

Alaska Trucking Association, Inc.

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The authoritative voice of the trucking industry in Alaska

HB259 Confining of Loads

Testimony

Aves Thompson

Alaska Trucking Association

House Judiciary Committee

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Thank you, Mr. Chairman and members of the Committee,

I am Aves Thompson, Executive Director of the Alaska Trucking Association here today to testify on HB259. The trucking industry is heavily regulated by both the US Department of Transportation and the Alaska Department of Transportation and Public Facilities, Commercial Vehicle Enforcement.

Both sets of regulations contain specific requirements concerning securement of loads. If I might briefly read part of the federal regulation covering this issue that has also been adopted into the Alaska Administrative Code.

49CFR § 393.100 Which types of commercial motor vehicles are subject to the cargo securement standards of this subpart, and what general requirements apply?

(a)Applicability. The rules in this subpart are applicable to trucks, truck tractors, semitrailers, full trailers, and pole trailers.

(b)Prevention against loss of load. Each commercial motor vehicle must, when transporting cargo on public roads, be loaded and equipped, and the cargo secured, in accordance with this subpart to prevent the cargo from leaking, spilling, blowing or falling from the motor vehicle.

(c)Prevention against shifting of load. Cargo must be contained, immobilized or secured in accordance with this subpart to prevent shifting upon or within the vehicle to such an extent that the vehicle's stability or maneuverability is adversely affected.

Given these broad regulations there are also very specific regulations about confining and securing loads.

It seems that this legislation is unnecessary and duplicates requirements already in law for commercial motor vehicles.

Thank you for your attention.

Aves Thompson
Executive Director