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We emphasize this difference between truck and rail service because there is a noted tendency among the uninitiated to think of these modes as generally interchangeable and thus offering the public a competitive choice not known in pre-trucking days.

Why, then, one might ask, is economic regulation necessary in the freight transportation industry? Why is the New York Times in error when it states flatly, "There is no more economic justification for restricting entry or allowing price-fixing in trucking than there is in the auto or steel or chemical industry?"

The reason is that trucking has more in common with telephone service, electric power service, and natural gas service than manufacturing. Like these other regulated service industries, freight transportation has the following properties not found in the auto, steel, chemical or other manufacturing industries:

1. It is a service, not a manufactured object, and is basically the same for everyone.
2. It is essential to the public welfare and must be available on an uninterrupted basis. Just as we need continuous water service and electric power, we need continuous freight service. The major reason these services are regulated is to see that we get them under fair and equitable conditions.
3. It has a limited demand. The demand for freight service is dependent on the amount of freight to be moved. Bringing in new trucking companies will not create one additional pound of freight.
4. It entails the movement from place of origin to consumer. Thus, an entirely new dimension is introduced, one of movement across fixed lines, be they pipelines, electric wires, rail lines, air routes, air frequencies (as in the case of radio and television), or highways. Experience shows that such movements require some kind of supervision to avoid confusion and even chaos, of which the public at large would be the chief victim.

So the greatest mistake being made by those favoring deregulation is to place freight transportation in the same category as manufacturing. It is a mistake the Justice Department has been making for years in its relentless drive to place trucking under anti-trust laws, even though Congress specifically exempted the motor carrier industry from certain anti-trust restrictions in 1948 by passing the Reed-Bulwinkle amendment, which became Section 5(a) of the Interstate Commerce Act.

It is ironic that of all the public-utility type of industries, only freight transportation is broad enough and variable enough to allow for meaningful competition. Yet freight transportation is the only one singled out for attack on the grounds that it is not competitive.

Not one deregulator has suggested that regulation be removed from electric power so as to allow free entry and price competition into that business.

Lack of competition is one of three major charges levied at the regulated motor carrier system. The other two are high costs and unnecessary empty mileage. Not one of the charges can stand up to close scrutiny, as we shall see.

## Truck Competition: How Many Is Enough?

Competition thrives in trucking.

This statement flies in the face of the oft-repeated charge that a relaxation of entry is needed to bring in more competition. How much competition are these critics talking about? How many trucking companies would be enough to satisfy their definition of competition? And once a number is arrived at, how do they propose to maintain it without some kind of regulation?

It is highly ironic that the Department of Justice has been arguing for years that more competition is needed in trucking and the best way to get it is to do away with entry and rate controls and let the Justice Department's Antitrust Division take over.

Let's take a look at some numbers:

There are now more than 18,000 transportation companies of all kinds under ICC regulation. More than 16,000 of these are trucking companies. Of these 16,000 motor carriers regulated by the ICC, more than 12,000 — three out of four — are small businesses, having annual gross revenues of less than \$500,000.

The four largest motor carriers account for just 10 percent of the total revenue volume; and the eight largest companies account for only 14 percent. For the most part, trucking is made up of small, family-owned and operated businesses.

By contrast, let's take a look at the competition in three of America's most prominent industries — motor vehicle manufacturing, steel manufacturing and cigarette manufacturing — all of which come under the jurisdiction of the Justice Department's Antitrust Division.

In the motor vehicle manufacturing industry, the four largest companies account for 91 percent of the volume; the eight largest for 97 percent!

In steel manufacturing, the four largest companies account for 47 percent of the volume; the eight largest for 65 percent!

In the cigarette manufacturing industry, the four largest companies account for 84 percent of the total; the eight largest for virtually all of the business!

In trucking, the business is spread out among 16,000 regulated interstate carriers, not to mention the tens of thousands of companies hauling freight within the borders of a single state.

Only two industries can show a better competitive picture than ICC-regulated trucking. Of the top 35 major industries in terms of value

added by manufacture, the only ones with a greater distribution of the business than trucking are the manufacturers of miscellaneous machinery and the makers of women's clothing.

Within the regulated trucking industry, competition among carriers is as fierce as in any field of endeavor. An executive of a motor carrier hauling frozen foods out of Texas says: "Not one pound of freight we move is not in competition with some other carrier."

The head of a general commodities carrier operating in the Northeast says: "We have got to be on our toes all the time. If we don't give the service, there's three or four other companies ready to jump in and take it away from us."

Phil Cochran, President of Lyons Transportation Lines, a carrier of common commodities out of Erie, Pa., put it this way at a recent symposium sponsored by the Traffic Club of Cleveland:

"The concept of easy entry creating lower rates and, therefore, reducing costs to the general public is a myth. The competitive forces within the regulated industry accomplish this purpose . . .

"There are 42 major carriers in Erie, Pennsylvania, a city of some 200,000. When I was new in this business there were probably 5 or 6 major carriers serving Erie and we've watched them come in year after year. Believe me, folks, the economy of Erie isn't growing that fast. We're all taking less. But we're competing. No competition in the trucking industry? Those guys aren't talking to the right people."

The myth of a lack of competition in the trucking industry springs from the fact that there is a control over entry. Anyone wishing to enter the business of hauling freight across state lines must make an application for authority with the Interstate Commerce Commission. The traditional criteria for the granting of this authority has been public convenience and necessity — in short, a demonstrated need for the service.

The ICC for some years has been approving applications for new operating authority at the rate of 80 percent or more.

To abolish such control would leave the reliable existent carriers fair game for the destructive competition that would inevitably follow. As the ICC put it in its White Paper on regulation in September, 1974:

"To have a sound and growing transportation system, capable of meeting challenges of our times, there must be substantial carrier investment in operating equipment and fixed property.

The costs of purchasing and maintaining both equipment and facilities are extremely high; and, properly, the industry must be given some economic inducement to invest its monies in the expansion of its facilities. This inducement comes from the knowledge that to the extent they serve the public on a reasonably satisfactory basis, carriers will not have their profits drained by unwarranted or destructive competition. This was a major reason why regulation was necessary in the 1920s and 1930s and why it remains that way today.

"Here it must be emphasized that we do not stifle competition. We promote productive competition and foster growth of strong competitors. Indeed, it would be hard to find a significant shipper or sizable area anywhere in the country dependent on only one carrier licensed to haul its traffic."

If there were a lack of competition in freight transportation, then there also would be poor service. And yet the regulated motor carrier system has an enviable reputation among America's shippers and the general public for good, reliable, efficient service.

In a survey conducted by the Department of Transportation in 1973 and 1974 among industrial shippers, 66 percent of the shippers surveyed — two out of three — labeled motor carrier service either excellent or quite good, while another 31 percent rated it adequate. The study was extensive, involving the responses of 193 industrial manufacturers in 19 major metropolitan areas, each employing more than 100 persons.

The results of that survey were not surprising. Time and again, shippers have publicly supported ICC regulation of trucking because they know it assures them of good service at reasonable rates. Here are just a few comments by shipper representatives on the subject:

"The closer people are to the transportation business, the less likely they are to support total deregulation." — Frederick W. West, Jr., President, Bethlehem Steel Corporation.

"Total deregulation would result in chaos where only the large and powerful companies would survive. Like atomic warfare, there would be only survivors, not winners." — George C. Bush, General Traffic Manager, Youngstown Sheet and Tube Company.

"Under the right of free entry, there appears to be nothing that would prevent large shippers getting together for joint enterprises on round trip truck load movements. With complete balance achieved, their costs would be lowered to

the point where the most attractive tonnage would be lost to the common carrier. With the cream gone, what would be the survival rate for those who would try to exist on the skim milk?" — Edwin P. Mundy, Vice President-Traffic, National Biscuit Company.

"This economic regulation of rates and services became necessary way back in 1887 simply to protect the public against railroads' discriminatory practices. Later it was found necessary to include trucking, barge companies, express operations and pipelines. Airplanes were also regulated under the C.A.B.

"After all these years, are we now saying discriminatory practices would disappear? Does anyone believe antitrust laws can provide protection to the public? Does this mean a shipper or receiver of freight must go to the courts every time he feels he has been discriminated against? What a cumbersome, time consuming and costly system this would be is anybody's guess." — D. G. Ploetz, General Traffic Manager, Harnischfeger Corporation, Milwaukee.

The shippers — with the exception of a few giants who could make deregulation work to their advantage — have every reason to fear the dismantling of the system that has served them so well. The few giants who would benefit from deregulation (and whose private fleets rival some of the large common carriers) have been very active on the deregulation front. Numbering only about a dozen in all, they banded together in an organization set up expressly to help bring about the lessening of regulatory controls. The organization now goes by the name of CURRENT — for the Committee Urging Regulatory Reform for Efficient National Trucking — and its members include such conglomerates as General Mills, Green Giant and Carnation. Sears, Roebuck and Company, once the driving force behind the organization, recently dropped out, believing it could be more effectively operated through other channels.

The feelings of the general public, the consumers, toward the trucking industry were made clear in a survey conducted by U.S. News and World Report. According to the survey, conducted in 1976, the public ranked the trucking industry third behind the airlines and banking (also under some form of economic regulation) in service among 30 industries.

It is the need of all shippers, particularly the smaller ones, for dependable service at an equitable cost that is at the heart of economic regulation of trucking.

Regulation does not bestow on the trucker the unfettered right to carry the goods he wants to carry for the shippers he wants to serve to the locations he chooses. To the contrary: Regulation imposes on the trucker the obligation to serve all of the public within the limits of his authority without discrimination.

And if the obligation were to be removed (and how could one expect established carriers to continue to transport the less profitable freight while incoming carriers were not so obligated?) then service would deteriorate. Small towns in particular would suffer.

This was brought home recently in a number of studies. An independent study commissioned by the Department of Transportation and conducted by a research team at George Washington University showed that small-town residents regard their truck service as adequate and are concerned that such service would suffer under deregulation. That came as a revelation to the researchers who said they had expected to find truck service to small towns to be poor.

In another independent study, three University of Miami professors concluded: "If free entry and free exit is made the public policy, the result will be cessation of for-hire motor carrier service at reasonable rates to thousands of small communities and other places or routes of light traffic density. The general pattern of what was formerly common carrier service in medium density markets will become unstable; the service pattern will oscillate widely, and the oscillation will be continuous, extensive, quite erratic, and will exact a severe penalty in terms of shipper uncertainty and associated problems of shipper inventory levels and related problems."

(Shipper inventories are another key to understanding how well the regulated motor carrier service works. Thanks to this dependable service, industrial America has no need to stockpile large inventories, which has given trucking the title of "warehouses on wheels.")

Regulated motor carriers, themselves, were asked if they would suspend service to one or more points if no longer obligated to serve them, and 62 percent of those responding said they would.

This survey, conducted by American Trucking Associations among more than 3,000 Class I and II carriers, showed that on the average, carriers, relieved of the obligation to serve, would reduce the average number of towns they serve from the present 84 to an estimated 58.

As noted by the University of Miami team — Drs. Nicholas A. Glaskowsky, Jr., Brian F. O'Neil and Donald R. Huddleston — common carriage is dependent on some kind of entry control. "We also note that the concept of permitting uncontrolled entry into and exit from common carriage is a contradiction in terms," their report said. "The moment there is free entry and free exit of carriers there will no longer be common carriage because common carriage includes the obligation to serve in a reliable, constant, and consistent manner."

The inescapable conclusion is that the weakening or elimination of entry control will not enhance competition — which is already plentiful — but will instead destroy the common carrier system, disrupt service to the smaller towns, open the gates to widespread discrimination and, in the long run, eliminate all but the largest and most powerful carriers.

Then, the very people now calling for deregulation will be in the forefront of a movement to impose regulation. It may then be too late.

## Transportation Cost: The Price Is Right

While the lack of competition is a charge frequently leveled at the regulated motor carrier industry, the second charge — regulation increases costs — is one that has a natural appeal.

It is equally groundless.

But groundless or not, it has been repeated often enough over the last few years to take on the aura of undisputed economic fact.

Critics, some of them respected economists, have thrown out such outlandish figures as \$10 billion . . . \$15 billion . . . and \$16 billion. The Ford Administration made a flat statement that was given wide, supportive publicity, that government regulation (of all kinds, not just transportation) was costing Americans \$2,000 per family a year, but when asked to substantiate the figure, a White House spokesman admitted the figure was not to be taken literally. On another occasion, a well-known economist conceded that the multi-billion-dollar figure he liked to use regarding the "cost" of transportation regulation had no basis in fact either.

Just what are the facts and how does one arrive at them?

For one thing, the total freight revenue for all Class I, II and III motor carriers, railroads, along with all ICC-regulated water carriers and pipelines, plus the airlines, for 1975 was an estimated \$41 billion.

To suggest that deregulation would cut that bill by \$16 billion, or even \$10 billion, is an absurdity.

But the allegations are more than just exaggerations; they are absolute distortions. Because, far from costing consumers an excessive amount of money, the regulated transportation service in America is a real bargain in today's marketplace.

Consider that from 1972 through the third quarter of 1977, the wholesale price index rose 64 percent, while the cost of motor carrier transportation, based on revenues per mile, went up only 41 percent.

To get things in perspective, let us take a look at some typical transportation costs:

A hammer retails in a Chicago hardware store for \$8.23. Total cost for transportation by motor carrier from manufacturer in Farmington, Connecticut, to Chicago — 6 cents.

A washing machine retails in Butte, Montana, for \$311.78. Cost for shipment by motor carrier from Columbus, Ohio, for this heavy, expensive appliance — \$18.37.

A stove retails in Los Angeles for \$198.88. Cost of transportation by motor carrier from Mansfield, Ohio: \$17.32.

A portable electric typewriter retails in a Chicago store for \$249.47. It was manufactured in New York. Cost for motor carrier transportation from New York to Chicago — \$1.74, or 7/10 of 1 percent of the total price.

A man's suit retails in Indianapolis for \$94.01. Cost of transportation by motor carrier from Atlanta, Georgia — 28 cents, or 20/100 of 1 percent.

(Note: These are truckload rates. Transportation charges are slightly higher for less than truckload shipments, based on a graduating scale dependent on weight of shipment.)

And what about food, life's basic essential and a product that has been particularly affected by inflation? According to a Department of Agriculture study, the cost of intercity transport of 17 common foods making up a typical market basket is just 5.3 percent of the total retail cost.

And what should be paramount to any consideration of the regulatory question is the fact that this reasonable cost for transporting goods is extended to all, regardless of location. Thus, a resident of Spearville, Kansas, can purchase the things he or she needs and wants for the same relative price paid by the resident of downtown Manhattan or uptown Chicago.

Example: A 25-inch color television console, manufactured in Indianapolis, retails in Spearville for \$629.00. Cost of transportation by motor carrier from Indianapolis to Spearville: \$29.90 — less than 5 percent of the total and only 2 percent more than the Kansas state sales tax. That comes to less than 4 cents a mile for a distance of 800 miles for a bulky, space consuming, delicate luxury item. An that is in Spearville, Kansas, population 742, more than 125 miles from the nearest population center of at least 20,000.

The Spearville resident does not pay a higher rate for the transportation of that set than the resident of Wichita (population 300,000) or of Kansas City (1.5 million).

That is what regulation is all about.

There is a gross misunderstanding among those promoting motor carrier deregulation concerning rate bureaus, what they do, and how they operate. The charge most often leveled against rate bureaus is that they allow motor carriers to arbitrarily set rates in a secret and collusive manner and that rates, therefore, are on the high side.

Actually, there is nothing secretive or collusive about rate bureaus, and the net result of their activities is to keep rates low, not high, and to keep rates from being used in a discriminatory way to the benefit of certain shippers, localities and kinds of freight and to the detriment of others.

There are ten major regional rate bureaus in the United States. Ted B. Alfriend, a transportation consultant and former head of the Middle Atlantic rate bureau, described the operation of a rate bureau before a house Subcommittee as follows:

"Any person may propose an increase or a reduction in any rate or rates. Public notice of the proposal is given either in a trade journal such as *Traffic World*, or in weekly bulletins of the bureau to which anyone may subscribe. Thereafter, there is a public hearing on the proposal at which any person may make his views known, orally or in writing. Following the public hearing the proposal is either approved or disapproved or modified and public notice of the action taken is given. If this process results in a decision to change a rate or rates, the change is published in a tariff which is filed with the ICC.

"Section 217(a) of the Interstate Commerce Act provides that changes in rates published in tariffs filed with the ICC cannot be made effective sooner than 30 days following the filing of the tariff absent special permission by the ICC . . . Any person may protest any changed rate to the ICC. In the event protests are filed they are referred to the Board of Suspension of the ICC. The board analyzes the changed rate, considers the facts in the protests and in any replies thereto. If the board cannot conclude that the changed rate is in fact just, reasonable and otherwise lawful, it suspends the use of the rate for a period of seven months and institutes a formal investigation of its lawfulness. If the board declines to issue an order of suspension and investigation any protestant may appeal to Division 2 of the commission itself. Division 2, which consists of three commissioners, reviews the matter and if it disagrees with the board, issues an order of suspension and investigation."

Such collective rate making does not preclude any carrier from making its own rates. Such independent actions are common: For example, the Middle Atlantic Conference reported that for the year ending May 31, 1977, 1,138 rate change proposals were independent actions — 28 percent of the total.

Here are some other most significant data covering that period of activity at the Middle Atlantic bureau, as described by the bureau's general manager, Christian A. Henriott:

"In the 12 months ended May 31, 1977, the Standing Rate Committee acted on 2,859 proposals: 31 percent were reductions in LTL (Less Than Truckload) rates and 56 percent were reductions in truckload rates. The balance or 13 percent involved various types of territorial adjustments such as changes in rules, grouping of places, distance factors, etc., the majority of which were reductions. It approved, in whole or in part, 2,641 proposals, or 92 percent of those acted on, thereby reducing thousands of rates and charges.

"In the same period there were 1,138 independent actions: 26 percent were reduced LTL rates; 57 percent were reduced truckload rates; and 17 percent were changes in rules, such as allowances and arbitraries, or exceptions ratings, most of which were reductions.

"Again, the result was the establishment of thousands of reduced rates and charges. Committee approval of practically all the proposed reductions demonstrates that the collective ratemaking process neither stifles rate reductions nor is confined to increases such as is typical of a cartel."

Congress, by passage of the Reed-Bulwinkle Amendment now known as Section 5(a) of the Interstate Commerce Act, authorized this collective ratemaking and made it immune from anti-trust laws. Congress took the action in 1948 following extensive hearings which were marked by a great outpouring of support for the measure from shipper and community organizations across the country.

