



MOTOR CARRIER

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

Reduction is estimated to save \$1 million per biennium

MCTB to trim registration services at five Ports of Entry

Effective November 1, 1998, the Ports of Entry at Ashland, Klamath Falls, Woodburn, Cascade Locks, and Umatilla will offer registration services only from 6 a.m. to 6 p.m. Monday through Friday. To ensure that motor carriers have access to at least limited services at night and on weekends, the Farewell Bend Port of Entry near the Idaho border will be open 24 hours, 7 days a week. In an emergency, carriers will be able to call Farewell Bend from a phone at each of the other Ports and have permits faxed to them.

The change has no effect on the Ports' schedule for truck size and weight enforcement.

The Motor Carrier Transportation Branch (MCTB) is making the change to save taxpayer dollars. Reducing the hours for registration services at five Ports is estimated to save \$1 million per biennium, in spite of extra costs establishing longer hours at Farewell Bend.

MCTB Manager Gregg Dal Ponte knows the change will be difficult. "There's no question some carriers will be inconvenienced," Dal Ponte admitted. "But we can't continue to operate every Port like an all-night market open just in case someone comes in to buy a quart of milk. With Farewell Bend open 24 hours, we hope to still provide limited services by phone for those carriers that didn't plan ahead and get their permits before entering Oregon."

Dal Ponte said he conferred with the Oregon Trucking Associations and the Oregon Forest Products Transportation Association before making the decision. Both groups agreed that since the savings to taxpayers were so significant it was reasonable to ask truckers to make

adjustments in the way they do business at the Ports.

The change ultimately affects 15 Permit Analysts and five Managers. MCTB will abolish all of the positions and hopes to avoid any actual layoffs through transfers, attrition, and retirements.

MCTB mails registration renewal notices

A total of 22,506 trucking companies are receiving packages of information this month from the Motor Carrier Transportation Branch (MCTB) as it goes about the annual process of renewing Oregon tax, commercial, and apportioned truck registration. Carriers must return their completed renewal forms by October 31, 1998. The 1999 plate sticker color is blue.

MCTB's enforcement staff is noticing a number of carriers with faded or unreadable plates and they're issuing citations when one cannot be read from a reasonable distance. Some carriers try to protect plates by covering them with plastic or putting them behind the grill screen. Instead of resorting to that, MCTB is offering to replace plates at no charge if new ones are requested during renewal.

Oregon-based carriers will notice their renewal package includes an application for a USDOT number because some carriers have still not applied for one. Late this year MCTB plans to begin enforcing a requirement that every Oregon carrier have a USDOT number. There is no charge to obtain the number, which is needed so that safety inspection information can be entered into a national database.

Most truck registration renewals are done by mail. Carriers with five or fewer trucks with tax or commercial plates can renew them in person at designated DMV offices. Carriers with ten or fewer tax, commercial, or prorate-plated trucks can renew them at any Port of Entry, the Portland Interstate Bridge Jantzen Beach office, or Salem Headquarters. Carriers with prorate transactions are, however, handled by appointment only.

In October, MCTB staff will contact about 4,000 Oregon-based carriers to renew their International Fuel Tax Agreement (IFTA) accounts. Oregon acts as an IFTA clearinghouse so carriers can file returns and have Oregon distribute taxes to states the carrier traveled in. The 1999 IFTA sticker color is green.

Carriers expected to maintain controlled substances and alcohol testing program

Drug and alcohol testing regulations are a fact of life in trucking today. Drivers with a commercial driver license (CDL) are subject to them, as are owner/operators, and carriers who employ drivers must have a testing program. Carriers bear the ultimate responsibility for assuring drivers are in compliance with rules found in the Code of Federal Regulations, Title 49, Part 382. Here's a summary of what's required in a controlled substances and alcohol testing program:

Pre-employment Controlled Substances Tests

Motor carriers cannot allow a driver to be on duty until the driver has received a negative result from a controlled substances test.

Random Tests

Carriers must conduct random controlled substances and alcohol tests throughout each year. The controlled substances tests must involve enough drivers to equal at least 50 percent of the average number of driver positions. The alcohol tests must involve enough drivers to equal at least 10 percent of the average number of driver positions and they must be performed immediately prior to, during, or immediately after a driver is on duty. All drivers must have an equal chance of being selected and must be selected throughout the year using a scientific method.

