

**Statement of**

**James W. Runk**

**President & CEO  
Pennsylvania Motor Truck Association**

**And**

**Kevin Stewart  
Safety Director  
(PMTA)**

**To**

**Senate Transportation Committee**

**Chairman, John Rafferty  
Minority Chairman, John Wozniak**

**Wednesday, January 27, 2016  
North Office Building, Harrisburg, PA**

**On**

**“Clearing Snow & Ice from Vehicles”**

**Good morning.**

**My name is Jim Runk, President & CEO of the Pennsylvania Motor Truck Association, headquartered in Camp Hill, PA, and with me today is Kevin Stewart, our Safety Director.**

**PMTA is the only statewide trade association representing the trucking industry. Our membership, that numbers approximately 1500, includes freight haulers, movers of household goods, construction companies, distributors, tank truck operators, heavy specialized carriers, and hundreds of companies that use trucks in their business and firms that provide goods and services to truck owners. Pennsylvania's trucking industry is the fourth largest in the Commonwealth, employing approximately 283,340, or 1 out of every 17 workers.**

**Chairman Rafferty and Chairman Wozinak I'd like to thank you and your Committee for providing us the opportunity to present our comments on removing snow and ice from vehicles.**

**But first, I'd like to express our industry's sincere sympathy and condolences to Mr. Lambert on his tragic loss.**

**The removal of snow and ice from trucks is difficult for the trucking industry. While it is relatively easy to remove accumulated snow and ice from most passenger vehicles, it is very difficult to remove snow and ice from trucks.**

**During winter months in regions that experience significant snowfall, snow and ice accumulates on the top of all vehicle types, including automobiles, straight trucks, intermodal containers, large trucks, trailers and busses. This accumulation of snow and ice potentially causes a significant safety issue and there several important considerations related to this problem.**

**Primarily, there are recognized hazards for employers and their employees who operate large trucks. As a result, Federal and State OSHA requirements have dictated working surfaces standards that necessitate compliance. First, with respect to large trucks, there are no inherently engineered means of accessing tops of trucks and trailers. Second, trailer roof surfaces are unstable platforms, usually made of thin sheet metal or fiberglass, and as a result of that, there is a real danger of persons being killed or injured trying to remove snow and ice from trucks and trailers.**

**Snow and ice removal is nearly impossible, particularly, when trucks are en-route or waiting to be loaded or unloaded after a recent snow or icing event because there might not be equipment available to get rid of the buildup.**

**Currently, technology does not allow effective elimination of snow and ice at truck stopover locations (e.g., truck-stops, state weigh stations, public rest stops, etc.)**

**For example:**

- Fixed self-clearing gantry brush/squeegee devices generally remove only loose snow: once removed from trailer roofs, the snow piles up on the ground and requires clean-up by additional equipment and personal before the next truck uses the gantry. These devices can also damage roofs and or cargo being carried by the vehicle.**
- There is some doubt that the construction of private ice and snow removal facilities would be economically viable because it might only be needed five or six time a winter and when they would be**

needed more trucks would be wanting to utilize them than could possibly be accommodated.

- Otherwise, removal of snow and ice by truck drivers or other “maintenance” personnel working from scaffold platform towers or ladder stands expose these persons to additional fall hazards.
- Effective coatings and/or integral heat treatment systems that may aid in the eradication of accumulations are currently being evaluated by trailer manufactures and other entrepreneurs.

We acknowledge that flying snow and ice from all vehicles is a problem. However, the industry has made significant improvements over the past several years to help ameliorate the problem. Our industry will continue to work with engineers and automobile, truck and trailer manufactures to come up with safe and reliable methods to remove the accumulation of ice and snow. What happened to Mrs. Lambert is tragic, but wouldn't it be just as tragic to have the death of a trucker from falling when trying to clean off his truck?

We are opposed to SB-93 and SB-94 because the bills provide for fines against an individual operator for the mere fact that any snow or ice is found on the top of the truck and/or trailer. Furthermore, a driver once cited will now have to correct the violation on the shoulder of the road prior to continuing creating a secondary hazard for the operator and all highway users.

Mr. Chairman, thank you again for the opportunity to participate in this important hearing.