In a recent study of collective ratemaking, Jesse J. Friedman, an economic consultant, made this observation:

"The principal economic benefits which are achieved by collective ratemaking in trucking relate to the avoidance of damaging forms of economic discrimination which, because of the structure and character of motor freight transport, would be inevitable under unrestrained competition. In the absence of collective

rate differences which are not justified by any difference in cost or any other relevant economic consideration. It would be impossible to assure that all shippers, large and small, are treated in a nondiscriminatory way by carriers as a group, or to assure treatment among competitively-related commodities. Not only shippers, but communities and employees as well, would suffer unjustifiable economic hardship, economic resources would be misallocated, and economic efficiency would be impaired. With collective ratemaking, there exists the opportunity and the machinery for averting these consequences."<sup>1</sup>

And here is what the Supreme Court said about discriminatory rates while rendering a decision in 1947:

"Discriminatory rates are one form of trade barrier. Their effect is not only to impede established industries but to prevent the establishment of new ones . . . Nondiscriminatory class rates remove that barrier by offering that equality which the law was designed to afford. They insure prospective shippers not only that rates are just and reasonable per se but they are related to those of their competitors . . ."

Collective rate making reduces the chaotic to the manageable. Consider the hundreds of thousands of commodities, now reduced to 23 classification ratings, traveling between more than 117,000 points and places in the United States, and the need for some kind of stabilizing system becomes apparent. The alternative would be thousands of separate carriers setting rates for hundreds of thousands of commodities between 13.7 billion combinations of places.

No shipper would know one day to the next what his rates or the rates of his competition would be. The paperwork would be overwhelming. In short, business would be reduced to a lottery.

As the House Committee on Interstate and Foreign Commerce put, it in explaining its support of the Reed-Bulwinkle Act:

"It is recognized by all who are familiar with the problems of transportation that the carriers subject to the Interstate Commerce Act cannot satisfactorily meet their duties and responsibilities thereunder, and the basic purposes of that act cannot be effectively carried out, unless such carriers are permitted to engage in joint activities to a substantial extent. The public in-

will not be served if there is permitted to continue the existing state of uncertainty as to the extent to which carriers may engage in joint activity without risk of violating the antitrust laws . . . The carriers cannot effectively meet the requirements of the law, or provide the type of transportation that the public has come to expect and demand of them, if each is to be compelled to go it alone without a reasonable degree of consultation and agreement with other carriers."

<sup>1</sup> Jesse J. Friedman, "Collective Ratemaking in Trucking: The Public Interest Rationale," a study commissioned by 11 rate bureaus, 1977.

## The Empty Mileage Argument

While the accusations that economic regulation of the motor carrier industry stifles competition and runs up costs are error-ridden from start to finish, the allegations concerning empty backhauls or empty mileage are downright ludicrous.

The charge, "trucks are forced to run around the country empty because of ICC regulations," has a simplistic, emotional appeal. When the charge is made by someone in authority, the tendency is to believe it without question.

But a moment's reflection makes it quite clear that only in some kind of fantasy world, where the impossible becomes the rule, could we find a transportation system where all vehicles could travel loaded at all times.

The plain fact is that empty mileage is nothing more than a simple fact of transportation life. What little there is, is for the most part unavoidable.

In a recent study, made jointly by the ICC, the Productivity Commission, the Office of Management and Budget, and the Council on Wage and Price Stability, it was found that only 20.4 percent of truck miles are empty. (The figure is substantially lower for regulated motor carriers of common commodities.) The study found that the chief reasons for empty trucks are the regional traffic imbalances inherent in our society and the use of specialized equipment such as auto carriers and tank trucks. Only about 3 percent of the empty miles appeared to be avoidable, according to the study.

Picture, if you will, the freight going into Michigan's automobile manufacturing and assembly plants — ore, metal, hardware, etc. Then picture what comes back out — completed motor vehicles being hauled on special carriers.

Naturally, those trucks carrying nuts and bolts and rubber gaskets in will not be carrying automobiles out; while the automobile carriers will not be carrying anything in.

You would not haul heating oil in a tank truck from Oklahoma City to Milwaukee and then haul milk back to Oklahoma City in the same tanker.

Some places, like Washington, D.C., import virtually everything that is needed and export practically nothing. Florida exports orange juice and frozen meats, but imports most of its manufactured goods.

There has been great sympathy expressed lately for the exempt hauler, who carries exempt agricultural products to metropolitan centers but

must return empty to his home base. Critics of regulation say he should be allowed to pick up regulated freight for his return haul.

But while one may sympathize with the problem of the exempt hauler, the question persists: Just where is he going to get that regulated freight for his return haul? As was mentioned earlier, you cannot increase the amount of freight available to be carried. One man's backhaul is another man's front haul.

To create a society in which all trucks would move into all areas with full loads and would also come out of those areas with full loads is an impossible dream. It might be easier to create a society in which every community grew and manufactured everything it needed and wanted, thus eliminating the need for transportation altogether.

Motor carriers are well aware of their empty mileage and work constantly at keeping it to a minimum. They recognize — more so than anyone outside the business — that empty mileage does not bring in revenue. But they can also distinguish between reality and idealistic fantasy. Motor carriers have to operate in the real world.

## Regulation Means Conservation

In this particular era, when the Nation acutely needs to conserve energy, there is an additional reason for maintaining economic regulation of the motor carrier industry: Regulation saves energy.

Under regulation, the motor carrier industry has proven itself to be an efficient user of fuel in terms of freight carried and service performed. Deregulation and the weakening of entry controls would lead to inefficient operations, greater empty truck mileage, more trucks on the highways and a waste of fuel.

As more and more carriers entered the field, there would be a general breakdown in all-around efficiency. Empty mileage would increase greatly. Many of the new companies, operating on shoestrings, could not afford even minimal investment in maintenance, which at present is a major facet of the regulated trucking industry. And a good part of that maintenance effort is directed at fuel savings.

## Regulation means Safety

An economically regulated motor carrier system is a safe motor carrier system.

Though accidents continue to happen and some involving trucks are the sensational, headline-grabbing variety, the record clearly shows that the regulated motor carrier industry is a responsible user of the nation's highways.

But that safety record is no accident.

Millions of dollars are spent annually — by American Trucking Associations, its member state associations and conferences, and individual carriers — on safety. Proper vehicle maintenance, an extensive safety program under the direction of a safety director or supervisor, road patrols, driver training and incentive programs all are important parts of the regulated motor carrier's operation.

The regulated motor carrier industry has given its support to the national speed limit of 55 mph and has backed up that support with intense public relations and industry relations programs aimed at bringing about driver compliance.

The savings in lives, injuries and property damage resulting from the safety efforts of the regulated trucking industry cannot even be estimated, but they must be tremendous.

But such a large investment would not — and could not — be made under a non-regulated system. Deregulation would mean excessive competition, much of it from economically disadvantaged and irresponsible entrepreneurs; a loss of the effective safety controls inherent in a government licensing system, and an overall dissolution of the stability that now marks the regulated industry. There would most certainly be a substantial lessening of safety investment.

There would no winners — only losers.

## MOTOR CARRIER REGULATION—

### A Red Herring?

The economic regulation of the motor carrier industry is under particular fire these days because of the general dissatisfaction with Big Government and Big Government Regulation.

Motor carrier executives share that dissatisfaction.

Presidents, one after another, have decried the bureaucratic Big Brotherism that is threatening to smother business under an avalanche of red tape and paperwork. Everyone has heard of the bizarre lengths to which some bureaucracies have gone under the misguided belief they are carrying out their particular mandates.

And with the growing bureaucracy has come a growing fear that the basic freedoms that have made America the envy of the world are being snuffed out by all of this Big Brother concern for health, safety and welfare.

Dr. Milton Friedman, the highly reputable economist from Chicago, voiced the fear in these words following a meeting of concerned business and finance leaders and scholars:

"Too many of us tend to think the threat to our freedom is somewhere in the indefinite future. It's not in the future, it's here! A large fraction of our freedom has already been eroded, and to a large extent ours is already a controlled society."

And so the executive of a regulated motor carrier cannot help but be particularly frustrated and outraged when he sees the economic regulation of trucking under the ICC being placed in the category of this mushrooming Big Brotherism, which also victimizes him.

If overregulation by government is a serious problem in this country — and we agree that it is — then, the ICC doesn't even belong on a list of agencies needing investigation for exercising too much authority.

And yet, the ICC is frequently singled out as an example — sometimes as the primary example — of such Big Brotherism, though strangely enough, few complaints are being heard from the 16,000 motor carriers under ICC jurisdiction.

One can only conclude that those linking the economic regulation of trucking to the problem of excessive government regulation either are operating from sheer ignorance or are throwing a red herring into the issue to keep the public's mind off the true threats to freedom — the agencies operating in the fields of social welfare.

...ing, reputed economist, professor and writer, is one who understands the distinction, as he made clear in one of his columns in *The Wall Street Journal*:

"The movement for 'de-regulation' may seem to be a healthy reaction against what Walter Lippman called 'the sickness of an over-governed society.' But in actuality it is not really anything of the sort. It is a movement directed almost exclusively against *some* of the activities of the *older* regulatory agencies — e.g., the Interstate Commerce Commission, the Civil Aeronautics Board, the Federal Power Commission, the Securities and Exchange Commission, et al. Not *all* such agencies, it is interesting to note. There seems to be little urge to dismantle the Food and Drug Administration or the Federal Trade Commission. And there appears to be no impulse whatsoever to apply 'deregulation' to the activities of the *newer* regulatory bodies — the Environmental Protection Agency, the Occupational Safety and Health Administration, or the Consumer Products Safety Commission. On the contrary: the bureaucracy and red tape of these other agencies calmly and inexorably multiply, attracting little controversy, even as the movement for 'de-regulation' grows more popular.

"So, while 'de-regulation' sounds as if it means debureaucratization, it turns out not to have that meaning at all. Or, more precisely: it is a very selective kind of debureaucratization. And there is reason to believe that it is the wrong kind — one whose ultimate consequences will be more government control over the economy rather than less."

Agencies which are continuously expanding their control over the people are marked by a corresponding expansion of their own facilities as seen in the increasing numbers of their workforces.

The Environmental Protection Agency had more than 11,000 employees in 1976 — up 2,000 in just three years. The Equal Employment Opportunity Commission, which was organized in 1965, had an authorized staff in 1970 of 579. Seven years later, in 1977, that staff had quadrupled to 2,300. The Occupational Safety and Health Administration, created in 1971, had in 1973 a total of 1,239 employees. Four years later it had doubled its size to 2,565 employees.

These, like the ICC, are agencies and do not begin to reflect the growth of Big Government as more clearly shown in the burgeoning of the big departments, like the Department of Health, Education and Welfare, which in 17 years has expanded from 61,641 to 141,213 employees.

But these mushrooming agencies do give an accurate comparison with the ICC, which at end of 1977 had only 2,044 employees — 300 fewer than in 1960!

In fact, unlike any federal agency working in the social welfare fields, the ICC has been marked over the years by a stability in numbers employed and monies spent. It is not and never has been an agency seeking to exercise more and more control over the public; in fact, its lines of authority are clearly drawn in the IC Act, are restricted to interstate surface transportation and to the relatively narrow economic segment of that area.

To attempt to hold up this innocuous area of limited regulation as an example of Big Brotherism run rampant is far more than an injustice to the ICC and the regulated trucking industry; it is a serious distortion that takes away the heat and the light from where they rightfully should be directed. While the movement to deregulate trucking picks up more momentum, the real culprits in the expanding authoritarianism continue to grow unimpeded.

# STATE OF ALASKA

## THE LEGISLATURE

BUDGET AND AUDIT COMMITTEE

AUDIT DIVISION  
POUCH W—ALASKA OFFICE BUILDING

FINANCE DIVISION  
POUCH WY—STATE CAPITOL

JUNEAU, ALASKA 99811

October 24, 1978

SUMMARY OF: A Performance Review of the Alaska Transportation Commission.

### PURPOSE OF THE REVIEW

In accordance with the provisions of Alaska Statutes 24.20.271(1), 44.66.010, and 44.66.050 (sunset legislation), a review of the Alaska Transportation Commission (ATC) was conducted to determine if the Commission has been operating in an effective and efficient manner. The functions reviewed included the Commission's executive, administrative, enforcement, rates/tariff analysis, and records/docketing functions.

### REPORT CONCLUSION

In our opinion, the Alaska Transportation Commission should continue to regulate the transportation industry pending a comprehensive transportation study. The economic consequences of regulation or deregulation need to be determined in order to fully evaluate the public need for this agency.

However, certain changes need to be implemented in order for the Alaska Transportation Commission to effectively accomplish its statutory purposes which are: (1) to provide shippers and receivers with a stabilized rate structure; (2) to foster sound economic conditions among the carriers which will guarantee transportation in the public interest; and (3) to promote adequate, economic services and reasonable charges.

The Commission has been hampered by the following problems in meeting these purposes. The statutes and regulations which affect the Commission are overdue for revision in many areas. The Commission staff is burdened with additional work due to obsolete legislation such as the Ferry Act as well as dump truck and recreational air carrier regulatory sections.

Improvement is needed in the manner in which ATC approaches its economic regulation mandate and its enforcement responsibilities. Operating data must be obtained from a regulated carrier and properly audited and analyzed. ATC must enforce the provisions of the various transportation acts. Consistently suspending civil penalties levied against carriers is not a useful deterrent in that connection.

Applications for authority have not been processed in a timely fashion which is a disservice to the public. Moreover, communicating operating authority to carriers by telegram, before findings of fact and conclusions of law have been drafted, is contrary to statute and has been successfully appealed to the Superior Court.

The ATC Commissioners have not complied with the statutory requirement for providing notice and opening their meetings to the public. Further, the meetings have not been held weekly as is required. In addition we have recommended both Commissioners and the staff decline any future free offers of transportation from regulated carriers.

There has been a serious disregard of the prohibitions against ex parte communication by both the Commissioners and the staff. This is evidenced by phone calls to Commissioners from attorneys representing parties to a case before the Commission and orders written by staff members on cases to which they were a party. Also, it appears the Governor, through the Commissioner of Administration, has attempted to influence the judgement of the Commissioners.

Improvements in the efficiency of order writing and decision making would result from compiling a complete and accurate index of all prior orders and court decisions. Improvements in attorney and tariff analyst services should result from a transfer to ATC of the assistant attorney general and tariff analyst currently assigned to the Department of Law.

The primary goals of the Commission are to regulate air and motor commerce to ensure economically sound carriers and a stabilized rate structure. In general, the ATC does not have the necessary information on carriers' profit, volume or growth of traffic, or trends in population, to make informed decisions on applications for authority or rate changes. ATC is mandated by statute to complete a statewide air commerce study and such a study, including all modes of transportation, has been started by the Department of Transportation in Southeast Alaska. The results of this study, as well as a similar study of other areas in the State should enhance ATC's ability to accomplish their primary goals.

In conclusion, the Alaska Transportation Commission should analyze and evaluate the methods of the Commission and take the necessary actions needed to perform and fulfill their responsibilities to the public.

STATE OF ALASKA

AUDIT DIVISION  
POUCH W-ALASKA OFFICE BUILDING

**THE LEGISLATURE**

FINANCE DIVISION  
POUCH WF-STATE CAPITOL

BUDGET AND AUDIT COMMITTEE

JUNEAU, ALASKA 99511

January 22, 1979

To: Presiding Officer of Both Houses

From: Legislative Budget and Audit Committee  
George Hohman, Chairman *George Hohman*

Subject: Forwarding of Sunset Audits with Discussion of  
Legislative Oversight Responsibilities

Enclosed are Sunset Audit Reports of 13 boards and commissions that will terminate June 30, 1979. We are forwarding these reports to you so that they may be distributed to the appropriate standing committees you will designate to perform the legislative oversight function.

According to AS 44.66.050 the standing committee of legislative jurisdiction, as provided in Rule 20 of the uniform Rules of the Legislature, shall hold one or more hearings to receive testimony from the public and other parties that have associated responsibilities or interests. In addition the Committee shall consider Legislative Audit's report, the agencies proposed budget, the agencies program performance report and any other tools that might assist them in evaluating the conduct and activities of the agency being terminated.

It is important to note that the terminating agency shall have the burden of demonstrating a public need for its continued existence during the public hearings.

The determination of "public need" for continued existence shall take into consideration the following factors set out in AS 44.66.050(c):

- (1) the extent to which the board, commission or program has operated in the public interest;
- (2) the extent to which the operation of the board, commission, or agency program has been impeded or enhanced by existing statutes, procedures, and practices which it has adopted, and any other matter, including budgetary, resource, and personnel matters;

(3) the extent to which the board, commission or agency has recommended statutory changes which are generally of benefit to the public interest;

(4) the extent to which the board, commission or agency has encouraged interested persons to report to it concerning the effect of its regulations and decisions on the effectiveness of service, economy of service, and availability of service which it has provided;

(5) the extent to which the board, commission or agency has encouraged public participation in the making of its regulations and decisions;

(6) the efficiency with which public inquiries or complaints regarding the activities of the board, commission or agency filed with it, with the department to which a board or commission is administratively assigned, or with the office of the ombudsman have been processed and resolved;

(7) the extent to which a board or commission which regulates entry into an occupation or profession has presented qualified applicants to serve the public;

(8) the extent to which state personnel practices, including affirmative action requirements, have been complied with by the board, commission or agency to its own activities and the area of activity or interest; and

(9) the extent to which statutory, regulatory, budgeting or other changes are necessary to enable the agency, board or commission to better serve the interests of the public and to comply with the factors enumerated in this subsection.

The Legislative Audit reports have addressed these issues individually but only to the extent allowed by restricted audit scopes detailed within the reports.

The Law further states that the committee of reference shall, not later than the 60th day of the legislative session, submit a report to the presiding officer of each house. The report is to include a summary of findings as to compliance with the "public need" factors enumerated above together with recommendations as to each of the following:

(1) an identification of the problems or the needs that the programs and activities of the board, commission or agency are intended to address;

(2) a statement, to the extent practicable, of the objectives of the program of the board, commission, or agency program, and its anticipated accomplishments;

(3) an identification of any other programs having similar, conflicting or duplicate objectives;

(4) an assessment of alternative methods of achieving the purposes of the program;

(5) an assessment of the consequences of eliminating the board, commission or program and consolidating its activities with another program, or of funding it at a lower level;

(6) a justification for the recommended continuation or extension of the board, commission or program, and an explanation of the manner in which it avoids duplication of or conflict with other efforts; and

(7) any other information which, in the opinion of the committee, would improve the performance of the board, commission or agency with respect to its representation of and responsiveness to the public interest.

The committee of reference may introduce a bill providing for the reorganization or continuation of the agency being terminated as stipulated in AS 44.66.050(e).