Post-Accident Tests

Carriers must conduct both controlled substances and alcohol tests on any driver involved in an accident that resulted in a fatality. Both tests are also required when the driver is cited for a moving traffic violation resulting in an

accident in which a person requires immediate medical treatment away from the scene, or when a vehicle is towed away. The driver is to be tested for alcohol within eight hours of the accident and tested for controlled substances within 32 hours of the accident.

Reasonable Suspicion Tests

Drivers must submit to a controlled substances and/or alcohol test whenever a properly-trained motor carrier official or supervisor observes or documents behavior indicating controlled substances or alcohol use.

Return-to-Duty Tests

Carriers must follow certain steps before allowing a driver to return to work after failing a test, or after refusing to take a test. First, the carrier must ensure the driver passes an alcohol test with a result indicating an alcohol concentration of less than .02 or a controlled substances test indicating a negative result (whichever is applicable). Second, the driver must be evaluated by a substance abuse professional to determine what else may be needed.

In addition to these tests, carriers must provide drivers with educational materials that outline the requirements and the carrier's policy regarding alcohol misuse and controlled substances abuse. Carriers can administer their own testing programs or they can enroll drivers with consortiums or third-party administrators who manage testing programs. Final responsibility for compliance lies with the carrier, however. For further information, contact the Motor Carrier Transportation Branch at 503-378-6166.

Safety Specialist shines in competition

A former Ashland Motor Carrier Enforcement Officer representing Oregon in an international competition for safety inspectors placed second in the motorcoach inspection category and had the fifth highest overall point total, missing second place to the Grand Champion by just four points.

Angela Rose-Lane, a Safety Specialist now stationed in the Medford Field Office, joined 58 other inspectors from across the United States, Canada, and Mexico for the "Challenge 98" competition held in August as part of the National Truck Rodeo in Long Beach, California.

The grueling, week-long competition involved conducting inspections of several types of commercial vehicles, including tractor semi-trailer, truck and trailer with a hazardous material cargo tank, and a motorcoach. Even a driver interview was included to gauge an inspector's ability to deal with truck drivers.

Tests were designed to simulate roadside conditions. Competitors were scored on the basis of their ability to efficiently perform single-person inspections and accurately detect violations. They were also given two written exams to test their knowledge of safety and hazardous materials regulations and inspection/enforcement techniques.

Rose-Lane won the right to represent Oregon by winning the state truck inspection competition.

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550 Capitol Street NE
Salem OR 97310-1380**

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

MCTB asks its customers: "How are we doing?"

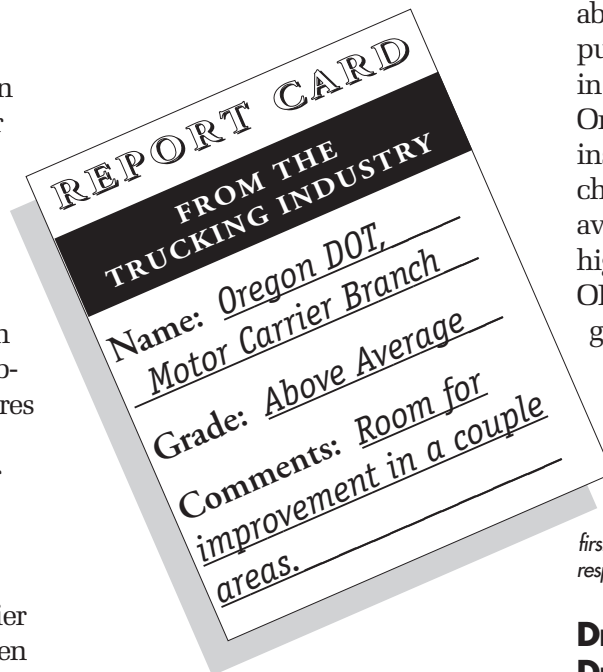
Is the staff at the Motor Carrier Transportation Branch (MCTB) knowledgeable of regulations? Can they quickly and correctly answer questions? Do they conduct business in a professional and courteous manner?

These are just a few of the questions MCTB "customers" recently found on survey forms. In the past few months MCTB distributed more than 2,000 questionnaires that basically asked, "How are we doing and how can we do a better job?"

