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SPONSOR STATEMENT FOR HB 260

HB 260 helps support industry in Alaska.

Commercial trucks are brought into Alaska by dealerships from assembly plants and then “upfitted” by three or four Anchorage-based manufacturers that make alterations to complete the vehicle. An upfitter may add a flat bed or a box van for instance to a chassis. Once the upfitting has been done, the vehicle becomes too large to put on a normal vehicle transporter, necessitating a driver fly to Anchorage and transport it back to the dealership to ultimately be sold. These dealerships are typically in Kenai, Prudhoe Bay and Fairbanks.

Current law requires drivers transporting dealer owned vehicles to possess a Commercial Driver’s License (CDL) even though the trucks are not being used to transport commercial or interstate payloads. The specific rules and regulations of a CDL entail the maintenance of a logbook and a physical exam.

Additionally, the vehicle is required to have a US DOT decal with gross vehicle weight and owner, and to have permanently affixed safety equipment. However, these permanent modifications are meant to be made after the point of sale.

Freeing up the dealership to use employees as drivers lowers the ultimate cost to the owners allowing them to operate more competitively.

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