In addition, the Law requires the Legislative Budget and Audit Committee to designate, not later than March 1, 1979, programs or activities in the general government, public protection and administration of justice budget categories, which shall be subject to termination in the next fiscal year. It is anticipated that the Legislative Budget and Audit Committee will be recommending six to nine programs for termination which will be submitted to you in the form of bills by the required deadline.

cc: Members of the Legislature

AND TOTAL 100 ACCOUNT: \$901.5)  
 IS NOT INCLUDE BENEFITS)

COMMISSIONER 48.5      CHAIRMAN 48.5      COMMISSIONER 48.5

ATTORNEY  
40.8

EXECUTIVE DIRECTOR  
46.5

TRANSPORTATION SPEC.  
32.7

ASSISTANT A.G.  
29.5

HEARING OFFICER  
45.6

RATE & AUDIT SECTION	
Transportation Spec.	44.0
Transportation Spec.	42.3
Financial Analyst IV	35.2
Financial Analyst III	30.0
Tariff Analyst III	30.0
Accounting Technician II	21.0
	<u>202.5</u>

ADMINISTRATIVE SUPPORT SECTION	
Administrative Support Center Supervisor	20.7
Commission Recorder	18.3
Administrative Support Technician	17.7
Administrative Support Technician	17.7
Administrative Support Technician	17.1
Document Processing Clerk III	16.5
Clerk II	15.2
Correspondence Secretary	18.3
Correspondence Secretary	13.7
Correspondence Secretary	13.7
Correspondence Secretary	13.7
	<u>182.6</u>

ENFORCEMENT		
Transportation Field Agent IV 32.3		
<u>ANCHORAGE</u>		<u>FAIRBANKS</u>
Field Agent I	28.3	Field Agent III
Field Agent I	26.2	Field Agent I
<u>JUNEAU</u>		
	Field Agent II	24.4
total: 175.8		

GRAND TOTAL 100 ACCOUNT: \$910.0)  
 DOES NOT INCLUDE BENEFITS)

COMMISSIONER 48.5	CHAIRMAN 48.5	COMMISSIONER 48.5
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EXECUTIVE DIRECTOR  
46.5

ASSISTANT A.G.  
29.5

HEARING OFFICER  
53.8

HEARING OFFICER  
45.6

RATE & AUDIT SECTION	
Tariff Specialist	42.3
Tariff Specialist	44.0
Tariff Specialist	35.2
Tariff Specialist	32.7
	<u>154.2</u>

ADMINISTRATIVE SUPPORT SECTION	
Administrative Support Center Supervisor	20.7
Commission Recorder	18.3
Administrative Support Technician	20.3
Administrative Support Technician	17.7
Administrative Support Technician	17.7
Administrative Support Technician	17.1
Document Processing Clerk III	16.5
Clerk II	15.2
Correspondence Secretary	18.3
Correspondence Secretary	13.7
Correspondence Secretary	13.7
	<u>189.2</u>

ENFORCEMENT		
Transportation Field Agent IV		32.3
<u>ANCHORAGE</u>		
Field Agent I	28.3	Field Agent III
Field Agent I	26.2	Field Agent I
Field Agent I	27.2	Field Agent I
		Clerk Typist III
<u>JUNEAU</u>		
Field Agent II	24.4	
		<u>total: 245.7</u>

ALASKA TRANSPORTATION COMMISSION

In the Matter of Wrecker or )  
Tow-truck Operations subject ) Ruling No. 2  
to AS 42.10 )  
\_\_\_\_\_ )

DECLARATORY RULING

Upon request of the Alaska Transportation Commission's staff the Commission hereby renders this Declaratory Ruling with respect to the operations of wreckers and tow-trucks when such operations are conducted on the public highways of the State of Alaska, and are subject to the provisions of the Alaska Motor Freight Carrier Act.

1. A motor carrier permit is not required for the operations of a wrecker or tow-truck when such operations are being performed as a private carrier as defined in AS 42.10.420 (7). 1/

Examples of such operations are as follows:

- (a) No permit is required for the operations of a wrecker or tow-truck which is owned and operated by a automotive repair shop or service station wherein he transports disabled vehicles to his place of business for service or repair.
- (b) No permit is required to assist or move a wrecked, damaged, or disabled vehicle which is on the roadway creating a traffic hazard to the nearest location at which the vehicle may be placed off the traveled portion of the roadway in a safe position.
- (c) No permit is required to assist or move a vehicle back onto the roadway from a point alongside the roadway.

*To Ambiguous  
why call NO permit  
when permitted is available*

*SAMBAS  
Above*

2. A motor carrier permit is required when wreckers or tow-trucks are used to transport the property of others for compensation and not in connection with some other established private primary business. AS 42.10.130 2/

1/ No common carrier, contract carrier, or temporary carrier may operate for the transportation of property in intrastate commerce for compensation in the state without a permit . . .

2/ "private carrier" is:  
(A) a person who transports by motor vehicle, with or without compensation, property which is owned or is being bought or sold by him, or property of which he is the seller, purchaser, lessee or bailee, and the transportation is incidental to and in furtherance of some other primary business conducted by the person in good faith.

Examples of such operations are as follows:

- (a) A permit is required when a wrecker or tow-truck is used to transport an impounded or repossessed vehicle whether or not such vehicles are wrecked, damaged, or disabled.
- (b) A permit is required when a wrecker or tow-truck is used to transport vehicles whether or not such vehicles are wrecked, damaged or disabled to a destination other than the wrecker or tow-truck operators own place of business.

DATED at ANCHORAGE, ALASKA this 21st day of October, 1974.

BY THE COMMISSION

ALASKA TRANSPORTATION COMMISSION

*Robert C. Rucker*

Robert C. Rucker, Chairman

*Jake Johnson*

Jake Johnson, Commissioner

*Quentin L. DeBoer*

Quentin L. DeBoer, Commissioner

*Jim Duncan  
Freeman  
Wilson S. + K  
Eugen Peters*

NOTICE OF PROPOSED ADOPTION IN THE REGULATIONS  
OF THE ALASKA TRANSPORTATION COMMISSION

Notice is hereby given that the Alaska Transportation Commission, under authority vested in AS 42.07.141(a) and (b) proposes to adopt, regulations in Title 3 of the Alaska Administrative Code to implement AS 42.07.121 and AS 42.10.110 as follows:

---

Section 420(2) in Chapter 10 of Title 42 (The Alaska Motor Freight Carrier Act) includes "Forwarder" as a common carrier, but no further descriptions have been made and published and no regulations have been published to afford guidelines under which this class of carrier may operate.

The Proposed Regulation:

3 AAC 64.546 FORWARDERS

Provides for concise definition, the basis for rates and charges, billing and collecting procedures, the class of service in which the carrier may operate and requirement for filing a bond.

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Notice is also given that any person interested may present written statements or arguments relevant to the action proposed at the Alaska Transportation Commission, 1000 MacKay Building, 338 Denali Street, Anchorage, Alaska 99501 before 4:30 p.m. on March 12, 1979.

Copies of the Proposed Regulation are available at the offices of the Alaska Transportation Commission in Anchorage, Fairbanks and Juneau.

ATC  
1000 MacKay Building  
338 Denali Street  
Anchorage, Alaska 99501

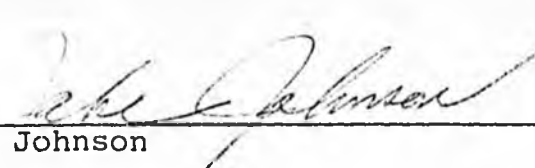
ATC  
P. O. Box 2172  
Juneau, Alaska 99803

ATC  
675 Seventh Avenue  
Station A  
Fairbanks, Alaska 99701

Thereafter, the Alaska Transportation Commission, upon its own motion or at the instance of any interested persons, may thereafter adopt the proposals substantially as described above without further notice or may decide to take no action on them.

DATED AT ANCHORAGE, ALASKA, this 1st day of February, 1979.

ALASKA TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Jake Johnson  
Chairman

REFER TO DOCKET NO. 77-9-RR/A

State of Alaska  
Alaska Transportation Commission  
1000 Mackay Building  
338 Denali Street  
Anchorage, Alaska 99501

C E R T I F I C A T I O N

I HEREBY CERTIFY that I have this date mailed a true and correct copy of NOTICE OF PROPOSED ADOPTION IN THE REGULATIONS OF THE ALASKA TRANSPORTATION COMMISSION, in Docket No. 77-9-RR/A, postage prepaid to the following parties:

Southeast Alaska Empire  
138 Main Street  
Juneau, Alaska 99801

Fairbanks Daily News Miner  
P. O. Box 710  
Fairbanks, Alaska 99701

Anchorage Daily Times  
P. O. Box 40  
Anchorage, Alaska 99501

Alaska Carriers Association  
3443 Minnesota Drive  
Anchorage, Alaska 99503

All Senators  
Alaska State Senate  
Pouch V  
Juneau, Alaska 99811

All Representatives  
State House of Representatives  
Pouch V  
Juneau, Alaska 99811

Jack Starbird, Project Manager  
Haines Sewer & Water  
National Mechanical Cont.  
P. O. Box 1972  
Anchorage, Alaska 99510

Charles & Beverly Jones  
P. O. Box 401  
Haines, Alaska 99827

Mr. and Mrs. John Aske  
P. O. Box 12  
Craig, Alaska 99921

James M. Dodson  
Executive Director  
Alaska Air Carriers Assn.  
P. O. Box 1608  
Juneau, Alaska 99802

Mr. and Mrs. Walter E. Short  
Box 531  
Haines, Alaska 99827

Mrs. Richard Jackson  
P. O. Box 401  
Haines, Alaska 99827

Mrs. Richard Jackson  
P. O. Box 401  
Haines, Alaska 99827

Elizabeth Paddock  
P. O. Box 106  
Pelican, Alaska 99832

Mr. Malcolm A. Menzies  
R & M Consultants, Inc.  
P. O. Box 1786  
Juneau, Alaska 99801

Martin A. Cordes, V.P.  
Schnabel Lumber Co.  
P. O. Box 129  
Haines, Alaska 99827

Lew & Rene Rieth  
P. O. Box 385  
Moose Pass, Alaska 99631

Tom Owens, President  
Owens Drilling Co., Inc.  
P. O. Box 842  
Wrangell, Alaska 99929

Tom O. Paddock, President  
T. O. Paddock Co.  
P. O. Box 850  
Juneau, Alaska 99801

Gerald H. Grove  
P. O. Box 130  
Craig, Alaska 99921

Riley Pleas, President  
Riley Pleas, Inc.  
2404 Boyer Avenue East  
Seattle Washington 98112

Mr. and Mrs. Al Dennis  
P. O. Box 31  
Craig, Alaska 99921

Eugene T. McNamara  
P. O. Box 262  
Haines, Alaska 99827

Bob and Davis Walker  
Copper River Fly-Fishing Lodge  
Pope Vannay Landing  
Iliamna, Alaska 99606

Jerry L. Honousek  
P. O. Box 335  
Skagway, Alaska 99840

Polly L. Hall, Mgr.  
Sears, Roebuck and Co.  
P. O. Box 291  
Haines, Alaska 99827

Velma Knapp  
P. O. Box 297  
Skagway, Alaska 99840

C. L. Taylor, President  
Stikine Air Service  
P. O. Box 631  
Wrangell, Alaska 99929

L. Ingle, V.P. and Manager  
Alaska Wood Products  
P. O. Box 591  
Wrangell, Alaska 99929

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P. O. Box E  
Haines, Alaska 99827

Richard Floyd  
P. O. Box 70  
Haines, Alaska 99827

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Hayes & Reitman, Inc.  
Attorney at Law  
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Anchorage, Alaska 99501

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Seattle, Washington 98107

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City of Klawock  
Klawock, Alaska 99925

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Branch Manager  
Evans Engine & Equipment  
P. O. Box 894  
Anchorage, Alaska 99501

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202 Hillcrest Apt.  
Juneau, Alaska 99801

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Seattle, Washington 98188

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Legislative Counsel  
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Juneau, Alaska 99801

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Skagway, Alaska 99840

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P. O. Box 63  
Klawock, Alaska 99925

Martin J. Fabry  
Log Cabin Sports Rentals  
P. O. Box 54  
Klawock, Alaska 99925

Mr. and Mrs. Don Thomas  
P. O. Box 98  
Craig, Alaska 99921

Stanley N. Jones, MD  
Haines, Alaska 99827

Robert L. Syre, Sup.  
Excursion Inlet Packing Co.  
Excursion Inlet, Alaska 99850

Michael Frank, Esq.  
Alaska Legal Services Corp.  
524 West 6th Avenue, Suite 204  
Anchorage, Alaska 99501

Mr. Ian Newman  
Craig, Alaska 99921

Dave L. Murdey, Consultant  
Alaska Pulp America, Inc.  
P. O. Box 621  
Wrangell, Alaska 99929

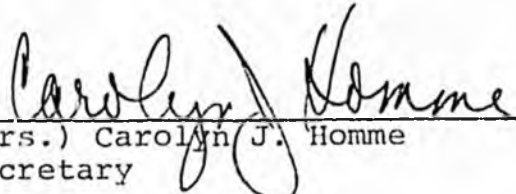
Wrangell Chamber of Commerce  
P. O. Box 49  
Wrangell, Alaska 99929

Alaska Dept. of Public Safety  
Pouch N  
Juneau, Alaska 99811

Director  
Division of Motor Vehicles  
Alaska Dept. of Public Safety  
P. O. Box 960  
Anchorage, Alaska 99510

DATED AT ANCHORAGE, ALASKA, this 1st day of February, 1979.

ALASKA TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
(Mrs.) Carolyn J. Homme  
Secretary

Handing effect upon operation in public interest.

the Panama Canal, with which the applicant does or may compete for traffic, if the Commission shall find that the continuance or acquisition of such ownership, lease, operation, control, or interest will not prevent such common carrier by water or vessel from being operated in the interest of the public and with advantage to the convenience and commerce of the people, and that it will not exclude, prevent, or reduce competition on the route by water under consideration: *Provided*, That if the transaction or interest sought to be entered into, continued, or acquired is within the scope of paragraph (2) (a), the provisions of paragraph (2) shall be applicable thereto in addition to the provisions of this paragraph: *And provided further*, That no such authorization shall be necessary if the carrier having the ownership, lease, operation, control, or interest has, prior to the date this section as amended becomes effective, obtained an order of extension under the provisions of paragraph (21) of this section, as in effect prior to such date, and such order is still in effect.

—effect on competition on water route.

Applicability of sec. 5 (2). Saving clause, when order of extension obtained.

AGREEMENTS BETWEEN CARRIERS

62 Stat. 472.

SEC. 5a. [June 17, 1948.] [49 U. S. C. § 5b.]

(1) For purposes of this section—

"Carrier" defined.

(A) The term "carrier" means any common carrier subject to part I, II, or III, or any freight forwarder subject to part IV, of this Act; and

"Antitrust laws" defined.

(B) The term "antitrust laws" has the meaning assigned to such term in section I of the Act entitled "An Act to supplement existing laws against unlawful restraints and monopolies, and for other purposes", approved October 15, 1914.

(2) Any carrier party to an agreement between or among two or more carriers relating to rates, fares, classifications, divisions, allowances, or charges (including charges between carriers and compensation paid or received for the use of facilities and equipment), or rules and regulations pertaining thereto, or procedures for the joint consideration, initiation or establishment thereof, may, under such rules and regulations as the Commission may prescribe, apply to the Commission for approval of

the agreement, and the Commission shall by order approve any such agreement (if approval thereof is not prohibited by paragraph (4), (5), or (6) if it finds that, by reason of furtherance of the national transportation policy declared in this Act, the relief provided in paragraph (3) should apply with respect to the making and carrying out of such agreement; otherwise the application shall be denied. The approval of the Commission shall be granted only upon such terms and conditions as the Commission may prescribe as necessary to enable it to grant its approval in accordance with the standard above set forth in this paragraph.

Application for approval of agreements.

(3) Each conference, bureau, committee, or other organization established or continued pursuant to any agreement approved by the Commission under the provisions of this section shall maintain such accounts, records, files, and memoranda and shall submit to the Commission such reports, as may be prescribed by the Commission, and all such accounts, records, files, and memoranda shall be subject to inspection by the Commission or its duly authorized representatives.

Terms and conditions of approval.

Accounts, records, files, inspection.

(4) The Commission shall not approve under this section any agreement between or among carriers of different classes unless it finds that such agreement is of the character described in paragraph (2) of this section and is limited to matters relating to transportation under joint rates or over through routes; and for purposes of this paragraph carriers by railroad, express companies, and sleeping-car companies are carriers of one class; pipe-line companies are carriers of one class; carriers by motor vehicle are carriers of one class; carriers by water are carriers of one class; and freight forwarders are carriers of one class.

Carriers of different classes.

(5) The Commission shall not approve under this section any agreement which it finds is an agreement with respect to a pooling, division, or other matter or transaction, to which section 5 of this Act is applicable.

Pooling, division.

(6) The Commission shall not approve under this section any agreement which establishes a procedure for the determination of any matter through joint consideration unless it finds that under the agreement there is accorded to each party the free and unrestrained right to take

Sec. 5a

## Sec. 5a

Independent  
action.

independent action either before or after any determination arrived at through such procedure.

Investigation.

(7) The Commission is authorized, upon complaint or upon its own initiative without complaint, to investigate and determine whether any agreement previously approved by it under this section, or terms and conditions upon which such approval was granted, is not or are not in conformity with the standard set forth in paragraph (2), or whether any such terms and conditions are not necessary for purposes of conformity with such standard, and, after such investigation, the Commission shall by order terminate or modify its approval of such agreement if it finds such action necessary to insure conformity with such standard, and shall modify the terms and conditions upon which such approval was granted to the extent it finds necessary to insure conformity with such standard or to the extent to which it finds such terms and conditions not necessary to insure such conformity. The effective date of any order terminating or modifying approval, or modifying terms and conditions, shall be postponed for such period as the Commission determines to be reasonably necessary to avoid undue hardship.

Approval  
modified or  
terminated.

Effective date.

Hearing.

(8) No order shall be entered under this section except after interested parties have been afforded reasonable opportunity for hearing.

Antitrust laws,  
relief from.

(9) Parties to any agreement approved by the Commission under this section and other persons are, if the approval of such agreement is not prohibited by paragraph (4), (5), or (6), hereby relieved from the operation of the antitrust laws with respect to the making of such agreement, and with respect to the carrying out of such agreement in conformity with its provisions and in conformity with the terms and conditions prescribed by the Commission.

Limitation.

(10) Any action of the Commission under this section in approving an agreement, or in denying an application for such approval, or in terminating or modifying its approval of an agreement, or in prescribing the terms and conditions upon which its approval is to be granted, or in modifying such terms and conditions, shall be construed as having effect solely with reference to the applicability of the relief provisions of paragraph (9).

## Sec. 5a-6

NOTE.—Clayton Antitrust Act, see Title 15, *infra*.

Quotations, tenders, of rates, for United States Government, agreement approved under § 5a, see § 22 (2), *infra*.

Section 204 of the Emergency Railroad Transportation Act, 1933, 49 U. S. C. § 5a, June 16, 1933, provides: "The provisions of the Interstate Commerce Act, as amended, and of all other applicable Federal statutes, as in force prior to the enactment of this title, shall remain in force, as though this title had not been enacted, with respect to the acquisition by any carrier, prior to the enactment of this title, of the control of any other carrier or carriers." The U. S. Code renumbers § 5a of the act of June 17, 1918, as § 5b.