The survey effort was largely a repeat of a customer survey conducted in 1993 by the Motor Carrier & Rail Transportation Program, then under the direction of the Public Utility Commission. In 1993, motor carriers gave staff very high marks for customer service. This latest survey finds carriers continue to have a very favorable impression of staff and the service they provide.

One of the most basic, but extremely important questions many of the customer groups were asked was whether they think MCTB staff is knowledgeable of regulations and can quickly and correctly answer questions. In 11 surveys that asked this question, only 23 of 402 customers (6%) responded negatively, 20 had no opinion, and the remaining 359 (89%) responded positively.

Another important question many were asked was whether MCTB staff conduct themselves in a professional and courteous manner. In 11 surveys that asked this, only 18 of 419 customers (4%) responded negatively, 13 had no opinion, and the remaining 388 (93%) responded positively.



A total of 15 customer groups were involved in the survey. In six surveys conducted by mail, a total of 369 of 1,121 questionnaires were returned for an overall 33% response rate (PUC reported a 32% response to its surveys in 1993).

Nine surveys were conducted on-the-spot, two with persons attending a Motor Carrier Education Program seminar or a Safety Inspection Training class and seven with persons needing over-the-counter registration services at the Ports of Entry or the Portland Bridge field office.

Following is a summary of noteworthy results from surveys of several customer groups.

Carriers Subject to a Truck Safety Inspection

The majority of carriers (58%) responding said they have been inspected four or more times in the past year so, perhaps understand-

ably, 72% agree it's difficult to purposely evade a vehicle inspection in Oregon and only 28% think Oregon should increase on-highway inspection efforts (59% say the chances of being inspected on an average trip through Oregon are high). Nevertheless, 83% support ODOT's Motor Carrier Safety Program and believe placing drivers and vehicles out of service has a positive effect on highway safety.

Note: Survey forms were sent to 260 Oregon-based carriers randomly selected from all those subject to a roadside truck safety inspection in the first six months of this year. A total of 85 carriers responded.

Drivers Subject to a Driver Safety Inspection

Almost all of the drivers surveyed (93%) agree that ODOT inspectors conduct inspections in a professional, courteous manner. They all agree the inspection form is easy to read and understand. Most drivers agree that inspections are effective in identifying unsafe trucks when they're conducted during evening hours and on weekends (64%), and when they're conducted on secondary highway routes (74%). Almost all of them (90%) believe placing drivers and vehicles out of service has a positive effect on highway safety. Most noteworthy, in responding to the statement, "The company I work for gives me the information and support I need to be in compliance with safety regulations," every driver but one agreed (57% strongly agreed).

Note: Survey forms were sent to 234 drivers randomly selected from all those subject to a roadside driver inspection in the first six months of this year. A total of 42 drivers responded.

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Visit MCTB on the World Wide Web for a more detailed look at survey responses —
www.odot.state.or.us/motcarr/hweb/special/survey/surveys.htm

“How are we doing?” — MCTB asks its customers

(continued from front)

Carriers Implicated in Truck Safety Hotline Reports

The vast majority of carriers (89%) that received an incident report relayed to MCTB through the Truck Safety Hotline say the program provides a service that helps them with their overall safety program and 84% think it's a satisfactory way to handle motorists' reports. In written comments, however, a number of carriers said there should also be a Hotline for truck drivers to report incidents involving cars. "We need a way to report motorists who create safety problems for trucks!" one carrier wrote. "I think this would be a preventative measure for fatal road rage. You would have many calls, believe me," another said.

Note: Survey forms were sent to half (210) of all carriers receiving an Truck Safety Hotline incident report in the past year. A total of 70 carriers responded.

Persons Calling Salem for Registration Services

Of the persons calling the Salem Permit Analysts for help with highway use taxes or vehicle registration, almost all agree staff is knowledgeable of regulations (only 4% disagree) and flexible in accommodating their needs (only 2% disagree). Many are unsatisfied, however, with MCTB's phone system. While 55% agree it is adequate, 37% think it is not (8% had no opinion). "You need a better phone system with an 800 number and enough capacity to reduce the time on hold," one customer wrote. Twelve other customers added similar comments. As a result, MCTB management assigned staff to study the problem and propose ways to improve phone service. In two other noteworthy responses to the survey, most customers (82%) say the written instructions and notices they receive from MCTB, including forms used for renewals, applications, tax filings, and ve-

hicle registration, are clear and understandable (12% disagree that they are), and the same majority agree MCTB processes their tax and registration transactions in a timely, accurate manner (6% disagree).

