

SESSION OF 2003

SUPPLEMENTAL NOTE ON SENATE BILL NO. 130

As Amended by Senate Committee of the Whole

Brief*

SB 130 pertains to the registration of converter gears and to the registration of fleet vehicles.

Registration of Converter Gears. Under these provisions, converter gears would be registered electronically and be assigned a unique number. An annual fee of \$1 would be paid for each registration. The bill defines the term "converter gear" to mean "an auxiliary axle assembly having a fifth wheel used for the purpose of converting a semi-trailer to a full trailer. The axle assembly can be used to haul trailers behind a single power unit, also referred to as dollies or bogie."

Registration of Fleet Vehicles. The bill also would allow owner-operators the option of registering a vehicle in their own name rather than only under the carrier's name.

The bill would take effect from and after its publication in the *Kansas Register*.

Background

Conferees who appeared in support of the bill included the Executive Director of the Kansas Motor Carriers Association (KMCA), the Director of Vehicles, and the Executive Vice President Owner-Operator Independent Drivers Association, Inc.

With regard to the registration of converter gears, the Director of Vehicles stated that several large Kansas-based carriers desire to

*Supplemental notes are prepared by the Legislative Research Department and do not express legislative intent. The supplemental note and fiscal note for this bill may be accessed on the Internet at <http://www.kslegislature.org/klrd>

register converter gears in Kansas so law enforcement in other jurisdictions will find them in compliance.

With regard to the registration of fleet vehicles, it was noted that all other states allow owner/operators to register the vehicle in their own name or allow for the option to register the vehicle in the name of the owner/operator or motor carrier. The International Registration Plan (IRP) to which Kansas belongs, is considering sanctions against Kansas if the state does not eliminate this exception. Because of possible sanctions, the KMCA seeks changes to the IRP registration requirements to allow optional registration depending on the negotiated lease agreement between the motor carrier and the owner/operator.

The Senate Committee amendment clarifies that the \$1 fee for each converter gear registration will be an annual fee.

The Senate Committee of the Whole amendment would make the effective date of the act from and after its publication in the *Kansas Register*.

The Department of Revenue estimates that SB 130 would generate \$20,000 in additional annual revenue to the State Highway Fund. The Department of Revenue also estimates that 40 hours of programmer analyst time would be needed to make and test programming changes. If the combined effect of implementing all changes from enacted legislation affecting the Department of Revenue exceeds the Department's programming resources, or if the time period for implementing such changes is sufficiently short, expenditures for contract programmer services may be required.