SCHEDULES AND STATEMENTS OF RATES, ETC., JOINT RAIL  
AND WATER TRANSPORTATION

Sec. 6. [*Amended March 2, 1889. Following section substituted June 29, 1906. Amended June 18, 1910, August 24, 1912, August 29, 1916, February 28, 1920, August 9, 1935, September 18, 1940, August 2, 1949.*] [49 U. S. C. § 6.] (1) That every common carrier subject to the provisions of this part shall file with the Commission created by this part and print and keep open to public inspection schedules showing all the rates, fares, and charges for transportation between different points on its own route and between points on its own route and points on the route of any other carrier by railroad, by pipe line, or by water when a through route and joint rate have been established. If no joint rate over the through route has been established, the several carriers in such through route shall file, print and keep open to public inspection as aforesaid, the separately established rates, fares and charges applied to the through transportation. The schedules printed as aforesaid by any such common carrier shall plainly state the places between which property and passengers will be carried, and shall contain the classification of freight in force, and shall also state separately all terminal charges, storage charges, icing charges, and all other charges which the Commission may require, all privileges or facilities granted or allowed and any rules or regulations which in any wise change, affect, or determine any part or the aggregate of such aforesaid rates, fares, and charges, or the value of the service rendered to the pas-

21 Stat. 380.  
25 Stat. 555.  
34 Stat. 386.  
37 Stat. 548.  
41 Stat. 483.  
49 Stat. 543.  
54 Stat. 610.  
63 Stat. 486.

Schedules,  
printing and  
filing; open  
to public.

Components  
applicable when  
no joint rate  
established.

What sched-  
ules shall show.

and findings set forth in the prior report, as clarified in this report on reconsideration, within 90 days of the date of service of this report and order.

*And it is further ordered, That this proceeding be, and it is hereby, discontinued.*

By the Commission.

ROBERT L. OSWALD,  
Secretary.

(SEAL)

*Ex Parte No 297*

APPENDIX A

*Ultimate conclusions and findings of prior report, 349 I.C.C. 811*

1. Rate bureaus assist the making of appropriate rates.
2. Procedural changes would foster actions more favorable to bureau members, shippers, and the general public; such changes being contained in the body of the report.
3. The right of independent action does not adversely affect the rate structure.
4. A system need not be established by the Commission to monitor public hearings before rate bureaus, but that formal minutes, and not verbatim transcripts, are required of rate committee proceedings.
5. Commission representatives may attend all rate bureau meetings; but that copies of correspondence and documents concerning all rate bureau meetings need not be filed with the Commission.
6. A uniform system of accounts for rate bureaus will be promulgated.
7. Rate bureaus are not prohibited from furnishing technical and professional services to other bureaus or nonmembers provided that the limitations expressed in the report are observed.
8. Rate bureaus may not invest in another commercial business, whether related or unrelated to its primary function of processing and publishing rates and related matters for member carriers.
9. Rate bureaus are prohibited from acquiring other rate bureaus without prior Commission approval.
10. Rate bureaus should not be profitmaking enterprises.
11. A carrier member of a bureau, which carrier is affiliated in any way with a shipper, may not serve on a bureau's board of directors, general rate committee, or any other committee which has an effect, either directly or indirectly, on the ratemaking function of the bureau without specific prior Commission approval.
12. A maximum period of 120 days should be prescribed for the processing of proposals to final disposition.
13. Public notice of proposals need not identify the proponent.
14. Rate bureaus are prohibited from broadening the territorial or commodity scope of an individual rate proposal without prior adequate notice.
15. Adoption of shortened special procedures involving proposals covering special docket applications are not warranted in this proceeding.

351 I.C.C.

16. Section 22 quotations require special bureau procedures limiting notification to members and the governmental agency.

17. Docketing of rate bureau proceedings with respect to general rate increase proposals need not be mandatory.

18. The Commission need not obtain and publish reports of the deliberations within the industry concerning the matter of general increases.

19. The various rate bureaus need not join in seeking general rate increases.

20. The various rail rate bureaus are not required to substantiate general increases on a regional basis only, but that regional costs should be presented in a more explicit manner.

21. Rate bureaus are prohibited entirely from protesting proposals of carrier members, and are not merely limited to instances in which the proposed rate is less than long-term variable cost or any other specific instance.

22. Rate bureaus should be prohibited from discouraging independent action proposals of member carriers in any way, including the protesting of the filing of any rates pursuant to such action.

23. Rate bureaus should be prohibited from discouraging members from publishing individual tariffs.

24. Immunity from antitrust laws shall be continued.

25. Immunity from the antitrust laws shall continue to be extended to agreements with respect to proposals of single-line movements.

26. Additional legislation is not necessary, and need not be sought, to better effect the goals for which section 5a was enacted.

#### APPENDIX B

##### *List of petitioners and replicants on reconsideration*

##### *Petitioners*

##### *Carrier interests:*

AAA Trucking Corporation

Association of American Railroads

Bulk Carrier Conference, Inc.

Central & Southern Motor Freight Tariff Association, Inc., individually, and joint with:

Central States Motor Freight Bureau.

Middle Atlantic Conference.

Midwest Motor Freight Bureau.

The New England Motor Rate Bureau, Inc., and

Pacific Inland Tariff Bureau, Inc.

Cowan, W. T., Inc.

Friedman's Express

Holmes Transportation, Inc.

Household Goods Carriers' Bureau, Inc.

Household Goods Forwarders Tariff Bureau

Jones Motor

Motor Carriers Tariff Bureau, Inc.

Motor Carriers' Traffic Association, Inc.

Movers' & Warehousemen's Association of America, Inc.

Mushroom Transportation Company, Inc.

351 I.C.C.

ICC UNIFORM SYSTEM OF ACCOUNTS FOR RATE BUREAUS

1. EFFECTIVE FOR YEAR BEGINNING JANUARY 1, 1977.
2. ALL RATE BUREAUS OR ORGANIZATIONS SUBJECT TO SECTION 5A AND 5B OF INTERSTATE COMMERCE ACT WITH ANNUAL OPERATING REVENUES OF \$100,000 OR OVER ARE REQUIRED TO COMPLY.
3. ANY REQUEST FOR EXCEPTIONS TO REGULATIONS SHALL BE IN WRITING SPECIFYING THE CONDITIONS JUSTIFYING AN EXCEPTION.
4. BOOKS SHALL BE KEPT ON THE BASIS OF EITHER (1) AN ACCOUNTING YEAR OF 12 MONTHS ENDING DECEMBER 31, OR (2) AN ACCOUNTING YEAR OF THIRTEEN 4 WEEK PERIODS ENDING AT THE CLOSE OF THE LAST 7 DAYS OF EACH CALENDAR YEAR.
5. CHARGES TO BE JUST AND REASONABLE. ALL CHARGES TO THE ACCOUNTS PRESCRIBED IN THIS SYSTEM OF ACCOUNTS FOR BUREAUS OPERATING REVENUES, OPERATING EXPENSES, AND OTHER EXPENSES, SHALL BE JUST, REASONABLE AND NOT EXCEED AMOUNTS NECESSARY TO THE HONEST AND EFFICIENT OPERATIONS AND MANAGEMENT OF THE BUREAU. PAYMENTS SHALL NOT EXCEED THE FAIR MARKET VALUE OF GOODS AND SERVICES, ACQUIRED IN AN ARM'S-LENGTH TRANSACTION. ANY PAYMENTS IN EXCESS OF SUCH JUST AND REASONABLE CHARGES SHALL BE INCLUDED IN OTHER REVENUES OR EXPENSES.
6. A CHANGE IN ACCOUNTING PRINCIPLE OR ACCOUNTING ENTITY SHOULD BE REFERRED TO THE COMMISSION FOR APPROVAL.
7. OPERATING REVENUE CATEGORIES PRESCRIBED:
  - a. Member assessments
  - b. Admission fees
  - c. Bulletin fees
  - d. Tariff fees
  - e. Participation fees
  - f. Quotation fees
  - g. Other
  - h. Interest
  - i. Gains on asset dispositions
  - j. Extraordinary, unusual items and accounting changes
8. OPERATING EXPENSE CATEGORIES PRESCRIBED
  - a. Salaries and wages
  - b. Payroll taxes
  - c. Employee benefits
  - d. Professional services
  - e. Depreciation
  - f. Amortization
  - g. Outside printing
  - h. Operating supplies
  - i. Postage and mailing
  - j. Filing fees
  - k. Utilities and communication services
  - l. Rent (offices, vehicles or equipment)
  - m. Travel and entertainment
  - n. Uncollectible accounts
  - o. Insurance
  - p. Property and other taxes
  - q. Miscellaneous
  - r. Interest
  - s. Loss on asset disposition
  - t. Extraordinary, unusual or infrequent items and accounting changes

NEW RATE MAKING AGREEMENTS

ICC Administrative Law Judge has specified issues to be considered in each of three Section 5 agreements for collective agreements. The following issues posed as questions were listed for consideration and in my opinion probably foretells the issues which any revised 5A agreement by ACA will have to face.

1. Do the amended articles of organization and procedure comply with all applicable provisions of Section 5 of the interstate commerce act.
2. Does the agreement comply with all applicable requirements in Ex Parte 297, Rate Bureau Investigation, 349 ICC 811, and 351 ICC 437.
3. What is the anti-trust immunity for a member of a rate bureau of committee, and the rail members representatives, in discussing proposals with respect to which the member cannot vote or agree under section 5b(5)(a) of the act.
4. What is the meaning of the statutory language which provides that only carriers which can "practicably participate in a particular interline movement" are permitted to vote.
5. What procedural requirements are necessary to insure compliance with the restrictions on rate bureau agreements contained in section 5b. E.g., should the Commission require that rate bureaus keep verbatim transcripts of all meetings. Should each carrier voting on a rate proposal be required to show that it can practicably participate in the movement under question.
6. Does the Agreement properly limit the scope of participation by members with respect to matters relating to interline movements.
7. What is meaning of the statutory language "general rate increase or decreases".
8. Is not the provision in the Agreement which limits a carrier's right to withdraw from a filed joint rate inconsistent with a carrier's right of independent action.
9. Does the Commission's statement in Ex Parte 297, that "public notice of recommended final dispositions should contain the reasons for the action taken", apply to conference ratemaking .
10. Is seven days sufficient notice to the public with respect to any proposed rule, rate, or change.
11. Should any party proposing a rate increase or decrease be identified.
12. Should the members be permitted to collectively protest any rate, fare or charge.
13. Does the Agreement contain provisions for which no anti-trust immunity can lawfully be given.
14. Should two or more carriers who are not members of the same section 5b ratemaking agreement be permitted to discuss and establish rates on independent notice without section 5b arrangements.
15. What is the appropriate role of a rate bureau discussing, agreeing to or voting on intra-state rates.
16. Should Agreement be amended or modified.

March 14, 1979

The Honorable Terry Gardiner  
Speaker of the House  
Alaska State Legislature  
Pouch V  
Juneau, Alaska 99811

Dear Mr. Speaker:

Your House Commerce Committee has had under consideration for "Sunset" review the Alaska Transportation Commission, pursuant to your referral under AS 44.66.010 and 44.66.050.

In accordance with the statutory requirements, a public hearing was held on the review of this commission. The hearing extended over a period of three days, during March 1-3, 1979 and included over twenty hours of hearings and deliberations by the committee. During that time, testimony was heard from the Deputy Commissioner of the Department of Commerce and Economic Development representing the Commissioner (in accordance with the statute), from all members of the commission itself, and substantial public testimony from interested individuals and from representatives of the private sector affected by the regulatory scheme, representing all aspects of Alaskan transportation. The last few hours of the March 3 hearing extended into the early hours of March 4, during which members of the committee asked extensive questions of the members of the commission about various matters that came to light during the "Sunset" review. Extensive use was made of the Legislative teleconferencing network, which allowed the participation by witnesses and observers in Fairbanks, Barrow, Nome, Kotzebue, Anchorage, Kodiak, Sitka and Ketchikan. Other stations may have had listeners or observers on the line but did not check in.

The committee considered the proposed budget of the Alaska Transportation Commission for FY 1980, and particularly examined the performance audit of the activities of the commission prepared by the Legislative Audit Division. Representatives of the Audit Division were present at all hearings and participated in the considerations with the committee and followed up inquiries that had begun during the audit.

Guided in part by the report prepared by the Legislative Audit Division, the committee took into consideration the factors required under AS 44.66.050(c).

Your Commerce Committee thereby makes the following findings:

The committee concurs in the nine findings made by the Division of Legislative Audit in considering the factors required under 44.66.050(c), as they appear on pages 23-25 of the Performance Review of the Alaska Transportation Commission prepared by the Division of Legislative Audit, dated October 24, 1978, which are hereby incorporated by reference as though fully set out herein. However, to the extent that the findings stated there refer to report conclusions or recommendations made within the audit, the committee drew some, but not all of the same conclusions, and will make somewhat different recommendations. However, the findings of fact anticipated by 44.66.050(c) contained within pages 23-25 of the audit report, without regard to those recommendations, are justified by our hearings and are reaffirmed by the committee. In fact, the members of the commission indicated that they had no major disagreements with the findings of the Legislative Audit Division.

The Alaska Transportation Commission exists to provide certain protections to the public with regard to the conduct of the transportation industry in the state of Alaska and to assure a viable economic climate for those parties who participate within that industry. The objective or goal is, theoretically, to have a stable and reliable private transportation system, both surface and air, available to Alaskans, with services provided at prices that are not unreasonable according to certain familiar and traditional regulatory standards. There are not any other State programs which have similar, conflicting, or duplicating objectives, in short of arguable deregulation, there appear no alternative methods of achieving the purposes of the program. This excludes consideration of relevant Federal regulation which does impact upon the transportation industry in Alaska. Some Alaskan surface carriers are certificated and regulated by the Interstate Commerce Commission, and some Alaskan air carriers are regulated by the Civil Aeronautics Board. All Alaskan air carriers are subject to the regulations of the Federal Aviation Agency, particularly as to air safety and flying practices.

During our hearings, substantial questions were raised about the need for regulation of certain industries in light of competitive factors which would normally exist and the predominant Federal regulatory scheme, particularly as it relates to air commerce. In light of these considerations, it appears that some reduction in the jurisdiction of the Alaska Transportation Commission is appropriate. This deregulation of certain areas of transportation, tied to a two-year renewal of the Alaska Transportation Commission under the "Sunset" law, will give Alaskans and their public officials an opportunity to compare certain branches of the transportation industry which remain regulated with those which become deregulated under State law. This and only this, in the opinion of the committee, can fully answer the questions raised by the Alaskan "Sunset" law and by the current inquiries into deregulation which are popular on a national level.

The above recommendations and summary comply with the requirements of 44.66.050(d), to the extent that they relate to the Alaska Transportation Commission.

The Committee on Commerce of the Alaska State House of Representatives will soon be introducing a bill which will provide for a limited two-year extension of the life of the Alaska Transportation Commission; accomplish certain reforms in the practices of the Alaska Transportation Commission as recommended by the Division of Legislative Audit in its report and as recommended by some of the witnesses who testified before the committee; provide for partial deregulation of one or more elements of the Alaskan transportation industry; provide for total State deregulation of other elements of the Alaska transportation industry. Consideration will be given to the resources of the commission, possible inclusion of a staff lawyer or law member of the commission, and consideration of the relationship of the Alaska Transportation Commission's regulatory jurisdiction to other relevant State law.

It is hoped that some of the (apparently valid) criticisms of the Alaska Transportation Commission by the Division of Legislative Audit and the witnesses can be addressed if the commission's resources are applied in more limited and concentrated areas of regulation after deregulation of certain activities. This may give the commission an opportunity to demonstrate that it can function in the public interest and that the regulatory scheme is working and is not antiquated or inappropriate.

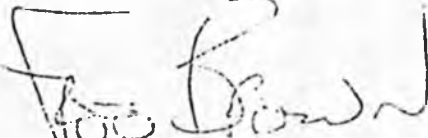
The two-year continuation (rather than the four-year continuation anticipated by the "Sunset" law) is dictated by the questionable nature of the commission's present activities and by the substantial questions about its public justification which were raised in the committee hearings and in the report of the Division of Legislative Audit.

The committee is particularly concerned with the conduct of some of the commissioners, both as related in the report of the Audit Division and as it appeared to the committee during the hearings. The commissioners should remember that, like judges, they must not only be acting properly, they must appear to be acting properly. The confidence of the public should not be lost on the basis of some extraordinary action of a commissioner (whether accepting a free ride from a certificated carrier, or using unusual lobbying practices during "Sunset" review), even if there is available a justification or an adequate explanation. The appearance remains the same and undermines the confidence of the public in the regulatory scheme, to the same extent that it would undermine the confidence of the public in the judiciary if such actions were to be taken by a judge. Admittedly, because of the large economic stakes involved in the regulation of an industry such as the transportation industry in Alaska, the pressures upon the members of the commission are no doubt severe, and their present regulatory load is substantial. However, these pressures should not result in conduct which, even though thoroughly explainable,

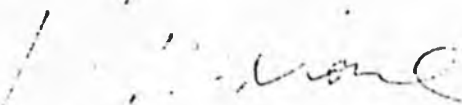
might by its mere appearances call into question the integrity of the commission and of the regulatory scheme. The commission is not a political body under the law: It is a quasi-judicial regulatory agency.

Corresponding legislation will be introduced soon to accomplish the goals of this report.

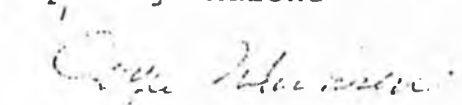
Respectfully submitted,



Rep. Fred Brown  
Chairman  
House Commerce Committee



Rep. Hugh Malone



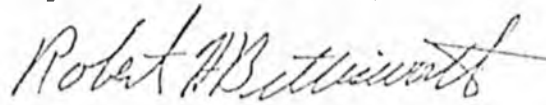
Rep. Joyce Munson



Rep. Alvin Osterback



Rep. Richard Halford



Rep. Robert Bettisworth



Rep. Richard Randolph

FB:kfw

ATC

CORRES.



720 West Fifth Avenue • Anchorage, Alaska 99510 • Phone (907) 276-3236, 276-2223

February 8, 1979

To: Contract Stations;  
Fountain Chevron  
Inlet View Texaco  
Gateway Union 76  
Goldrush Chevron  
Hanson's Chevron  
Turnagain Chevron  
Sand Lake Texaco  
Peter's Creek Service

From: Bob Scott

Re: Tow Truck Regulations

As you know, we wrote the other day to the Auto Clubs in Oregon and Washington asking for information about laws in their States pertaining to towing. We phoned them today. We talked to Arthur J. Lambo, General Counsel for the Automobile Club of Washington and to L. R. Knepper, General Manager of the Automobile Club of Oregon.

Mr. Lambo says Washington has no tow truck law. He says the City of Seattle has an insurance coverage requirement, but, that is the only regulation of the road service industry. He says discussions have come up from time to time at Olympia, but, each time, it has been determined any State regulations would simply be restrictive, would discourage free-enterprise and discourage the small operator, encourage inefficient operations.