Note: Survey forms were sent to 140 persons who called Salem Headquarters during one week in June for help with highway-use taxes or vehicle registration. A total of 62 persons responded.

Persons Visiting a Port of Entry for Registration Services

Of the persons needing over-the-counter help at a Port of Entry or the Portland Bridge field office, all but one report that staff is knowledgeable of regulations and helps solve any problems they have meeting Oregon requirements. They all think staff is courteous and professional. Of the respondents that made an appointment to come in at a certain time for business related to prorate or a new account, two disagree that a staff person was there to help at the time arranged and the necessary paperwork was quickly completed. When asked if the "one-stop shopping" convenience offered by the Oregon Ports of Entry is efficient and helpful, 93% agree (69% strongly agree) and only one person disagrees. Many respondents used the comments section to express concern about an upcoming reduction in hours for registration services at five Ports. "We wish all states had ports that were open until 10 and such wonderful people that work there," one person from the Woodburn survey wrote. "Be open 24 hours a day," another from the Ashland survey commented. "The trucking industry does not stop when the closed sign is out."

Note: Survey forms were given to randomly-selected customers that needed over-the-counter help at each of the six Ports of Entry and the Portland Bridge Field Office. A total of 129 persons responded.

Methodology borrows from PUC survey

Managers at the Motor Carrier Transportation Branch (MCTB) began planning customer surveys in 1997. They initially considered hiring a contractor to define methodology, design forms, conduct surveys, and report results. Those approached about the job included a group of researchers at a major university who proposed surveying practically 10,000 persons in seven customer groups, reaching most by phone and taking up to six weeks to complete each survey. They estimated it would cost \$84,000 in labor, materials, and fees. As an alternative, a survey based largely on mail-out forms was estimated to cost \$30,000.

Faced with such high estimated costs, MCTB management elected to borrow from the same survey methodology developed in 1993 by the Public Utility Commission (PUC). Although the PUC Transportation Program was merged with the Oregon DOT and became MCTB, many of the same customer groups are still being served and many of the same questions asked in 1993 are relevant today. To MCTB management, the PUC survey provided an inexpensive way to meet its survey objectives (MCTB spent less than \$550 in postage to conduct this survey). Furthermore, the responses to the PUC survey provide a base line for comparing responses to the same questions regarding customer satisfaction today.

Oregon names first group of Trusted Carrier Partners

The carriers listed here are the first to qualify for the Trusted Carrier Partner program that recognizes the best carriers participating in the Green Light weigh station preclearance program. By equipping trucks with transponders that allow them to bypass weigh stations, and by having an exemplary record of compliance with registration, tax, and safety requirements, these carriers received Trusted Carrier license plates. The plate is a visual cue telling enforcement personnel that the carrier should not be subject to random safety inspections, one of several program benefits.

Carriers can enroll in Green Light and possibly join this list by completing the application printed on the back of this page and mailing it to Science Applications International Corp. (SAIC), the contractor serving as Oregon's Transponder Administrator. Carriers with questions can call SAIC toll free at 1-877-2BY-PASS.



Trusted Carrier Partners

as of August 18, 1998

A & M Transport, Inc., Glendale OR
Abbey Party Rents of Washington, Inc.,
Tukwila WA

Advanced Recovery & Transport, Inc.,
Salem OR

ALCO Contractors, Inc., Medford OR
All Native Hardwoods, Roseburg OR
Anderson Towing & Recovery, Inc.,
Aloha OR

Anderson's Erosion Control, Inc.,
Junction City OR

Atlantic Richfield Co., Los Angeles CA
B F F Trucking, Inc., Mt. Vernon WA

BAR MK Ranch, Silver Lake OR
Bellanca, Inc., Dalles Port WA
Bi Mart Corp., Eugene OR

William Boergadine, Elmira OR
C Ray Transport, Tillamook OR

C & K Market, Inc., Brookings OR
Capital City Companies, Inc., Salem OR
Carson Oil Co., Inc., Portland OR
Cascade Petroleum Transportation,
Portland OR

Dale R. Chamberlain, Eagle Point OR
City Transfer Redi Mix, Inc., Emmett ID
Paul Clark, Yreka CA

