

TESTIMONY
SENATE BILL 2026
TRANSPORTATION COMMITTEE
JANUARY 7th, 2021

Mr. Chairman and members of the Senate Transportation Committee, my name is Arik Spencer. I appear on behalf of the North Dakota Motor Carriers Association (NDMCA) in opposition to SB 2026.

NDMCA's mission is to promote highway safety, deliver services, and provide representation for its members. While NDMCA supports the concept of Road Trains, SB 2026 has several issues that must be addressed before these combinations can be utilized.

First, the maximum weight and length of a vehicle must be supported by appropriate infrastructure. When the maximum weight and length of a North Dakota vehicle exceeds what our infrastructure is constructed to handle, infrastructure damage and safety concerns occur. With this in mind, a Road Train definition must be established so that appropriate infrastructure can be built to facilitate the safe entry and exit of these vehicles from roadways.

Second, licensed commercial motor vehicle drivers who operate trucks with two or three trailers must have a special endorsement, demonstrating the additional knowledge needed to operate a large commercial motor vehicle safely. The driver of a road train must meet this same licensure standard or exceed it if the operation of a road train necessitates additional training to ensure highway safety.

Finally, for Road Trains to be effective in the movement of freight, Congress must allow states to set their own truck size and weight limits, which will allow states to cooperate on these issues and seek size and weight harmonization. This would allow road trains to move beyond North Dakota's borders, which is needed to remove obstacles to freight movement.

I ask that you give SB 2026 a DO NOT PASS recommendation until these issues are addressed. Mr. Chairman, this concludes my testimony.