Mr. Knepper told us a tow truck law went into effect in 1947 in Oregon. It was repealed in 1948. Within just 12-months it was found monopolistic practices and higher prices for the public came into being. The Oregon PUC removed the law from the records. The only reference in Oregon law today is that a disabled vehicle under tow does not come under any State regulation. On the other hand, a non-disabled vehicle under tow or being carried by truck comes under PUC motor freight restrictions.

We have been asked to testify February 13 - 15 at Juneau with Senator Brad Bradley's Senate Commerce Committee hearings on the Performance Review of the Alaska Transportation Commission. It would be important if one or more of you people or representatives of your Associations would schedule a trip to Juneau during the hearings. We have a copy of the October 24, 1978 Performance Review of the Alaska Transportation Commission in our office for your information. To schedule a time for testimony at Juneau, contact Mr. Christian Bassler of Senator Bradley's Senate Commerce Committee, State of Alaska, Pouch V, Juneau, Alaska 99801, Phone 465-3748.

Cordially,

  
Robert M. Scott  
ALASKA STATE AUTO CLUB

cc: Per previous list

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720 West Fifth Avenue • Anchorage, Alaska 99510 • Phone (907) 276-3236, 276-2223

February 2, 1979

Mr. Henry J. Allen  
1545 South Hoyt - Space #74  
Anchorage, Alaska 99504

Dear Mr. & Mrs. Allen,

We are most sorry we let you down on your request for service this morning. The driver took the wrong road and ended up wandering around in the parking lot of the School District Building, apparently.

And, then, we found ourselves up against the Alaska State law concerning what our Contract Stations can and cannot do. The law says they can only tow to their own station and not to another point.

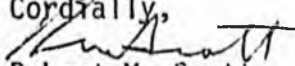
We are happy to learn that due to the fact your car is still under warranty with Alaska Sales & Service you are not confronted with an expensive service call that should rightfully be covered by your membership dues with Alaska State Auto Club.

We do have a reimbursement provision for members. If Alaska Sales and Service should happen to charge you for the towing service, submit your application for refund to us along with the paid receipt from them and you are entitled to reimbursement in an amount up to \$25.

We are enclosing a copy of a letter addressed to us from the Alaska Transportation Commission which mentions a move to deregulate Tow Truck Operations. We met Tuesday with Al Davis of the ATC staff and are advised the law will surely be changed just as soon as the Attorney General's office and the legislature can enact changes in regulation.

We have written to Auto Clubs in Washington, Oregon and California for copies of the law in their States. We will be providing input of our needs to the ATC, the Attorney General and to our legislative delegation.

Please feel free to call us anytime for services. That is the only reason we are here.

Cordially,  
  
Robert M. Scott  
ALASKA STATE AUTO CLUB

enc.  
cc: Per List Attached Letter

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720 West Fifth Avenue • Anchorage, Alaska 99510 • Phone (907) 276-3236, 276-2223

February 2, 1979

Mr. Al Davis  
ALASKA TRANSPORTATION COMMISSION  
1000 MacKay Building  
338 Denali Street  
Anchorage, Alaska 99501

Re: AS 42.10 Tow-Truck Operations

Dear Al,

Furthering our conversation of the other day, our problem has again risen so we were unable by law to properly serve our members.

We are hopeful the deregulation process might relieve us of the restrictions, but, we know the process takes time. In the meantime, would you kindly take another look at the law and determine if there is an interpretation possibility that our Contract Stations would qualify as Contract Carriers and then let us know the procedure we must follow so that designation could be established.

Many thanks for your interest and with all best wishes.

Cordially,

Robert M. Scott  
ALASKA STATE AUTO CLUB

enc.

cc: Executive Committee  
Contract Stations  
Dealers Association  
Paul J. Murray  
Alaska Transportation Commission  
Alaska Attorney General  
Office of The Governor  
Legislative Delegation

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720 West Fifth Avenue • Anchorage, Alaska 99510 • Phone (907) 276-3236, 276-2223

January 31, 1979

Mr. L. R. Knepper  
General Manager  
AUTOMOBILE CLUB OF OREGON  
600 South West Market Street  
Portland, Oregon 97201

Mr. Neal Garrison  
President  
CALIFORNIA STATE AUTOMOBILE ASSOCIATION  
100 Van Ness Avenue  
San Francisco, California 94101

Mr. Russell W. Van Rooy  
Executive Vice President  
AUTOMOBILE CLUB OF WASHINGTON  
330 Sixth Avenue North  
Seattle, Washington 98109

Re: STATE TOW TRUCK STATUTES

Gentlemen:

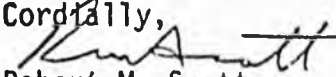
We wish to ask each of you a favor, if we may. Our Alaska Administration, Attorney General and our Transportation Commission are looking at deregulation of the Tow Truck Industry. We would like to have the benefit of regulations in your States as we let our State authorities know of our needs. Would you be so kind as to send us a copy of your local statutes for our guidance.

In many cases, current statutes result in an inconvenience for our members and the public at large, Service stations with tow trucks and our Contract Stations are restricted to only certain types of service. We understand it is the intent to eliminate those restrictive provisions and yet assure availability of service, financial responsibility and safety compliance.

The "road-map" of your experiences in your three States would be most helpful.

Many thanks and with all best wishes.

Cordially,

  
Robert M. Scott  
Alaska State Auto Club

cc: Executive Committee  
Contract Stations  
Dealers Association  
Paul J. Murray  
Alaska Transportation Commission  
Alaska Attorney General  
Office of The Governor  
Legislative Delegation

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720 West Fifth Avenue • Anchorage, Alaska 99510 • Phone (907) 276-3236, 276-2223

February 15, 1979

Mr. Christian Basler  
 Administrative Assistant to Senator Bradley  
 STATE OF ALASKA  
 Pouch V  
 Juneau, Alaska 99311

Re: Alaska Transportation Commission  
 Tow Truck Statutes

Dear Mr. Basler,

Mr. Bernie Bylsma, Contract Station operator for Emergency Road Service for the Alaska State Auto Club and an active member of the Chevrolet Dealers Association is flying to Juneau today to appear at the Senate Alaska Transportation Commission Review hearing. He will present exhibits we have accumulated from Automobile Associations of Oregon, California, Nevada and Wisconsin as part of his testimony.

In meetings of tow-truck operators here in Anchorage on February 10th and February 13th, the operators discussed public needs for vehicle disablement service. Mr. Bylsma's testimony will reflect consensus from those meetings.

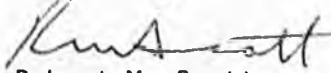
Our experience and that of Auto Clubs in other States indicate free competition protects and best serves the public need.

The Alaska State Troopers who are constantly in the motor-vehicle arena, could easily integrate safety regulation and public liability insurance certification of all those who would provide vehicle disability assistance along our highways. The Department of Motor Vehicles could continue to license the vehicles which are equipped to provide roadside vehicle disability as in the past. We feel these to be the only requirements to assure service and protection the general public needs.

By way of a copy of this letter and copies of the various exhibits Bernie Bylsma is submitting to the February 15th Senate Hearing on tow-truck deregulation, we are advising Mr. Allen D. Blume of Representative Fred Brown's House Commerce Committee of our recommendations for the March 1st House hearing. We do not know if any tow-truck operators will be submitting direct testimony at that time, but, we will be happy to answer or arrange to answer any questions.

Many thanks for your interest and with all best wishes.

Cordially,

  
 Robert M. Scott  
 ALASKA STATE AUTO CLUB

cc: Attached list

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Alaska State Auto Club  
1799  
TOW TRUCK STATUTES

Mr. James E. Johnson  
1420 Inlet Place  
Anchorage, Alaska 99501

Mr. Frank A. Seymour  
P. O. Box 5018  
Ketchikan, Alaska 99901

Mr. Ervin L. Brody  
FOUNTAIN CHEVRON SERVICE  
3608 Minnesota Drive  
Anchorage, Alaska 99503

Mr. John V. Munroe, Jr.  
2207 Spenard Road, #208  
Anchorage, Alaska 99503

Mr. John Stallone  
INLET VIEW TEXACO  
Fifth Avenue & K Street  
Anchorage, Alaska 99501

Mr. Frank Rosendale  
GATEWAY UNION 76  
3901 Mountain View Drive  
Anchorage, Alaska 99504

Mr. Keith Beeson  
GOLDRUSH CHEVRON  
415 Muldoon Road  
Anchorage, Alaska 99504

Mr. L. H. Wyatt  
HANSON'S CHEVRON SERVICE  
5210 Old Seward Highway  
Anchorage, Alaska 99502

Mr. Bernie Bylsma  
TURNAGAIN CHEVRON SERVICE  
SRA Box 1342  
Anchorage, Alaska 99502

Mr. Glenn E. Richardson  
SAND LAKE TEXACO  
6807 Jewel Lake Road  
Anchorage, Alaska 99502

Mr. Ron Stephens  
PETER'S CREEK SERVICE  
Star Route Box 1050  
Chugiak, Alaska 99567

Mr. Paul J. Murray  
Management Field Represntve  
AMERICAN AUTOMOBILE ASSOC.  
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Falls Church, Virginia 22042

Mr. Al Davis  
ALASKA TRANSPORTATION COMMISSION  
1000 MacKay Building  
338 Denali Street  
Anchorage, Alaska 99501

Mr. Keith H. Miller  
ALASKA TRANSPORTATION COMMISSN  
1000 MacKay Building  
338 Denali Street  
Anchorage, Alaska 99501

Office of Attorney General  
STATE OF ALASKA  
Juneau, Alaska 99801

Honorable Jay S. Hammond  
Governor  
STATE OF ALASKA  
Juneau, Alaska 99801

Mr. Bill Miles  
Pouch V.  
Juneau, Alaska 99801

Ms. Ramona L. Barnes  
Pouch V  
Juneau, Alaska 99801

Mr. Joe L. Hayes  
Pouch V  
Juneau, Alaska 99801

Mr. Mike Miller  
Pouch V  
Juneau, Alaska 99801

M.F. Beirne  
Pouch V  
Juneau, Alaska 99801

Mr. Joseph H. McKinnon  
Pouch V  
Juneau, Alaska 99801

Mr. Joe Montgomery  
Pouch V  
Juneau, Alaska 99801

Ms. Thelma Buchholdt  
Pouch V  
Juneau, Alaska 99801

Mr. Terry Martin  
Pouch V  
Juneau, Alaska 99801

Ms. Joyce Munson  
Pouch V  
Juneau, Alaska 99801

C.V. Chatterton  
Pouch V  
Juneau, Alaska 99801

Mr. Russ Meekins Jr.  
Pouch V  
Juneau, Alaska 99801

Mr. Bill Parker  
Pouch V  
Juneau, Alaska 99801

Terry Gardiner  
Pouch V  
Juneau Alaska 99801

Mr. Ray H. Metcalfe  
Pouch V  
Juneau, Alaska 99801

Mr. W.E. "Brad" Bradley  
Pouch V  
Juneau, Alaska 99801

Alaska State Auto Club  
1799  
TOW TRUCK STATUTES

Mr. Tim Kelly  
Pouch V  
Juneau, Alaska 99801

Senator Patrick Rodey  
Pouch V  
Juneau, Alaska 99801

Mr. M.E. Dankworth  
Pouch V  
Juneau, Alaska 99801

Mr. Jalmar M. Kerttula  
Pouch V  
Juneau, Alaska 99801

Mr. John C. Sackett  
Pouch V  
Juneau, Alaska 99801

Mr. Bill Sumner  
Pouch V  
Juneau, Alaska 99801

Ms. Arliss Sturgulewski  
Pouch V  
Juneau, Alaska 99801

Mr. Terry Stimson  
Pouch V  
Juneau, Alaska 99801

Mr. Clem V. Tillion  
Pouch V  
Juneau, Alaska 99801

Mr. Mike Colletta  
Pouch V  
Juneau, Alaska 99801

Ms Susan Uchitel  
626 East 78th Avenue  
Anchorage, Alaska 99504

Col. Thomas R. Anderson  
ALASKA STATE TROOPERS  
P. O. Box 6188 Annex  
Anchorage, Alaska 99502

Mr. L. R. Knepper  
General Manager  
AUTOMOBILE CLUB OF OREGON  
600 South West Market Street  
Portland, Oregon 97201

Chief Charles G. Anderson  
ANCHORAGE POLICE DEPARTMENT  
625 C Street  
Anchorage, Alaska 99501

Mr. Arthur J. Lambo  
General Counsel  
AUTO. CLUB OF WASHINGTON  
330 Sixth Avenue North  
Seattle, Washington 98109

Mr. Gilbert Lomeli  
Director Emergency Road Services  
AUTO. CLUB OF SOUTHERN CALIF.  
P. O. Box 2890 Terminal Annex  
Los Angeles, California 90015

Mr. Guy Baty  
Manager-Emergency Road Service  
CALIF. STATE AUTO. ASSOCIATION  
150 Van Ness Avenue  
San Francisco, California 94101

Mr. Henry J. Allen  
1545 South Hoyt - Space #74  
Anchorage, Alaska 99504

Mr. Jim Collins  
6572 Lakeway Drive  
Anchorage, Alaska 99502

Mr. Fred Phillips 586-2410  
P. O. Box 987  
Juneau, Alaska 99802

Mr. W. G. Lindquist 586  
P. O. Box 2237 9765  
Juneau, Alaska 99803

Mr. David Little 789-7415  
Box 937  
Juneau, Alaska 99802

Mr. Allen D. Blume  
Administrative Assistant  
Representative Fred Brown  
Pouch V STATE OF ALASKA  
Juneau, Alaska 99811

Representative Fred Brown  
STATE OF ALASKA  
Pouch V  
Juneau, Alaska 99811

TRYPH'S: Philip L. Chesley  
SR 90672  
Fairbanks, Alaska 99701

Representative Richard Randolph  
Pouch V  
Juneau, Alaska 99811

Rep. Robert Bettisworth  
Pouch V  
Juneau, Alaska 99811

Representative Alvin Osterback  
Pouch V  
Juneau, Alaska 99811

Rep. Richard W. Halford  
Pouch V  
Juneau, Alaska 99811

Representative Hugh Malone  
Pouch V  
Juneau, Alaska 99811

ATL - TRANSPORTATION  
no answer needed

Dear Senator Bradley,

In regard to AS42.10, State of Alaska, Alaska Transportation Commission Policy #2.

Why is it that a company such as a Service Station and Private Carrier is not allowed to be issued a permit to tow or haul any where except to their own place of business. I have been told that only the major wrecking yards are allowed these permits.

If this is true, it seems to me that the major wrecking yards want a monopoly on the towing business or are afraid of a little competition.

As a Service Station manager I am forced to turn my own customers over to the major wrecking yards when they need their vehicle towed to a body shop or major garage for repairs.

We in the service station business as private carriers are not interested in removing wrecks from the highway or impound business, but are only interested in serving our customers when they request our service for a wrecker.

Enclosed you will find several signatures on a petition requesting that the Legislature look into this matter and take necessary action to de-regulate that part of AS42.10 to allow private carriers the right to tow anywhere that they may be requested to, by the customers of their business.

Senator Bradley, please look into this matter and if it be true, I feel assured you will take any action you deem necessary to bring this before the house.

Thank you for your time and any help you may give us in this matter.

Yours truly,



INDIAN HILLS CHEVRON  
6470 DeBarr Road  
Anchorage, Alaska 99504

A PETITION TO THE LEGISLATURE  
OF THE STATE OF ALASKA

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DATE	NAME	ADDRESS	PHONE #
2/27/79	W. K. Daniel	6970 - DeBar	333-9100
2/27/79	R. Anderson	6700 E 16th	333-8556
2/27/79	Mark Bernhardt	7800 DeBar	333 9000
2/27/79	B. M. M.	616 N PARK	276-6813
2/27/79	Harold Tolbert	3410 Boniface #44	333 5810
2/27/79	Leah L. Linton	7625 Dore Ave	337-7273
2/27/79	Margaret A. Fritson	7625 Dore Ave	337-7273
2/27/79	Donald Bonnett	1001 Boniface SPT#24B	333-8422
2/27/79	Robert L. Morrison	PO Box 632A Chugiak 99507	694-3662
2/27/79	Jim Halsey	732 Dore St.	349-7418
2-27-79	Valerie Bol	1511- Superior Street	333-5117
2-27-79	Glenn Borders	1405 Nunaka Dr Anch 99504	333-7022
2-27-79	Frank V. V.	7800 DEBAR	333 5961
2-27-79	Joe G. G.	7800 DEBAR	333-4292
2-27-79	W. W. W.	7800 DeBar	333 1441
2-27-79	Richard K. K.	7500 E. 17th Ave	337 3348
2-27-79	Brenda J. J.	7820 Island Dr. #3	333-0654
2/27-79	Jack F. F.	6801 E. 10th Anchorage	333-9797
2-27-79	John R. R.	1510 Chugiak Anch AK	863-1204
2-27-79	Richard T. T.	801 ERICKSON #14	2749168
2/28/79	John K. K.	2110 Otter St	333 4166
2/28/79	Richard E. E.	6710 E 16th Anchorage	333-1698
2-28-79	Fred R. R.	1122 Riel Cr. Anch AK	3371899
2-28-79	Jack A. A.	7800 DeBar St Anchorage	337-5850
2/28/79	Paul M. M.	4282 REKA DR Anch AK	333 7403
2/28/79	R. D. D.	Box 4-1504 PINE HURGE AK	273 4390
2/28/79	W. A. A.	6610 Sherwood Circle Anchorage AK	333 4509
2/28/79	Delene E. E.	7735 Lake Clark Anchorage AK	333-8396
2/28/79	Paul J. J.	1601 WOLVERINE ST Anch 99504	337 7115
2/28/79	William L. L.	6420 E 8th Ave	333 7978
2/28/79	Harold H. H.	19-397 Nichols Way	272 2618
2/28/79	Margaret H. H.	1841 Johnson Cir	333-9374
2/28/79	Rich C. C.	7800 DeBar Spicell	337-4432
2/28/79	W. D. D.	801 Airport Heights	376-4059