Dallas Rock, Inc., Dallas OR
Richard Davie, Hermiston OR

Detwiler Log Co., La Pine OR
Glenn Dick Equipment Co., Boise ID
Jerry Dills Trucking, Cottage Grove OR
Distribution Trucking Co., Portland OR

Douglas Trucking, Vancouver WA
Emporium, Inc., Eugene OR
Drennen Enterprises Co., Clarinda IA
Estrada Trucking, Inc., Topeka KS
Eugene Moving & Storage Co., Eugene OR
Eugene Sand & Gravel, Inc., Eugene OR

F&R Ent., Inc., North Bend OR
Jack F. Fairchild, Montague CA
Farwest Steel Corp., Eugene OR
Freres Lumber Co., Inc., Lyons OR
Dennis M. Funk, Oregon City OR
H M, Inc., Eagle Point OR
H T P Express, Olympia WA

H W Metal Products, Inc., Tualatin OR
Hals Transport, Tillamook OR
Russell I. Harms, Whittemore IA
Harrington Petroleum, Inc., Roseburg OR
Harris Feeding Co., Coalinga CA
Harris Transportation Co., Portland OR
Herren Livestock Hauling, Inc.,
Chehalis WA

Hill Moving Services, Inc., Poulsbo WA
INCOR Periodicals, Inc., Salem OR
Interstate Distributor Co., Tacoma WA
Interstate Wood Products, Inc., Kelso WA

Stu Johnson Trucking, Redmond OR
Glenn H. Keenan, Onalaska WA
Keith Manufacturing Co., Madras OR
Kerr Trucking, Newberg OR

Krause Transport, Inc., Sweet Home OR
Kreilkamp Hay & Feed Co., Wilsonville OR
L & L Building Supply, Woodburn OR
Lamb Weston, Inc., Connell WA
Lehman Express Transportation, Inc.,
Caldwell ID

Leisureland Homes, Inc., Albany OR
Lumber Products, Tualatin OR
Marr Bros., Inc., Monmouth OR
Massie Trucks, La Center WA
Mattos Trucking, Redding CA

C & R McCormick Trucking, Coos Bay OR
Mt. Angel Beverage Company, Inc.,
Mt. Angel OR

Multifoods Specialty Dist., Denver CO
N W E J P H, Sidney NE

Marc Nelson Oil Products, Inc., Salem OR
Northwest Distribution & Storage, Inc.,
Salem OR

Oberson Oil, Inc., Corvallis OR
Oldland Distributing, Inc., Central Point OR
Oregon Cherry Growers, Inc., The Dalles OR
Oregon Cherry Growers, Inc., Salem OR

Oroweat Foods Co., Beaverton OR
Osborne Livestock, Park City MT
Pacific Sanitation, Inc., Salem OR
Pacific Trail Lines, Inc., Turner OR
Papa's Trucking, Malaga WA
Peavey Oil Co., McMinnville OR
W.E. Pegg Trucking, Rickreall OR

Pozzolanic Northwest Bulk Carrier,
Mercer Island WA
Puget Sound International, Inc.,
Tacoma WA

R B B G Inc., Parkdale OR
Ram Trucking, Inc., Sweet Home OR
River Bend Sand & Gravel Co., Salem OR
S & S Trucking, Coos Bay OR

Nickey Robert Sauer, Grants Pass OR
David C. Schulz Trucking, Hermiston OR
Sealy Mattress Manufacturing Co.,
Portland OR

John Shields, Pleasant Hill OR
Shorey Concrete Construction, Inc.,
Roseburg OR

Sidehill Trucking, Inc., Willamina OR
Gary N. Smith Trucking, Inc., Baker City OR
J. D. Smith Trucking, Toutle WA

T. J. Smith Trucking, Phoenix OR
Specialized Transport Service,
Puyallup WA

Stewart Stiles Truck Line, Inc.,
Cornelius OR

Sure Crop Farm Service, Junction City OR
Swift Transportation Co., Inc., Phoenix AZ
System Transfer of Longview, Inc.,
Longview WA

Arnold J. Thomas & Son, Inc., Coos Bay OR
Timberline Air Service, Inc., Monroe OR
Total Transfer and Storage Co.,
Woodburn OR

United States Bakery, Portland OR
U.S. Crane & Hoist, Inc., Wilsonville OR
Valley Oil Co., Salem OR

Van Dyk Farm & Warehousing, Lynden WA
Viesko Quality Concrete, Keizer OR
Ray E. Wells, Florence OR

