



FACT SHEET

AB 1575 (O'Donnell)
Intermodal Chassis: Inspection and Repair

SUMMARY

AB 1575 requires, instead of authorizes, ocean marine terminals to conduct an intermodal roadability inspection program for intermodal chassis and makes various changes to existing program requirements.

Specifically, the bill requires: 1) inspection of all chassis based at marine terminals; 2) all inspections be completed by either the marine terminal operator or an authorized mechanic representative; and, 3) defects noted on the chassis be repaired within 10 days of the inspection, and prior to leaving the marine terminal.

BACKGROUND

Intermodal freight transportation involves the movement of goods using multiple modes of transportation, including rail, ship, and truck. Most freight is carried by ship in cargo containers that are loaded and unloaded at port facilities known as ocean marine terminals (terminals). If the container is being moved out of the terminal by truck, an intermodal chassis (chassis) is required. Chassis are wheeled structures specifically designed to carry cargo containers by truck between terminals and shipping facilities.

Existing law authorizes terminals that receive and dispatch chassis to conduct an intermodal roadability inspection program in lieu of the more comprehensive and standard inspection of other types of commercial vehicles. This program is meant to catch problems with chassis components like tires, brakes, or lights, before they fail at a crucial moment on the highway.

NEED FOR THE BILL

While current law establishes various safeguards and confirmation procedures regarding chassis inspection, chassis used and dispatched from California ports are subject to infrequent inspection and maintenance. As a result, chassis often leave terminals in unsafe conditions. This increases the chances of chassis-related accidents, while subjecting all other users of the state highway system to great risk. Additionally, the law regulating chassis is outdated and does not reflect current ownership and management practices of chassis at California ports.

SOLUTION

In order to protect the public safety of all users of the state highway system, existing law relative to intermodal chassis inspections must be updated and strengthened. AB 1575 will ensure all chassis on California marine terminals are inspected, maintained, and repaired on a consistent and frequent basis. This will greatly reduce the number of damaged chassis on California public roads, and ultimately lower the number of chassis-related accidents on the state highway system.

SUPPORT

- International Longshore and Warehouse Union, Local 13 (Sponsor)

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