

MEMBERS PRESENT

Chairman Sena
Vice Chairman Glover
Mr. Fitzpatrick
Mrs. Hayes
Mr. Prengaman
Mr. Stewart
Mrs. Westall

MEMBERS EXCUSED

Mr. Polish
Mrs. Wagner

GUESTS PRESENT

Daryl E. Capurro, Nevada Motor Transport Assn.
H. K. Peterson, Public Service Commission
Andrew P. Grose, Research Director, LCB

Assembly Bill 75 - Provides circumstances under which operators of motor carriers must submit reports to commission.

Mr. Grose explained that under the present law all motor carrier accidents must be reported to the Public Service Commission. Such accident reports are not currently being made and if they were it would require the PSC to obtain more personnel and space. The purpose of A.B. 75 is to require motor carriers to report only accidents that result in a death. The PSC would still be monitoring operator safety but with a limited number of reports required.

Mr. Fitzpatrick said that the U.S. Department of Transportation determines that a death must occur within 30 days after an accident to be reported as a fatality of such accident. He felt that the same 30-day period should be specified in A.B. 75.

Mr. Stewart pointed out a typographical error in line 17 and Mr. Grose said he would report it to the Legal Division and have the word "and" changed to "any".

Assembly Bill 77 - Clarifies permit requirements for contract motor carriers.

Mr. Grose said that in Section 706.431 the term "qualified" is used for an applicant to whom a permit may be issued. The same section then sets the criteria by which an applicant may qualify.

It is confusing to speak of a "qualified applicant" and follow that with criteria for qualification. A.B. 77 simply removes "qualified" from the first subsection of the section.

Mr. Harold K. Peterson, Public Service Commission, requested that A.B. 75 be amended at line 3 by adding the words "under the jurisdiction of the commission" after the word "carrier". He explained that there are a number of motor carriers which do not come under the commission's jurisdiction and the suggested amendment would clarify this.

Mrs. Westall objected to the accident reports being limited to those in which a death occurred and thought "serious injury" should be included. There was general committee discussion on how "serious injury" could be determined. Mr. Grose again explained that the interim subcommittee studying transportation had been told that the PSC simply could not process all motor carrier accident reports. If the serious injury clause was included, PSC would again have to process each report to determine whether an injury was serious or not. The committee felt that Mr. Peterson should produce figures showing the number of injury accidents during recent years.

Mr. Capurro said that all accidents are reported to the local law enforcement officers and thought only those involving fatalities were necessary to the Public Service Commission for it to carry out its safety monitoring. Mr. Capurro had no objection to the provision that a death must occur within 30 days after an accident to be considered a result of that accident. In regard to Mr. Peterson's suggested amendment, Mr. Capurro felt it should read, "common, contract or private motor carrier subject to the jurisdiction of the commission."

Mr. Fitzpatrick felt that injury accidents should be included in the reports required since, according to Mr. Peterson's statements, there should not be more than 50 such reports required to be processed in a 1 year period.

Mr. Grose stated that he would prepare amendments to A.B. 75 for the committee's approval.

Mr. Peterson said he would request Mr. Heber Hardy to appear before the committee on March 6, 1979, to explain certain procedures of the commission as requested by Chairman Sena.

There being no further business, the meeting was adjourned.

Respectfully submitted,

Jane Dunne
Assembly Attache