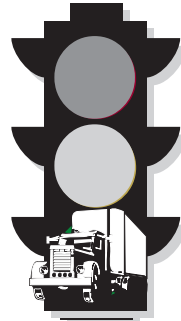
Western Carriers of
Oregon, Inc., Central Point OR
Western Tool Supply, Salem OR

White Creek Transport, Inc.,
Klamath Falls OR

Willamette Seed Co., Albany OR
Williams' Bakery, Eugene OR

Wiltse Auto Body & Towing, Inc., Salem OR
Jack Wood Trucking, Grants Pass OR
Robert R. Zuck, Canyonville OR

Oregon Green Light Weigh Station Preclearance Program



GREEN LIGHT

Making weigh station stops a thing of the past!



Transponder Application

Carrier Name	Contact Person/Title		
Carrier Shipping Address	City	State	Zip
Billing Address	City	State	Zip
Phone Number	FAX Number		
Oregon File Number	US DOT Number		

Please indicate if you operate in: Oregon Idaho Utah Washington Other _____

Trucks to be Enrolled in Green Light Weigh Station Preclearance Program

	Oregon DOT License Plate Number	ID Number of Transponder issued by another preclearance program (if applicable)	\$45 annual fee for each transponder requested or \$35 annual fee for each truck with a transponder issued by another preclearance program	Annual Fee
Truck #1				
Truck #2				
Truck #3				
Truck #4				
Truck #5				

PLEASE SEND PAYMENT WITH YOUR APPLICATION TO SAIC TOTAL FEES ENCLOSED: \$

To request transponders for additional trucks, please complete a separate worksheet listing this same information.

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. Carriers will return transponders to SAIC when vehicles are removed from service.
10. Carrier will pay annual administrative fees for use of transponders to SAIC 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 SAIC, and agree to return the transponder to SAIC when the vehicle is no longer in use.

Signature _____ Title _____ Date _____

For additional information, please contact SAIC at :
 1118 12th St. SE, Salem, OR 97302
TOLL FREE Phone: (877) 2BY-PASS or **FAX** (503) 391-2987

Enforcement

During the second quarter, April through June 1998, Motor Carrier Transportation Branch staff finalized a total of 164 formal enforcement actions. The number following each name indicates the number of violations confirmed in the process.

- ** Denotes second complaint within five years.
- *** Denotes third complaint within a year of second.
- Denotes failure to produce records, resulting in suspension of authority.
- Denotes failure to produce records a second time, resulting in cancellation of authority.

Safety Violations

Staff finalized 73 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 false certification, failure to produce records, and providing a false statement.

Allied Building Products Corporation 1
 Alto Brothers Trucking, Inc. 2
 Ames, Inc. 1
 Arctic Commercial Refrigeration 1
 Athens Trucking & Construction 1
 B & P Trucking & Backhoe 1
 Barclay Contractors 7
 Dennis Ray Beavers 32**
 Ben's Rental, Inc. 11
 Mark Bourdeau Trucking, Inc. 9
 Glenn Bradley Trucking 39
 Cal Ark International 1
 Chaney's Asphalt Paving Company 2**
 Charger, Inc. 1
 Dean Crow Trucking 1
 D L Transport 40
 Davis Amusement Co. 25**
 Del Mesa Farms 10
 Eight Ball Trucking 1
 Dwight Estby Enterprises, Inc. 26**
 Future Motor Freight, Inc. 105**
 Golden State Carriers 1
 H - H Enterprises 6
 Hillcrest Livestock Transportation 8
 J I M & Associates, Inc. 13
 J & S Groshong Trucking 8
 J & J Trucking 10
 Michael Jamarillo Paving 10**
 Jeffrey J. Jenks 1
 Bob Justen Trucking 4
 K & K Trucking 1
 K L L M, Inc. 1
 Konell Construction 1
 Kuenzi Construction 28
 Landair Transport Inc. 1
 Marlon Landon 10
 R S Lee Construction & Trucking 20

