

POLICY POSITIONS

10. STATE REGULATIONS FOR INTERSTATE MOTOR CARRIERS

Section 19 of the Motor Carrier Act of 1980 directed that the U. S. Secretary of Transportation and the Interstate Commerce Commission prepare legislative or other recommendations to provide a more efficient and equitable system of state regulations for interstate motor carriers.

The resulting study of the Secretary concluded that the multiplicity of state regulations governing motor carrier operations, particularly in the areas of licensing, registration and filing, were estimated to cost the trucking industry one billion dollars annually in administrative costs above and beyond the payment of actual taxes and fees.

In response to these conclusions the Secretary had introduced HR 4518 which would lead to broad federal preemption of state law and regulation governing motor carrier operations within state borders.

Numerous associations representing the several states, including the National Governors' Association, Association of Motor Vehicle Administrators and Association of State Highway and Transportation Officials have advocated a replacement of federal preemption with voluntary cooperative state actions as a method of dealing with the problems highlighted by the Section 19 Study.

A number of states in the southern region have already convened working groups to identify ways of making their regulatory activities more efficient.

Recommendations

The Southern Legislative Conference hereby demonstrates its support for a constructive state-level approach to addressing the legitimate concerns of the trucking industry, as identified in the Section 19 Study.

This approach should serve to ensure that the most efficient licensing, registration and filing procedures are adopted by the states consistent with the legitimate interests of the states in providing necessary regulatory protection to citizens.

This effort should focus on the simplification of the reporting and administrative programs of the several states, without attempting to impinge in any manner on the freedom of individual states to structure revenues, tax bases or taxation methods considered by that state to be equitable and adequate to finance the construction, operation and maintenance of the state and local transportation system.

Adopted at the Southern Legislative Conference Annual Meeting on August 15, 1984, Virginia Beach, Virginia.