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DATE	NAME	ADDRESS	PHONE #
2-28-79	Nail Pearson	434 Turpin St	333 7982
2-29-79	John D. Hillman	6900 Foothill Dr	333 6080
2-28-79	Carol U. Wallace	7800 DeBarre Rd. #457	333-5133
2-28-79	H. D. LeVan	431-12th	277 3446
2-28-79	J. B. Burt	1901 - 6th St	333-9862
2/28/79	Amie Nune	2904 Homer St	274-8371
2/28/79	Robert N. Nitz	Box 385 Rt #2	688-2303
2/28/79	Paul J. McCombs	7800 Debarre Rd SP#24	344-8165
2/28/79	Valarie Davidson	6501 E 9th	337-11645
2/28/79	Hartley B. Sartor	1120 Northwind Ave Anch. AK 99504	333-2345
2/1/79	W. L. Thompson	6516 E 9 ANCH AK	333-0839
3-1-79	Maury W. Murphy	6800 Cherokee Way Anch. AK	357-5666
3-1-79	K. Kinsley	7201 E 17 Anch. AK	333-0920
3/1/79	B. J. Carson	1101 Etzmann Ave	333-6130
3/1/79	Bill Williamson	1011 Theresa Ave	333-4306
3/1/79	Larry M. Luedke	1913 Diomedes Anch, AK 99504	333 8697
3/1-79	Jim Estes	1512 Otter Anch	337-3837
3/1/79	Myra John at Shores In	1410 Wedgewood Anch. 99504	Unlisted
3/1/79	James Dally	1901 E 20th Anch.	277 9386
3/1/79	James W. Knight	7001 Foothill Dr Anch.	333 9487
3/1/79	Ed Staley	7020 E 11th Anch	333 7153
	Bill Borders	1405 Nunatak	333 7082
3/1/79	Kenneth Hilde	7800 Debarre Rd #436	337-3437
3/1/79	Carl Orlund	Star A Box 1413. 1F	349 3147
3/1/79	Fred S. Downs	7901 Brink Court	333-9060
3/1/79	Ralph Frazier	7800 Debarre	333-7553
3/1/79	Jerry Samples	2941 Medison	276-3250
3/1/79	Ma Hulsmant	7800 Debarre Sp 21	337-6381
3/1/79	Ken Best Jr.	4010 APOLLO DR	337-1259
3/1/79	Dwight Forge	5901 E. 6th Anchorage	333-9102
3/1/79	Neale Wineman	3500 Robin	333-2187
3-1-79	Don A. Carlson	1001 Turpin St	333 8024
3-1-79	Chris E. Rowe	1236 Medina apt A	876-2591
3-1-79	Bennie P. Parn	8201 Hubert St	333-6718

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DATE	NAME	ADDRESS	PHONE #
3/2/79	BRUCE VAN BUSKIRK	1604 TURPIN	333-6572
3/2/79	Perley Jones	6604 Mink	333-6685
3/2/79	Bill Anderson	7800 DEBARR SP. #535	333-1404
3/2/79	Ronda D. West	3523 Alexander Dr. 99504	278-9912
3-2-79	Harold D. Bergan	80 Box 10-1012 99511	344-9752
3-2-79	James R. Bergan	P.O. Box 10-1012 99511	311-9752
3-2-79	Bernice B. Munn	7110 E 20th 99504	333-0373
3-2-79	John A. Munn	1916 Deermule 99504	333-5255
3/2/79	RONALD D. MARSHALL	SR BOX 3120 WASILLA AK 99577	376-2628
3/3/79	Frank J. Rana	6005 MORELANE 99504	333-8669
3/2/79	Charles A. ...	501 Airport Heights Anch AK 99504	333-7402
3-2-79	Math M. Peery	1548 SUMMIT VIEW ST 99504	333-2853
3/2/79	Carol L. Jones	7109 Old Harbor Anch AK 99504	333-7059
3/3/79	T. K. Spencer	1901 S Bergway Suite #105 99504	272-1471
3-3-79	John M. ...	6346 Colgate Dr. 99504	333-0196
3-3-79	John M. ...	6701 E 12th Ave 99504	333-6336
3-3-79	James D. ...	2438 East 8th Court	349-3809
3/3/79	John M. ...	1176 D. ...	344-7669
3-3-79	John M. ...	Box 1251 Soldotna Alaska	262-4158
3/3/79	Myke Kemp	1916 Beaver Place #3	337-7068
3-4-79	Lea Cotton	6435 C. To de ...	337-5861
3-4-79	Chris Hansen	1515 Ermine St. 99504	333-9235
3-4-79	John ...	7800 DeBarr Sp #533 99504	333-7725
4 Mar 79	John ...	7040 Roberts Dr. Anch AK 99504	333-4554
4 Mar 79	Michael ...	P.O. Box 3116 Sitka 99570	274-8671
4 Mar 79	Walter ...	2400 Lee Rd 99504	333-6494
3-5-79	Debra E. ...	4800 DeBarr Pk Space 102 99504	333-6969
3-6-79	Harold ...	1510 Katter ... Anchorage 99504	333-9054
3-6-79	Charles ...	1001 Boniface 15E-1 Anchorage 99504	—
3-6-79	Elizabeth ...	1189 Lillian Lane Anch. AK. 99504	533-6652
3-6-79	David ...	1201 Richardson Vista Islb 2 Apt 39 Anch AK 99504	278-1302
3-6-79	Janette Van Buren	1604 Tupper Ave 99504	333-9777
3-6-79	Michael Van Buren	1429 Anderson Anch 99504	333-8933
3-6-79	John D. ...	7519 Island Dr Anchorage AK 99504	333-4445

A PETITION TO THE LEGISLATURE  
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DATE	NAME	ADDRESS	PHONE #
3/7/79	Patricia S. Pedace	2010 Moore St. Anchorage 99504	533-8045
3/9/79	Arthur Whitmer	<del>3713</del> Alexander 99504	272-6948
3/9/79	Jim [unclear]	6607 Mink Ave 99504	333-8429
3/9/79	Paul [unclear]	Box 871 Soldotna	263 9252
3/9/79	Ernie [unclear]	372 Iddon St Anchorage	337-7726
3/11/79	A. D. Lopez	2407 46th Anchorage AK	272-9504
3/12/1979	William D. Levine	310 FERN ST. ANCHORAGE ALASKA	333-0737
3/15/79	Edmund M. Mantley	1418 Twining Av. AK	333-8791
3/20/79	J. [unclear]	PO 321 Anch.	99510
3/23/79	Carl P. [unclear]	6514 10th Anch.	337-7296
3/28/79	Charles F. [unclear]	5901 E 6th Anchorage	333-1290
3/28/79	K. K. Jurlington	7810 DeBarre Anch	333-1583



720 West Fifth Avenue • Anchorage, Alaska 99510 • Phone (907) 276-3236, 276-2223

March 16, 1979

Mr. Christian Basler  
 Administrative Assistant to Senator Bradley  
 STATE OF ALASKA  
 Pouch V  
 Juneau, Alaska 99811

Re: ALASKA TRANSPORTATION COMMISSION  
 TOW TRUCK STATUTES

Dear Mr. Basler,

Service Stations in the Anchorage area, some of them Contract Stations to the Alaska State Auto Club, have been compiling signatures on petition forms for de-regulation of Tow Trucks. We are enclosing, herewith, petitions with 333 names of people who signed the following statement:

"We, the undersigned, request freedom to choose any motor-vehicle towing service we wish to move our automobile to any location we wish, at our convenience. We request the legislature de-regulate Tow-Truck operations as part of the Alaska Transportation Commission Sunset Legislative Review".

We are providing these to you in entirety, in the original. We are sending a copy of this letter to Mr. Allen D. Blume in the event he would also like to review the petitions and could ask you for access to them.

We believe the testimony of Mr. Bernie Bylsma and the various exhibits we have provided to your committee fully justify de-regulation of the Tow Truck operators on the basis we have suggested. If your committees feel there is a need for further testimony, we will be happy to comply.

Many thanks and with all best wishes.

Cordially,

Robert M. Scott  
 MT. MCKINLEY ALASKA GLACIER TOURS

cc: Allen D. Blume  
 Contract Stations

BOARD OF DIRECTORS:

James E. Johnson, *Chairman*; Robert M. Scott, *President*; Frank A. Seymour, *Secretary/Treasurer*; Ervin L. Brody, *Executive Committee*.  
*Members*: Connel L. Murray; William J. Sheffield; John V. Munroe; C.R. 'Steve' Hafling; Robert E. Baer; Joe D. Blackard; Charles K. Cranston.

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DATE	NAME	ADDRESS	PHONE #
2/28	Michael L. Guik	808 W. Blagow # 2	272-1868
2/28	J. R. Hoagdr.	4503 GARFIELD	279-5226
2/28	Willie C. Quinn	4110 DESHARE S-2	533 0907
2/28	James Manigault	P.O. Box 10-1155	349-5397
2/28	Kim Melander	4104 Northwood	243-4194
2/28	Lois Everett	4104 Northwood	243-4194
2/28	L. H.	2524 Ber. Face Place #1	277-0019
2/28	Paul Mann	2530 ABBY LANE	243-1115
2/28	Warren Finn Koenig	1800 E 24th Anch. Alaska	272-6782
2/29	Danny Hardricks	2607 Klamath Dr.	243-6253
3/2/79	Brooke Marston	2001 Turnagain Place	277-9356
3/2/79	Dennis D. Cicoma	2921 SANCTUARY DR E.P.	694-3346
3/2/79	Shandy Haggard	4503 Garfield St	276-4887
3-2-79	C. Allen Butler	Box 4-446 Anch. Ak 99509	272-0902
3-2-79	Pandy Davidson	833 W. 75th	344-2863
3-2-79	RAY TESTER	3402 Northwood #31A 99503	272-1331
3-2-79	Stuart S. Brewer	3105 W. 35th 99503	243-6574
3-3-79	Ray Hamacher	5402 DORR ANDER 99503	276-0187
3-3-79	James Hillier	3701 Euclid 75A 99505	274-1100
3-3-79	Mike Johnson	4205 Glen DR, 99503	243-0887
3-4-79	Danny Thompson	2201 Dahl Lane	279-2160
3-4-79	Robert J. Johnson	13601 GARDEN AVE	344-1903
3-4-79	Nancy C. Cushman	1200 W Diamond Blvd SDC14	243-8075
3-5/79	E. P. Brantner	1017 W. Furweed Anch. AK	279-7824
3-6-79	Walter J.	2806 Beebe Anch. Ak.	243-6863
3-12-79	Doreen K. Sore	6839 Stella Anch. Ak.	344-6243
3-12-79	B. S. Hill	SVA Box 32 Anch. AK	349-2088
3-12-79	Kimberly Johnson	3738 W 43RD Ave Anch. AK	274-0455

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DATE	NAME	ADDRESS	PHONE #
3-5	James E Jones	Panaramick Park Sp. 25	None
2/5	Thomas Smith	SR BOX 29-F Anch	99507
3/5	Jim Duman	1500 UK OTIS Apt #11 Anch	99502
3/5	Jim John	8520 Dagan	99502
3/5	Mark Phillips	702 W 32 <sup>nd</sup> AVE	272-5114
3/5	Dean Holleney	1205 E 72nd Anch	349 5092
3/5	Melvin O. O.	2344 D ST #2	276-4870
3/5	Pat O.	170 G 19th Barry Ct C8	3338245
3-5	Vicky Scott	Box 1746 Anch	
3/5/79	Kim J. Partyka	1055 West 27 <sup>th</sup> # 315 Anch <sup>99505</sup> AK	
3/6/79	Carl E. Haines	4563 E 9 <sup>th</sup> AVE, Anchorage AK	3330851
3-6-79	Randy Silander	417 E. 15 <sup>th</sup> Terr Anch AK	272-7348
2-9-79	Carolyn Rogers	3302 EIDE ST ANCH AK	276-7401
3-6-79	Kenn Rogers	230 W 14 ANCH. AK	278-2431
3-7-79	Shirley F. Galbraith	3504 E. 67 <sup>th</sup> Ave., Anchorage, AK.	349-3445
3-7-79	Richard W. (Rover)	SA ANCH. AK 99507	344-0101
3-7-79	James E. Lewis	700 W 88 <sup>th</sup> 99503	344-7682
3/7/79	Jimmy Hatch	Box 1 Chitina Alaska	Bush-
3-7-79	Michelle Brown	4736 West 29 <sup>th</sup> An. AK	
3-8-79	Barbara Owens	113 E 23 <sup>rd</sup>	277-9370
3-8-79	Darlyn Clark	462 25 <sup>th</sup>	333-7734
3-8-79	Ed. Park	2449 Abe	272-2679
3-8-79	Yvonne D. Coburn	PO Box 4-2795	274-4984
3-8-79	JOAN POKLOCK	1500 W 29 <sup>th</sup>	279-3014
3-8-79	Yvonne Higgs	1205 W 47 <sup>th</sup>	274-6786
3-8-79	Chuck Rogers	Star Lc A Box 388E	344-0796
3-8/79	David Hilman	1202 Bannister Drive	274-6716
3-8-79	DAVID THACKER	Box 2703 Kodiak AK	486-4119
3-8-79	Mike Smith	2024 Waldron Dr. Anch. AK.	344-5542
3-8-79	Edith J. Rogers	3403 Lakeshore Dr. #1 Anch. AK	243-4827
3-9-79	Bernard Jackson	3201 Montpelier St	
3-9-79	Margie Jackson	3201 Montpelier	
3-9-79	Paul B. Anderson	Box 101 - Anchorage AK	
	Carha Steg	2809 18 <sup>th</sup> Dr	

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We, the undersigned, request freedom to choose any motor-vehicle towing service we wish to move our automobile to any location we wish, at our convenience. We request the legislature de-regulate Tow-Truck operations as part of the Alaska Transportation Commission Sunset Legislative Review.

sign and win!!!

DATE	NAME	ADDRESS	PHONE #
3/1/79	Karl Borenman	P.O. Box 4-551	
3-1-79	Kenneth Riley	10840 Kanistak Bay Circle Anch	3195215
3-1-79	[unclear]	P.O. Box 3501	344-4447
3-1-79	[unclear]	1213 E 11	777-144
3-1-79	JAMES BARKER	423 W 22nd	276 6555
3-1-79	Craig Storkopf	4700 Kestler Ave.	2833925
3-1-79	Wanda Brooks	1575 "E" AVE.	-
3-1-79	[unclear]	133 Mendota Lane	379-4645
3-1-79	Bill R. Lane	2436 Beluga	864-1163
3-1-79	[unclear]	2-7410 N Elmendorf AFB	753-8310
3-2-79	Shirley J Clark	149 Michael Ct Anch AK	3375109
3-2-79	[unclear]	5256 Conover	337-5009
3/2/79	J. H. Kubiak	1104 C STREET	272-8225
3/2/79	Debra White	8207 RAINY PLACE	349-1126
3/2/79	John O'Leary	Box 163 Galena	656-1280
3/2/79	Debra Woods	Box 4-2313	2430505
3-3-79	Sahid Washner	P.O. box 873 Anch	2435018
03/02/79	Scott D Fitch	PS#1 P.O. BOX 297 ELMENDORF AFB AK 99506	753 2109
3/4/79	[unclear]	412 W 27 ANCH AK 99503	278-5201
3/4/79	Vince Kellner	3407 Norman Anch. AK 99503	3274-9159
3/4/79	Samuel B. Bannister	3201 EUREKA SP500	274-9024
3/4/79	William E. Lane	3101 W. 69th Anch AK	274-6355
3/3/79	Corinne A. Beisler	936 W. 10th Ave Anch. AK	577-2913
3/4-79	Nathaniel Show	6211 - DEBARK " Rd. ANCHORAGE AK	333-1138
3/4/79	Maureen Foxley	6211 De Van Anch Alaska	333-1138
3/5/79	Ken Hutto	P.O. BOX 4-966 Anch. AK	No phone
3/5/79	Cam Hutto	5750 E Glenn Hwy #17 Anch AK	333-8248
3/5/79	Richard S. Hurdell	4915 Logan Dr Anch	
3/5/79	Glenn O. Scott	80 Echo Eagle River AK	694-2081
3/5/79	Mike M. Robinson	1528 E 14th Anch. AK	274-
3/5/79	John W. Hutto	141 West 11th	
3/5/79	Ed Baer	3405 Eureka Anch	
3/5/79	Lloyd N. Peterson	1001 West 23rd Ave	
3/5/79	E Eden	4903 Cambridge Anch 2	

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DATE	NAME	ADDRESS	PHONE #
2/28/79	Narlene Romer	2834 W 42 <sup>nd</sup> PL #1	243-3545
2/28/79	Kent Wellman	1344 West 25 <sup>th</sup> Ave	277-5268
2/28/79	Steve Halgren	2107 Jefferson #5	
28 FEB 79	Patrick Light	1343 W. 25 <sup>th</sup> AVE	279-7340
28 FEB 79	Kent M. Deane	PO Box 1124 279	792-2162
2-28-79	Dan Mungen	8181 Country Woods	344-4027
2-28-79	Jim Mager	"	"
2-28-79	Andrew P. Harris	1200 Diamond Blvd. SP1330	344-6795
2/28/79	Ann Brown	625 Highland 99502	271-4275
3/1/79	Steve Zallin	13810 LAUI Dr.	344-3162
3/1/79	John E. Krogger	6401 Astorland Dr. Anch	344-6797
3/1/79	Dale Spots	2938 COPPER AVE	694 9482
3/1/79	Ed Hon	2442 OAK	272-7692
3/1/79	Evel Whitson	2201 D ST Anchorage	272-7152
3/1/79	Ben Spalin	801 Airport Mt. #304 Anch	272-0326
3/1/79	Mark Zindler	1200W Diamond Spce 101	349-2096
3/1/79	Alvin Spalin	1200W Diamond Blvd #101	349-2096
3/1/79	Gabriel Adgett	3546 Perenna Ave. 99502	344-4428
3/1/79	Charles A. Polzytt	4316 BUTTE CIRCLE	333-0144
3/1/79	Donald S. Thompson	827 26 <sup>th</sup> Ave Anch. AK 99503	279-4054
3-2-79	B. J. Phin	1531 - 14 <sup>th</sup> AVE	272-8906
3-02-79	Jaclyn Reilly	2000 Woodward Rd.	279-2451
3-2-79	E. Kenneth Shaw	PO Box 3-604 (ECB) 99501	279-7611
3-2-79	W. G. PHILLIPS	Box 11-2762 99504	279-4270
3-2-79	Jack Furell	2044 Simpson St 99504	276-1774
3-6-79	Don Mager	Valdez AK - Box 1579 99686	835-2856
3-6-79	Cathy Mager	Box 1579 Valdez Ak 99686	835-2857
3-6-79	Michael R. Kaldoroff	3504 E 67 <sup>th</sup> Ave Anchorage AK 99507	349-3445
3-6-79	ASSETTS TV	7 <sup>th</sup> mile Chena Lodge Rd 99508	479-3511
3-9-79	Patrick J. Shipley	2215 W. 46 <sup>th</sup> 99503	277
3-9-79	PAUL HARRIVIERE	Box 1474 Anch 99510	
3-10/79	Ros/howry	112 E 24 <sup>th</sup> AVE #102 Anchorage	
3-10/79	Thomas J. Sch...	Box 4-1095 Anchorage	
3/10/79	Formula Diller	1010 W 11 <sup>th</sup> #2 Anch	

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THANK YOU FOR YOUR  
SUPPORT