Log Co Industries 27
 Jose Manzo Trucking 6
 Medco, Inc. 1
 Meridan Construction 7
 Ken Mills Trucking 1
 P Miller & Sons Contractors 8
 Mark Moore & Sons 26
 National Motor Freight 1
 Olvera Trucking 1
 Pacific Recycling, Inc. 1
 P A C Supply 4
 Bob Pattison Dump Trucks, Inc. 5***
 Richard A Phipps 1
 Penguin Tractor & Excavating 22
 Rainbow Mobile Home Service, Inc. 7
 Rehberg Trucking 1
 Mike Richardson Trucking 217**
 Rockpile Ranch 12
 Rogers Excavating 13
 Rose City Paving 13**
 R A Roth Construction & Son, Inc. 30
 S & S Sewer & Plumbing Installation 35
 Henry A Schroeder & Sons 1
 Sound Transportation, Inc. 1
 South Cariboo Hay Sales 1
 Sprinter Trucking, Inc. 1
 Wm Stanley & Sons Paving 45**
 Stan's Trucking 1
 Supra Corporation 1
 Tana Trucking 1
 Tana Trucking 14**
 United Transportation 7**
 Western Transportation Lines, Inc. 22**
 Wheaton World Wide Moving 1
 Wolf Transportation 1
 Worco Transportation 10**

Other Violations

Staff finalized 91 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.

A E Fanno Trucking 33
 Affordable Moving, Inc. 1
 A T W, Inc. 4
 3 Alarm Trucking 3
 All City Moving 2***
 Scott Allen Logging 30
 All Seasons Ice, Inc. 7
 Andrus Transportation Services, Inc. 5
 Anthony Lakes Corporation 46
 Aurora Ventures Ltd. 5
 B & B Trucking 25
 B C T, Inc. 4
 Barnes Transport 3
 Slade E Barnett 4
 Joe A Boulton, dba Absolute Movers 2
 Budget Moving 1***
 Camel Moving & Storage 1
 Carter & Son Well Drilling 20***
 Chaney's Asphalt Paving Company 8

Rodney Clark 5
 Costilla Trucking 2
 Permelia P Crow 20**••
 D F E Transportation LLC 5
 D & G Transportation, Inc. 8
 Fred Deffer 8
 Discount Delivery & Moving 1**
 Dockside Delivery, Inc. 73
 Dolphin Transport Ltd. 47
 Double D Transportation 7
 Double G Ranch 13
 Erro Logging, Inc. 24
 John Ewing Excavation 20**••
 F T L, Inc. 28
 Freight Train Trucking 12
 G T E Northwest, Inc. 4
 Garner Transportation, Inc. 6
 Gileno Transport 12
 Graham Trucking, Inc. 5
 Gyppo, Inc. 4
 Jerry Harris Logging 4
 Jack W Ickler 9
 Independent Carriers, Inc. 4
 J B Express 2
 K B Construction 2
 L H Trucking 13
 L R S Trucking 4
 Richard Loghry Trucking 4
 Bill Maahs 2
 Jerry McFarland Trucking 24
 Metro Freight System, Inc. 3
 National Frozen Foods Corporation 19
 Nestle Transportation Company 5
 Richard Norton Trucking 7
 Pavel Farms 6
 Hilario Posada 4
 Promp, Inc. 4

Pyle Truck Line, Inc. 2
 Jeff Reeves Trucking 19
 Reid & Wright, Inc. 3
 Mike Richardson Trucking 10•
 Ridgeline Excavation 10•
 Robert & Son Trucking Co. 10•
 Royal Express Transport Services 28
 S R P Motor Freight LLC 9
 S & V Trucking 6
 Jeff Sanders 5
 Glen Schaffer 29
 Shane Transport 5
 Gem Shavings & Sawdust Co. 5
 Shoreline Transportation, Inc. 7
 Signature Trees 43
 Dick Simon Trucking, Inc. 3
 South West Carrier Ltd. 10
 Steeler, Inc. 5
 Stevens Transport 11
 Talmo, Inc. 5
 Thomas Heavy Hauling, Inc. 1
 James Towery 95
 Trism Specialized Carriers, Inc. 3
 Marvin Trivett 19
 Terry Tucker 4
 Thomas Viola Construction 4
 W T W Construction, Inc. 8
 We Move For Less, Inc. 5***
 Western Passage Express, Inc. 19
 Western Transportation Lines, Inc. 35
 West Side Transport 3
 Gerald White Trucking 1
 D E Willoughby Trucking, Inc. 5
 Wilson & Sons Cattle Co., Inc. 15
 Michael Zielinski 7

Carriers falsely assume they have a grace period for registration renewal

The Motor Carrier Transportation Branch (MCTB) is reminding carriers there is no grace period for renewing truck registration. After January 1, 1999, any carrier that hasn't submitted renewal forms with payment and continues to operate in Oregon, is in violation of the law and subject to civil monetary penalties.

