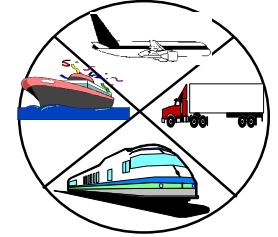


# Rollin' On™



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## SEASON'S GREETINGS from Rollin' On . . .

**1** 995 is quickly coming to an end. The year has been very eventful for many transportation people, due to the impact from last year's passage of TIRRA (Trucking Industry Regulatory Reform Act), which largely eliminated tariff filings (among other provisions) as well as from the enactment of the Federal Aviation Administration Authorization Act, which largely deregulated intrastate traffic. There has been an influx of new carriers, with a decrease of existing carriers, such as the closing of Risberg's Truck Line and Interior Motor Freight, affiliated companies that had operated in Oregon for several decades. Other carriers, such as Willig, also closed their doors. Shippers have taken advantage where they could, especially in the high volume traffic lanes, and adjusted when they had to, such as in the rural areas. Most or all of this commotion is attributable, whether rightly or wrongly, to our Washington-based federal government.

And there is more to come. Everyone in the transportation world knows that the last rites are being said at this time for the Interstate Commerce Commission and, from all reports, for the Federal Maritime Commission as of January 1997. How much of this is true reform and how much is bureaucratic desk shuffling remains to be seen. Many functions of the ICC will be assumed by the Department of Transportation,



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**BEST WISHES  
FOR THE  
HOLIDAYS  
AND FOR A  
HAPPY AND  
ENJOYABLE  
NEW YEAR!!**

**AND MAY YOUR  
TRANSPORTATION  
TRAUMAS BE  
TRIVIAL**

**LARRY DAVIDSON, AUTHOR,  
EDITOR AND PUBLISHER OF  
ROLLIN' ON**



which will also end up with some of the former ICC employees. The same will undoubtedly be true, and more so, of the FMC.

As is so often said, sometimes it seems that the only constant in the world is change. 1996 will be no different. For example, whatever Congress may do with Carmack (full liability), shippers, carriers and third parties will negotiate the costs and risks of transportation. A change in Carmack would still have an impact on the transportation industry as it is remarkable how many people in the transportation industry do not grasp the significance or even the existence of this and other liability issues.

So get ready for some transition. After all, the ICC has been regulating railroads since 1887 and motor carriers since 1935, and you don't just toss out a lot of that regulation without some consequences. Some of those changes will be favorable and some unfavorable, depending on which hat you may be wearing.

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### *Personal Reflections*

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My one year anniversary of self-employment has almost arrived. The year, for me, has been both enjoyable and rewarding. I want to extend my thanks and appreciation for all of the support and feedback that so many of you have given me this year.

That's all for now. To shippers, carriers, agents and other third parties, keep the cargo rollin'!!

### **The Obligatory Disclaimer**

This newsletter is distributed to shippers, carriers and third party intermediaries. It is for informational purposes, does not provide legal advice and does not create an attorney-client relationship.

### **Short Bio**

Admitted to the bars of the states of Oregon, Alaska, Florida and Massachusetts. Practicing law for over 15 years and emphasizing transportation law, business law and related litigation.