregon fees 1**
Bookkeepers are noticing many changes in this year's process for renewing plates or tax credentials for trucks that will operate in Oregon next year.
- Credentials renewal process underway 2**
- Legislation increases violation base fines 3**
It's much more costly to go to court or get caught breaking the law since the 2003 Legislature passed House Bill 2759
- Bill would allow study of speed limit increase 3**
If the Governor signs it into law, legislation passed late in the 2003 Session will give ODOT the authority to study whether Oregon interstate speed limits should be increased to 70 mph for cars and 65 mph for trucks and buses.
- Oregon weight-restricted bridges..... 4-5**
Bridge inspectors have currently set weight restrictions on 44 bridges on major routes in Oregon. There are 46 other restricted bridges on lesser routes.
- Driver hours-of-service rules change in January 6**
Property-carrying commercial drivers in trucks over 10,000 pounds and trucks hauling hazardous materials in quantities requiring placards will soon start following new rules limiting their time driving and on-duty.
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