Renewal packages are in the mail to carriers this month. If forms are returned by the October 31 deadline, MCTB has time to process them and mail new stickers for each truck license plate before the first of the year.

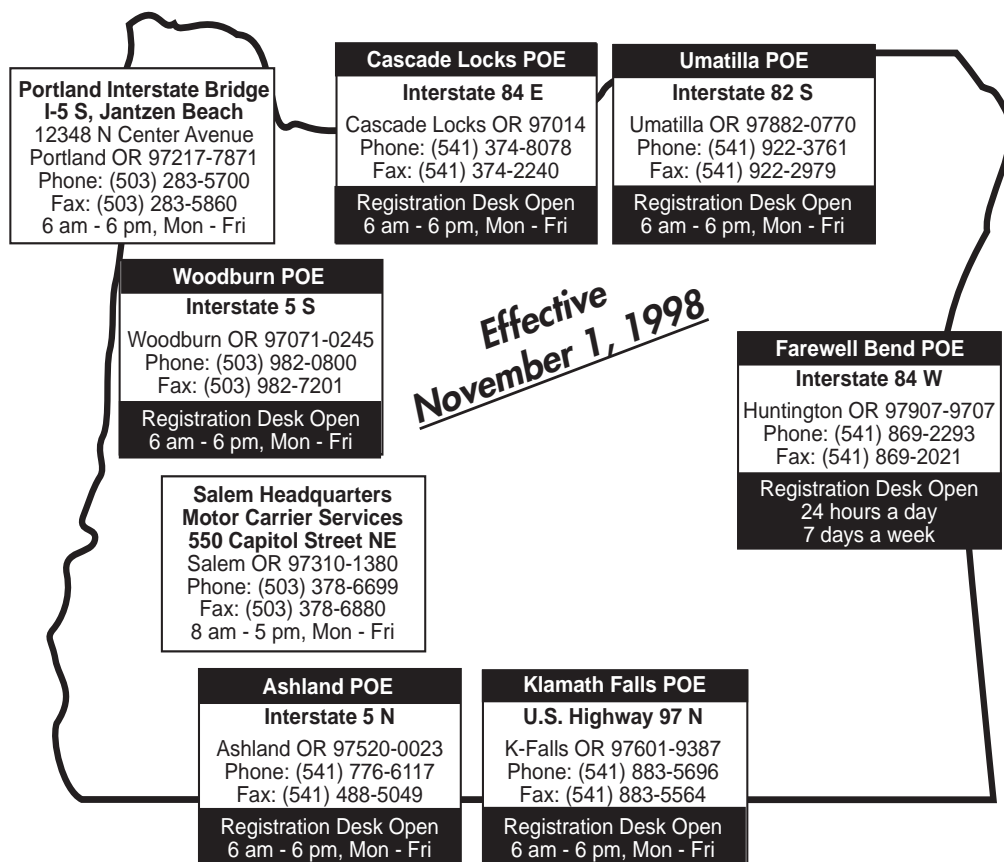
A "sticker display grace period" is available to carriers that submit renewal forms with payment by December 31, but Registration Services Manager Dianne Fogus is appealing to carriers to meet the October 31 deadline. "Our end-of-year workload will be unmanageable if too many carriers put this off until the last minute," Fogus said.

Carriers with questions should contact MCTB at 503-378-6699.

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

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

Ports of Entry will change hours for registration services



Oregon will soon expand the hours for registration services at the Farewell Bend Port of Entry (POE) near the Idaho border, but it will cut hours at five other Ports.

Effective November 1, 1998, the registration desks at the Ports near Ashland, Klamath Falls, Woodburn, Cascade Locks, and Umatilla will only be open from 6 a.m. to 6 p.m. Monday to Friday.

Motor carriers with vehicles entering Oregon in the evening, during late-night hours, or on weekends should obtain over-dimension, tax, and registration permits prior to entering the state.

Carriers will have phone access to limited services from Farewell Bend, including having permits faxed to them if they meet certain requirements and pay by credit card, or file an authorization for the Motor Carrier Transportation Branch to charge fees to their account.