DATE	NAME	ADDRESS	PHONE #
3/1/79	Jan C Mill	SR Box 5576 Eagle River	694-9842
3/1/79	Don Sillim	3706 Coventry Dr. Anchorage, ak.	344-7465
3/1/79	Richard Olson	2127 Dawson St	277-5478
3/1/79	Wally K. Gould	8525 EMERALD ST	243-4412
3/1/79	Eunice M. Motukhin	3275 Montclair Ct	272-4898
	Jack Zeigler	3701 Eureka #36 S.P. 56B	277-3451
3-2-79	Paul Kettler	SRA Box 1444K	344-1363
3-2-79	Thomas S. How	1201 B ST Anch AK	878-4356
3-2-79	Telen Johnson	409 Cheyenne way #3 Anch AK	
3-2-79	W. P. Westcott	614 Matanuska Valley AK	135-2483
3-2-79	William H. McCollum	208 E. 23rd Anchorage	279-9168
3-2-79	Stephen Kennedy	Box 687 1st Ave AK 99506	835-4304
3-2-79	DA Kammick	227 W 22nd Anch AK 99503	274-949
3-2-79	Lucy J. Hall	SEA Box 1434 Anch AK 99502	344-346
3-2-79	Dorothy Minnier	3530 Glenn Dr Anch. 99504	333-5886
3-3-79	Bob Rubin	8409 Conbit 99507	
3-3-79	B. Bernette	7800 DeBar #201	337-5880
3-3-79	Lanone Carther	138 W 23rd 99503	277-1819
3-3-79	Tom A. Ross	2456 Spurr Ln	43-3251
3-3-79	Amil Bagley	7716 E 20th	333-5092
3-3-79	Jim Kuen J	3343 E 15th	278-3728
3-3-79	James P. Dragan	3261 Montpelier Court	279-0767
3-3-79	Lucie J. Edwards	202 W. 22nd Ave.	277-4447
3-3-79	Kim Kowalski-Mai	1304 W. 31st Apt 2	277-7188
3-3-79	Greg R. Hanft	8303 RAINY	349-4589
3-3-79	Ben Mueller	1808 W 39th	278-0593
2-3-79	Conni Lopez	124 Heintz Lemah	276- <del>3091</del>
2-3-79	Guard Mitchell	1716 crescent Dr.	277-3143
2/3/79	Ronald O. Kunkel	646 West 21st Ave.	272-9043
3/10/79	Jennifer S. Neff	1135 E 15th AVE	279-3769
3/10/79	Andrew Spindler	1135 E. 15th AVE	279-3769
3/10/79	Jeff Long	3101 E. 6th St # E	279-1352
3/11/79	Monique M. Lector	1901 W 86th Ave	278-1289

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DATE	NAME	ADDRESS	PHONE #
2-27	Mike Courthorn	6222 W Diamond	243-8132
2/27	Jose Barker	4225 SPENARD #158	243-6463
	Ray D. Donnell	204 Heitzleman Dr.	272-9226
2/28	D.G. Stevig	2209 N. Lights Anch AK.	
2/28	J. Humphrey	1231 FRIENDLY AVE Anch AK	337-4819
2/28	Michael T. Kitzinger	P.O. BOX 1771 ANCH AK	337-9745
2/28	Cliff L. Langston	9296 Vassar Dr. Anch AK	274-0284
2/28	Quentin Patience	3701 Eureka Anch. AK	277-6480
2/28	Gene M. Pirelli	1110 W 20th Anch AK	272-2411
2/28	Dawn Moncrief	1105 Chugach Anch AK	279-9182
2/28	W.L. McWhorter	3701 Eureka St 548 Anch AK	272-6281
2/28	H.J. Eggleston	1110 W 6th	272-2323
2/28	BAFFIN (ANNA)	704-B FISHER	349-1891
2-28	HOWARD (ANNA)	704 B FISHER	349-1891
2-28	Arthur Smith	5304 Norbant St	277-5129
2-28	David Henry	5013 Marjorie St	333-1826
2-28	Karen Henry	" "	" "
2-28	JOHN ECKHART	2225 "D"	279-1649
2-28	ED KIRSCHBAUM	SUNRISE LANE STERLING ALASKA	NO/PHONE
2-28	R.A. Behr	2609 KONA LN Anchorage	243-5575
2-28	Mike Russell	2426 Lordy Baranof	277-9990
2-28	John (ANNA)	873 Kalm Place Anch.	274-5651
2-28	Paul (ANNA)	Anchorage AK	NO/PHONE
2-28	Linda Lewis	125 E 23rd Anch.	274-7162
2-28	James Hart	3701 Cove Ct Anch.	243-3271
2/28	Paul G. Curran	SRA Box 1581 12 Anch	344-0861
2/28	Frances Humphrey	1231 Friendly Ln.	337-4919
3/1	Edm Hansen	2304 North Star	
3/1	Stephen Long	3301 Ea. 52nd	344-838
3/1	John S. Casari	1412 Hyde St	274-9097
3/1	Harold P. Munnich	4004 Apt. 1 Cope	274-1828
3/1	RICHARD W. Schelin	801 E 11TH #13	
	Kenard D. Leanne	8313 Deabery	243-
	Sharon W. Warren	2938 Cope St. #17	

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DATE	NAME	ADDRESS	PHONE #
2/27/79	Fred C. Hayes	601 E. Northern Lights Blvd 99503	276-4251
2/27/79	Donald W. Hoadley	3104 W 34th Ave Anch. Ak 99503	243-1640
2/27/79	Betty J. Hoadley	3104 W 34th Ave #17 Anch AK 99503	243-1640
2/27/79	Ellie Muir	3835 Carleton Anchorage	243-1941
2/27/79	Norothy Muir	S.R.A. Box 1620 Anch 99509	344-2833
2/27/79	Michael Stone	201 S. Klein #46A Anch 99504	337-5661
2-27-79	Ray Lee Varner	3835 Carleton #4 Anch Ak 99503	243-1668
2-27-79	William Pearson	Kathy Catalano's ch. gym #23 99503	270-0409
2-27-79	Gary David	SRA 250 M Anch AK 99507	304-5887
2-27-79	Martin K Hall	4004 Cope Anch AK 99503	274-1828
2-27-79	Larry Vanhook	1320 Richardson Vista 99501	278-3503
2-27-79	Russell D. Fuddham	303 W Firewood Lane Anch, AK 99501	276-4257
2-27-79	Steve Zupke	<sup>Box</sup> 1192 EAGLE RIVER	688-3076
	Greg Korman	1214 H ST ANC.	2-27-79
2/27/79	Kelvin	2509 BIRD ST. 99503	276-4925
2/27/79	Patricia Pleminoff	3730 W. C. 4th Anch. AK	243-7217
2/27/79	Carlene Hoadley	4720 1st Street ER. 99577	6943674
2/27/79	Robin S. Selby	St Rt. Box 9121 Eagle River AK 99577	688-2211
2/27/79	Wendell S. Alex	P.O. Box 11, Plungiak, Alaska 99567	
2/27/79	Brabansin	621 W 47th #58 Anch. AK 99503	
2-27-79	Wilma Jones	1530 Nerens at Anchorage AK 99524	
2/27/79	Donno Hoadley Jr.	4720 1st Eagle River 99577	694-3674
2/27/79	Anna S. Johnson	2403 Fureka #15 99503	
2/27/79	Jerry Kuse	8217 Dumberry 99503	243-6268
2/27/79	Leet Loran	423 W. 22nd Ave #205 99503	273-7394
2/27/79	Edward Stephens	1741 Beaver St. #3 99504	337-9383
2/27/79	Robert P. Manser	3232 Wolcott Circle #1 99507	277-4965
2/27/79	Chad R. Wagner	2201 Romig Place OS	
2/27/79	Robert Smith	2605 W. 29th Anch AK 99503	
2/27/79	George Mages	Indian AK	
2/28/79	John Kilo	4121 Brantley Pl.	
2/28/79	Edgar Gamez	41-29 VANCE DR 99504	3339934
2/28/79	Bob. Grand	Box 4 Jits near Eagle River	6744061
	Mary Symon	801 Airport Hwy "2"	

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DATE	NAME	ADDRESS	PHONE #
2/28/79	Lais Hautanen	3157 W 69 <sup>th</sup>	243-5683
2/28/79	BENJAMIN L GLENN	707 W. 22	277-0742
2/28/79	Steve Carlson	2140 W SARATOGA	272-7641
2/28/79	Joseph M. Campbell	1435 K	272-0819
2-28-79	Cheryl By	3115 W 43 <sup>rd</sup>	243-4188
2-28-79	Paul Dorend	3303 Wyoming Dr.	277-5045
2-28-79	Mel Sussman	2400 Barrow #302	-
2/28/79	Tom Alford	4300 ARCTIC #75	279-6192
2/28/79	A. M. Loring	905 Chugach #3	272-6346
2/28/79	J. W. Boles	SEA Box 1311	344-0052
2-28-79	Art Folsom	139 W FIREWEED	276-1558
2/25/79	KAY HAMPTON	2208 EUREKA SW #16	276-2697
2/25/79	Bill King	1510 Beaver Pt.	333-7244
2/28/79	Janita Cowden	6849 Whitehall	243-6288
3/1-79	Don Lamm	4341 Edinburg Dr.	243-0894
3-1-79	Steve Salomon	1211 AMARACK	274-8977
3-1-79	Steve Schubert	7403 International	344-3360
1/28/79	Steve King	Box 105-UT	276-2722
3-1-79	Steve McKean	Box 3605 DT	272-5381
3-1-79	Jim D. Stue	544 AURORA DR.	277-8765
3-1-79	Randall C. Decker	1921 E. 7 <sup>th</sup> and Ave.	344-5729
3-1-79	James Skashnik	6160 Collins Way	243-7452
3-1-79	Maria A Pedersen	Box 6504 North	243-7867
3-1-79	Patricia L. Cunningham	265 Dowling Hill	278-7087
3-1-79	Dr. G. M. S. G.	#201-2211 E. Mill St.	279-6573
3-1-79	John Decker	Healy, AK	277-5531
3/1/79	J. K. Caldwell	3815 Hampton	
3/1/79	Don R. Smith	SRH Box 368B Anch. AK.	349-3691
3/1/79	Tom D. King	AMU Ave #7504	276-5345
3/1/79	Ray B. King	2617 Derby Anch. AK	
3/1/79	R. J. Simmons	3701 Eureka Anch. AK	
3/1/79	James Kiviera	3307 Donnybrook Pkwy #1358 Anch.	333-5684
3/1/79	James Miller	631 W 51 <sup>st</sup> Ave	274-6762
3/1/79	S. R. Smith	S.T.A. Box 1620 E ANCH.	344-4649

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DATE	NAME	ADDRESS	PHONE #
3/3/79	Paul T. Libby	7632 Wandering P... Anch.	243-2210
3-3-79	James W. Pedersen	6901 TANAWA DR ANCH	243-3239
3-3-79	Douglas B. Terhune	2711 W. 84TH AVE. ANCH.	243-7189
3-3-79	Jim Torson	6943 Terry Pl.	243-5524
3-3-79	Don Alkman	1901 Shoreline Cir.	344-0047
3-3-79	Mike Eskola	5700 Lake Otis	344-4800
3/4/79	Frank Smith	1200 W Diamond	344-1223
3/4/79	Don Mumford	3731 Cove Ct	243-8191
3/4/79	John D. ...	3510 ARLENE ANCH	243-5025
3/4/79	John C. ...	7085 WHITEHALL ANCH	243-3757
3/4/79	John ...	6200 Jewel Lake Rd. Anch.	243-7690
3/4/79	John ...	221 Chad St. Anch	344-5349
3/4/79	Dan ...	6960 RANIBERRY	243-1048
3/4/79	Jack ...	6514 ... Anch.	243-5505
3/4/79	C. Alene Palmer	4220 Tahoe Dr Anch	243-8564
3-5-79	George ...	7941 TUGSON ST ANCH	243-6767
3-5-79	Clara ...	4501 Arctic Anch	—
3-6-79	Sue Gray	8132 Endicott St Anch AK	—
3-6-79	Nyle Weaver	3931 W. 72 <sup>nd</sup> Ave " "	243-4349
3-7-79	Ed ...	2950 CONCORD LN Anch. AK	243-2901
3-7-79	Ed ...	3107- Ende St Anch AK	277-3350
3/7/79	Alan ...	4336 E 7TH	265-9334
3/7/78	Roy ...	Box 130 Chugiak AK	274-5493
3/8/78	Robert ...	7111 Chester Ct Anch AK	333-7284
3-8-79	Jim ...	3662 W 88 #109	—
3/8/79	Man ...	4810 Malibu	243-6688
3/9/79	John ...	6906 Terry	243-1855
3/9/79	John ...	7821 Cordell	243-6722
3/10/79	Madeline ...	1200 W. Diamond #526	349-4162
3/10/79	William B. Kelle	1200 W. Diamond #52C	349-4162
4/1/79	Val ...	9340 K 1 St. 99502	243-4704
4/2/79	John ...	1430 W 12th Ave 99501	243-4335
4/2/79	Patt ...	7380 Silver Birch Dr 99502	243-6187

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DATE	NAME	ADDRESS	PHONE #
2-27-79	Fred Heinglmayer	Sagadah River	694-9578
2-27-79	John Chas Lewis	Mountain View	279-8859
2/26/79	Scott LeBar	Anch	337-1170
2/27/79	Henry W Smed	Eagle River	688-3668
2/27/79	Linda Heindmann	Sagad River	694-9578
2-27-79	Anna B. Smith	Chugiak ak	688-3668
2-27-79	Joe Mark Anthony	2021 Lake Otis Plany, Anchorage	279-4702
2-27-79	Ed Tompkins	1435 NORDEN ST.	277-9100
2-27-79	Gary L. McCree	801 Airport Hgts. 5P <sup>th</sup> St ANCH, AK	277-6388
2-27-79	Ed Tich	Eagle River	N/A
2-28-79	Jay Muller	243 S. Park Anch, Ak.	333-8607
2-28-79	Carl Chestwood	169 SR B Box PALMER, AK	745-2519
2-28-79	David E. Ramsey	1580 Noiere St Anch A.K.	276-3527
3-1-79	Nal Rahlmann	2735 Kaktus Anch	279-0271
3-1-79	Jack Regal	801 Airport Hgts #364	274-7400
3-1-79	Arnold Thorne	Box 4-2453 Anch AK 99509	344-7189
3-1-79	Les Per	2700 E 2TH	333-0024
3-1-79	Michael A. Dunby	4302 COPP ST	279-2020
3-1-79	Paul Sinden		188-8002
3-1-79	George Bremer	1417 Columbus	278-3774
3/2/79	Bill Stein	5-12T. Box 1101	688-3007
3/2/79	Frank R. Fisher	3523 Starport Pl.	279-2055
3/2/79	Woods	1830 Telkeetna	277-7878
2/79	Richard	2501 E 17TH	277-6467
3/3	John Baker	4446 Sam Baker St	337-1944
3/4/79	Lee Richard	1705 M'Kainly St	274-1305
3/3/79	Sam Sinden	625 Bliss Anch AK	274-3307
3/3/79	Keith Craig	2320 MADDEST PL.	333-1464
3/3/79	Mrs. Ingerbaer	2201 ALDER DR.	
3/3/79	Michael P. Pohlman	1625 Katma Anch AK,	333-8439
3/3/79	Ed in Flann	1826 LAURE CIR	333-0781
3/5/79	Carl E. Rosten	901 Airport Hgts 3P <sup>th</sup> 71 ANCH, AK	274-4755
3/12/79	Bill Winters	1305 W 47 <sup>th</sup> Ave Anch AK	279-8048
3/13/79	Mrs. Kammere	8206 Lloyd Dr Anch 99502	243-6052

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DATE	NAME	ADDRESS	PHONE #
3-4	Stanley Sanderford	4010 Reka # F-2	333-0789
3-5	Mike Caprio	2151 Alder Dr	
3-5	Ed Trich	PO Box 1123 Eagle River	
3-6	Eric Ekvall	2635 Lovejoy	276-0836
3-6	Margaret Mueschelt	2034 Cliffside Dr.	279-4602
3-6	Donna Plank	1576 LaFayette #3	279-7781
3-7	John Murphy	1583 Garden St	279-4885
3-7	Mike Newshaw	703 1767 Ave. 99510	
3-7	John MacLean's	Box 8-173	279-8252
3-7	John W. Smith	Chugiak AK	688-3668
3-7	Margaret McKean	1205 E. 4th 99504	337-3252
3-7	Richard Anthony	2020 Lake Ct 99509	279-4702
3-7	Vergil P. Kinney	1625 Birchwood	279-5500
	(LASSIE)		279-8205
3-7	Edwin Dale Adams	Long Hills	
		1908 Hillcrest	277-8133
3-8	Joseph O'Leary	SP. 2B 4110 Debarre Ave	333-0201
3-8	Keith M. Gustin	117 Sunny Circle, Eagle River	694-5459
3-8	Bruce P. Rott	Box 1018 DELTA JCT.	895-4316
3-8	Helen H. Hawkins	801 Airport Hts.	279-5918
3-8	Alvin J. Feulner	1569 Garden St.	279-3037
3-8	Dr. Anne A. Truck	PO Box 1123 Eagle River, AK	
3-8	Linda Kleinerman	Box 8469 Eagle River AK	694-4578
3-8	Edvard	4523 E 7th Ave	337-6235
3-9	Edward Langford	1435 NORLIND ST.	277-4100
3-9	Barbara	2201 Foraker	243-0270
3-9-79	Alton O'Leary	4828 E 24th	333-7012
3-9-79	Edward J. Rayche	24-3681 Crown St.	753-3321
3/9/79	Kelly Samuelson	Box 11 Chugiak AK	688-2923
3/10-79	Audrey D. Sakaj	1547 AIRPORTS HTS	277-1342
3-9-79	James Shep Her	1506 Trimming St.	333-4142
3-9-79	Robert C. Houch	Box 1174 Anch. AK.	274-2492

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DATE	NAME	ADDRESS	PHONE #
3-10-79	THIELSEN J. R.	3514 E 19TH ANCH	277-2937
3-12-79	Denman, K.A.	4333 San Ernesto Anch.	276-2866
3-11-79	Off Harbor	1011 W 7th St	340-5571
3-11-79	Mail, Island	3210 Davis Dr Anch. Ak 99503	277-1020
3-12-79	RS Corder	801 Airport Hqts	272-6246
3-13-79	Conrad V. Miller	1545 S Hoyt Anch. AK	377-1840
3-13-79	Fred Henderson	Eagle River AK	694-9578
3/13-79	Charles Henderson	2124 Junie Dr	272-2389
3/13/79	H. Frank Roney	5040 E 24th Ave AK	333-9764
3/13/79	Bill Cannon	6609 E. 12th	337-2206
3-13-79	DAVID L. GURIGAN	4200 E 4th St	333-0679
3/14/79	Jerry Appach	1711 LOGAN ST	277-8907
3/14/79	Elizabeth Henderson	2124 Junie Dr Anch AK 99504	272-2389
3/14/79	J B Heiler	1435 Airport Hqts	272-7220
3/15/79	Leslie Thompson	2401 OAK DR	279-0357
3-15-79	Richard Tom	3500 MT VIEW SP15 AK 99504	274-8102
3-15-79	Alan P. D. J.	3500 MT VIEW SP15 AK 99504	274-8102



TUESDAY - February 13, 1979

THURSDAY - February 15, 1979

Jake Johnson (789-0644)  
Chairman  
Alaska Transportation Commission

Ben Benediktssen (586-2660 ext. 503)

Richard Dunham (344-4819)  
Alaska Dump Truck Association

Robert M. Scott (276-3236)  
Chairman  
Alaska State Auto Club

Jim Christopher  
Manager  
Alaska Towing and Wrecker (ANK)

Frank Chapadots  
H & S Warehouse (FBX)

Bob Moskal  
Marketing Manager  
Alaska Sea Land Rep)

Henry Camorot (279-9574)

Bob Ward (3900)  
Commissioner  
Department of Transportation  
(or)

Dick Holden  
Deputy Commissioner

Bud Hansen (789-0434)  
Manager  
Lynden Transportation (Juneau Office)

Jim Dodson (277-4886)  
Manager  
Alaska Air Carrier Association  
(or)  
Jim Willson

Buzz Van Alstine (789-0950)  
Manager  
Douglas Trucking Company  
(Was with Lynden Transfer)

Charles Webber (2500)  
Comm. of Commerce  
(or)  
Bert Wagnon, Deputy Commissioner

Bernie Bylsma  
Turnigan Chevron Service  
Wrecker

3:00 PM on Tuesday and Thursday  
Beltz Room #209 Capitol Building

Copies of PREFORMANCE REVIEW OF ATC  
can be obtained from Division of Legislative  
Audit - - - Ext. 3830

(H) 773-1221  
(W) 773-1219

Helicopter Operator

April 7, 1979

Gordon McDonald  
Circle, Alaska 99733

Dear Mr. McDonald:

As a result of our phone conversation last week, I am sending you a copy of the Performance Review of the Alaska Transportation Commission. It was the basis on which the Senate Commerce Committee held hearings for two weeks. As a result of these hearings, a report was written indicating the Senate Commerce Committee's recommendations for future conduct of the Alaska Transportation Commission. (Also enclosed please find a copy of Senate Bill 97, Committee Substitute for Senate Bill 60 amended, and Senate Bill 236.)

You may want to contact the House Commerce Committee for any current action being taken by that body, on matters concerning the Alaska Transportation Commission. Fred Brown is the Chairman and can be contacted in Room 206 Assembly Building, Juneau, Alaska 99811 (Telephone: 465-3834).

If you have any further questions, please feel free to call or write. (My telephone number is 465-3748.)

Sincerely,

*Christian Basler*

Christian Basler  
Administrative Assistant  
to Senator Bradley

Enclosures (5)

Bonding very - very difficult to  
get for any one - contractor or truck  
operator

ATC Budget = \$1.4 million

Highway outlay = \$40 million

SENATE COMMERCE COMMITTEE  
Denator Brad Bradley Chairman

Adjenda: February 22, 1979      3:00PM      Room 209 Capitol Bldg.

---

Air-Taxi

✓ J. B. Haroldson --- From Bethal, comm. pilot for 20 years  
Born in Bethal. Solid Community Citizen.  
De-Regulation.

Vickie Malone --- Bethal. De-regulation.

Susan Murphy --- Bethal De-regulation

Tilly ~~Walters~~ ---  
WALLACE

✓ John Lee ---

✓ Ralph Doyle --- Chugiak Aviation De-Regulation

~~Slivovich~~ ---

✓ S. F. Rebischko  
Rep. Hurlburt

Turcking

✓ ① Ben Benediktssen --- Read into the record a statement from  
Sea Land Trucking Inc.

✓ ② Tobie Miller --- De-regulation.

Testimony

To be scheduled

Ralph Doyle (Chugiak) 688-2752  
Chugiak Aviation 688-2824 122nd

<sup>his home</sup> 78 9-0772  
Toby Miller 586-1792  
Local Trucking firm.

Dr. Opth / U of AK.

~~FRX~~

479-7251

Dean of Management

6457 N.E. 135 Place

Kirkland Washington

State

~~98003~~  
98003

822-8076

242

242

W

Douglas Trucking 789-0950  
 Buzzy Van Alstine  
 Seattle 206-764-6300  
 (call Friday) →  
 Linda in Seattle

Bill Barber → (3867)  
 Anyone handle transportation Bills  
 Come to C.C. Hearing for future  
 drafting of Bills.

no → not advisable  
 → not necessary  
 → not good policy

(F.A.A. → head of in Alaska)  
 Se 789-2193

Donald Keil -  
 ANC 265-4201  
 will be new → Faith, Bob

Ralph Doyle 688-2452  
 Chugach Aviation ---  
 688-2824

Don is obsolete →  
 ANC - economic  
 FAA - safety, navigation

✓ Jake  
Jack Johnson (Chairman ATC)

Audit Report  
Leg Info.

Belitz H 209  
Com Committee Senate

#789-0644  
279-1951 AIC

✓ Henery Camorot (Att.)

Jim Willson

#279-9574

✓ Jim Dodson (General Mgr. Ak Air Carrier Association)

AIC 277-4886

✓ Ben Benediktsson (Tu 5)

#586-2660  
Rm. 503

✓ Richard Dunham (Ak. Dump Truckers Ass.)  
home 344-2359  
344-4819 (1/6)

✓ Bob. Wood - Commissioner Dept of Transportation  
Bill Hudson (Dept. of Transportation; Merien Hgw. System)  
Dir. Holden - 42.25.012 / 2/20/40

3900

✓ Charles Webber (Commissioner of Commerce)  
Best Wagon Dept Comm.

#2500

✓ Robert M. Scott (Chairman, Ak. Auto Club) (Report)

276-3236 / 2223

✓ Jack Mc Gee (Ass. Aterny General of Transportation)  
(Joe Danahue, 3674)

#3630

+ Truck Firms

✓ Lyndon Transport. (Th) 789-0934 2/15 Bud Hansen  
✓ Miller Pung & Miller 586-~~XXXX~~ 0772 Toly (off road)  
Juneau Road Mtn 586-3412 can't attend  
Kaiser A N & Sons 789-7441 maybe Sons



Regional Municipality  
Management Comp

Time  
Date 2/13  
Place

Ben -

How should we schedule these people?  
And in what order

What are they to feel for?

Audit Report  
Relative to Audit Report  
result of Summit  
Law -

Do you want TV coverage?

~~Cpt. 79~~

~~(K-2)~~

John Hail  
Hail  
586-1670

Controversial  
issue

Will we have successive meetings -> Thursday

TTO - 586-6176 - Cap 79

ATC

1000



1. What will be the impact of deregulation on
  - a. Rural Alaska.?
  - b. Large cities?
  - c. Transportation Industry?
2. How will free competition <sup>in transportation</sup> help you and your?
3. What benefits do you realize now from transportation regulation?
4. What are the trade-offs you see between regulation and de-regulation?
- 5.

(one bill)

A.T.C Sunset Legislation

Changes in present law

- 1. Deregulation of Recreational Aircraft
- 2. Deregulation of Incidental Aircraft Use
- 3. Deregulation of Dump Truck (Bulk Commodity) & Tow Trucks
- 4. Elimination of the "Ferry Act" (between airport in Kiticican and town)

42-10 Motor Carrier  
 42-15 Bus Act

Rick / Carry 5 passengers or more.

~~Jim Dotson - Dinda~~ ~~Alt~~ ~~Air Carrier~~ ~~As~~  
 call Jessy (his wife)

~~SA 229 - Dastigca~~

Filed Tomorrow  
(as soon as possible)  
\* if it gets on ~~calendar~~ call Colletta  
calenda

~~(362)~~

~~Old~~

Old Senate Bill 362

Passed 17 to 3 last session.  
on Reconsideration it passed 18 to 2.  
Vote against <sup>1</sup> Curbulla J.

It never got to house floor.

(Bill)  
It can be run through Rules and Filed as is!

Jack Johnson (Head ATC) will testify  
favorably for this legislation. 279-1451 AWC.  
other <sup>x-incident-</sup>   
Commissioners { Wally Kubby (an guide, 600 Ray Leason man)  
Keith Miller (x-governor)

Feb 20, 79

Meeting in Rick Halfords office, myself and Rep. Dick Randolph.

Questions that should be answered w/r to reg. or de-reg.

1. Cost to Consumer --- U.S. de-regulation has decreased  
cost of air fair substantially.  
--- Cost per hour estimated by Halford  
of air taxi time is \$13.50 to the consumer. Due to ATC reg.

~~2. Safty to Consumer~~ --- The Fed. regulation does ample job  
of regulating safty. No need for duplication.  
--- Perhaps a witness should lead the  
committe through the process of obtaining an application.  
--- Post record of Insurance in place of  
business and in the aircraft for the general public to see

3. Terriff --- Post terriff in place of business and in aircraft  
for public to see.

4. Insurance --- See Safty part 3.

March 7, 1980

Commerce Committee  
Pouch U  
Juneau, Alaska 99811

Senator Brad Bradley & Commerce Committee:

A continuation of the Alaska Transportation Commission will again be reviewed by your committee in the coming months. It is my opinion that the trucking industry should be required to provide the public with (1) safe operating equipment and (2) insurance or bonding to cover the value of the cargo carried. It seems to me these two functions can best be handled by the Department of Public Safety and perhaps the insurance commissioner.

The transportation commission is a regulatory body to control (harass) the trucking industry and does not serve a useful purpose. The commission adds to the public's cost of transportation by dampening free enterprise which made this country great in the first place.

Except for items 1 and 2, above, I see no reason for government controls on trucking anymore than opening a shoe store, a consulting service or any other business where one may enter or leave the marketplace at will. The airline deregulation has been successful in allowing free enterprise to govern the marketplace and if you will allow the Alaska trucking industry the same opportunity, the public will be well served. Additionally, the funds required to staff and operate the commission would be a significant step in reducing government costs and bureaucracy.

Sincerely,

*Jff Blevans*

*Bering Engineering & Supply*

*137 First Ave*

*Fairbanks, AK 99701*

Duane R. Carlson  
1157 Coppet  
Fairbanks, AK 99701

March 7, 1980

Commerce Committee  
Pouch U  
Juneau, Alaska 99811

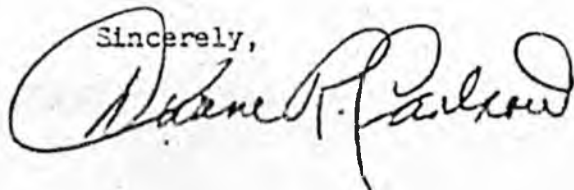
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Sincerely,





# DOUGLAS TRUCKING

BOX 2238  
JUNEAU, ALASKA 99803  
PHONE: 907-789-0950

Owners:  
PAT ORME  
FRANK PALMER  
BOB DILG

February 22, 1979

Senator Bradley  
Pouch V  
Juneau, Alaska 99811

Dear Senator:

On February 15, 1979 I testified before your committee reviewing the performance of the Alaska Transportation Commission and spoke out against deregulation on behalf of Douglas Trucking, Inc. Douglas Trucking is a young, Juneau based class 2 carrier. The purpose of this letter is to highlight the areas we feel strongest about.

Most importantly, through regulation and enforcement, a network has been established to provide to the general public a transportation system unequalled in service anywhere in the world. Regulation has established a framework in which schedules are set up and maintained, interlines with other carriers established, and has provided for tariffs open to public inspection. Enforcement of regulations by a commission is necessary to insure that these services are made available to all individuals and businesses. With regulation, Douglas Trucking can guarantee service to the general public in the area we serve, with connections with reasonable dispatch to anywhere in the U.S. and most foreign countries! Without regulation, we would not be able to do this because interlines with connecting carriers and tariffs would not remain stable.

It is recognized that the general public and this state require an organized transportation system. It is also recognized that the basis of this country is the free enterprise system and that the individual or small business must be able to operate along with big business and government. We at Douglas Trucking believe that through regulation and enforcement (the commission), both systems can be maintained.

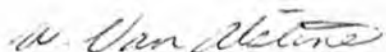
Douglas Trucking, as it is today, was able to start as three individuals who with very limited funds were able to enter the trucking business and operate successfully. The Alaska Transportation Commission review their application weighing several factors including the general public's interest and approved their

application. Douglas Trucking is proof that even an individual can start and survive in Transportation in Alaska. Entry and exit from the transportation system requires applicants to prove some financial responsibilities and operational abilities to serve the public and to ensure a responsive transportation system. A strong commission is needed to police the network we all depend on.

Deregulation is not a cure for a commission that needs more strength. The Alaska Transportation Commission must be given the necessary support in all areas including Law, Economics, and Statistics to effectively protect the interest of the general public. Senate Bill 60 is a step in the right direction. Douglas Trucking favors a strong commission.

The State of Alaska is very dependent on its thin lines of transportation, and is in an extremely poor position to experiment with the effects of deregulation. A wrong decision would have very serious effects for this state. The "Lower 48" has a much more concentrated system and if any experimenting is to be done, it should be there. The State of Alaska would lose nothing, and could very possibly save a lot if we would just "wait and watch" for the time being.

Best Personal Regards,



W. 'Buzz' Van Alstine  
General Manager

cc: Jim Jansen  
Governor Hammond

WVA/cd

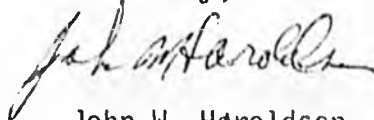
Senator W.E. Bradley, Chairman  
Senate Commerce Committee  
Alaska State Legislature

Dear Senator Bradley,

I, as a commercial pilot in the Bethel Area since June 1959, support the deregulation of Air Taxis. This I believe to be a benefit to the public as all Air Taxis in the business now cater to their own clientele, so the general public is unable to find an aircraft to charter. I believe economics would neglect the type and amount of aircraft. As the people only fly with the pilots that they know and trust, this would hinder newcomers and draw the old and reliable pilots back into the area.

Inclosed is a letter from Eddy Hoffman, President of Alaska Village Presidents, supporting deregulation of Air Taxis.

Sincerely,



John W. Haroldsen

Bethel, Alaska

Ralph Doyle  
Chugiak Aviation  
Chugiak, Alaska 99567

Senate Commerce Committee  
Alaska State Senate

Re: Alaska Transportation Commission

Dear members:

I have been a state certificated fixed base operator at Birchwood Airport since 1969. I have state-wide authority for fixed wing aircraft and also have helicopter authority. I support deregulation because I cannot see one single thing the ATC has done for my company or the taxpayer of the State of Alaska.

1. The ATC and some of its supporters speak of ATC's importance in the safety aspect of aircraft and pilot capabilities. The ATC has no safety inspection for aircraft or pilots. The safety of all commercial and private flight operations is overseen by highly qualified FAA personnel. For authority to fly for hire whether it be a single pilot operation or a large fixed base operator, the applicant must meet the qualifications of the FAA safety inspectors before commercial operator specifications are issued to a company.

- a. Aircraft are inspected by FAA maintenance personnel and listed on the operating specifications according to type and conditions under which the aircraft are authorized to fly commercially.
- b. Pilots are tested by an FAA flight proficiency inspector who then issues, if the test is satisfactorily completed, an 135.138 authorization listing the aircraft the pilot may fly and under which conditions, such as VFR, night and so on. This is renewed each year by another flight check for VFR, and every six months for IFR conditions.
- c. Proof of insurance must be on file with the Civil Aeronautics Board for all Part 135-licensed FAA commercial operators. The minimum liability insurance requirements for commercial operators by CAB exceed the minimum requirements by ATC.

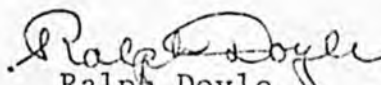
2. With deregulation some operators and public officials are concerned about outside operators and new operators. These operators will, and must now, meet all safety requirements of FAA. The pilots must also meet the minimum pilot requirements established by the person or company for which they are flying. All contracts I have seen and bid on issued by the State of Alaska, oil companies, mining companies, etc. have minimum pilot requirements of 500 hours or more Alaska time. All federal government contracts also have minimum pilot requirements which equal or exceed the above minimums, but anyone can bid these jobs or perform these charters are not regulated by ATC in any case.

Outside and new operators will be self-regulated due to competition and available space at airports. At almost all state-operated airports lease lots available are already occupied such as Anchorage International, Merrill Field, Birchwood, Bethel, St. Mary's, Aniak, Dillingham, to mention a few

chugiak aviation letter--page two

3. The \$1.4 million tax dollars now spent on regulation could be better spent elsewhere. The taxpayer is now getting nothing whatsoever for his money.

I see no reason for further study on ATC. The past 10 years' record at the commission has shown that ATC can only deteriorate Alaska aviation. Our country was founded on free enterprise. I would like to see the islands of monopoly within our free system cut out.

  
Ralph Doyle,

Chugiak Aviation

# Shaw Flight Service, Inc.

Box 60C3, INTERNATIONAL AIRPORT • ANCHORAGE, ALASKA 99502 • 907-243-1573

CHAIRMAN  
Senate Commerce Committee  
State of Alaska

February 21, 1979

Gentlemen.

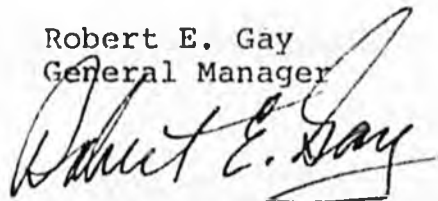
The Alaska Transportation Commission is a totally unnecessary government agency. Your review under the Sunset Law of its value and public need should consider the following:

1. The Federal Aviation Administration provides more than adequate operational controls and Public safety through their certification procedures and their governing regulations and enforcements thereof. Their primary concern is that of Public Safety with particular emphasis upon aircraft, personnel and air carrier operations, and all navigation systems and airports.
2. The ATC functions are contrary to the Free Enterprise system, the foundation of our Nation.
3. The ATC promulgates and fosters monopolies in Aviation and restricts competition. Many of our Alaskan cities and villages are at the mercy of a single large Air Carrier. Small towns are denied the services of large aircraft needed for outsized cargo. Numerous examples can be made available upon request.
4. The United States Congress has recognized the imminent death of the Air Transportation industry like that of the Railroads, under the strangleholds of the Civil Aeronautics Board. They have acted by deregulation and the elimination of the CAB. All greatly to the benefit of the American Public.
5. In the Airline Deregulation Act of 1978, CAB authority, in the case of Alaska has been delegated to the State. This action in effect creates a new all powerful bureaucratic monster. With former CAB authority and present ATC authority this agency will slowly stifle and deteriorate Alaskan Aviation.

In event you hold hearings in Anchorage or desire documentation of the above I will be most happy to supply it. I hope you take the view of the Public Interest, heed small business, avoid large aviation monopolies and Unions, and let the ATC die a natural death. It is an agency no longer needed.

Sincerely,

Robert E. Gay  
General Manager



Chairman  
Senate Committee Hearing  
On Alaska Transportation Commission

I favor deregulation of Air  
Taxi Certificates for Bush planes

I would think that any Charter  
Operators now flying to my 57 AUC.P  
should be permitted to fly if the Village  
People want to fly with them.  
They know who is safe and dependable.

The safety record of the Operator  
as judged by the Village People, and  
not by some boards someplace. I  
believe in Competition not regulation

Edward Hoffman  
Chairman A.U.C.P.