From 12:01 a.m. on Tuesday, April 10 through 11:59 p.m. on Thursday, April 12, 2007, the Oregon State Police, in cooperation with law enforcement partners and the Oregon Department of Transportation – Motor Carrier Transportation Division (MCTD) conducted the 12th Operation Trucker Check (OTC-12). OTC-12 was held at the Woodburn Port of Entry, I-5, milepost 274 southbound.

The goal of OTC-12 was to enhance transportation safety through thorough truck inspections and the detection of impaired drivers with four primary objectives:

1. The first objective of OTC-12 was to identify commercial vehicle driver and equipment safety violations and to place out-of-service drivers and vehicles discovered to be in violation of the North American Standard out-of-service criteria.

2. Another objective of OTC-12 was to discover alcohol or other substance impairment and driver fatigue.

3. A third objective was to discover any kind of criminal activity that may be occurring in conjunction with commercial motor vehicle operations.

4. The fourth objective was to determine the extent of substance use in the commercial motor carrier driver population through the anonymous and voluntary collection of urine samples from CMV drivers and the comparisons of these results with earlier studies.

The first objective of identifying safety related commercial motor vehicle and driver violations included Level II and Level III safety inspections by Oregon State Police Troopers and the Gresham Police Department. MCTD personnel conducted Level I, II, and III safety inspections. Trucks were selected randomly for inspections based on a “next to cross” the scales. The following is a brief summary of our truck inspection efforts:

- 505 commercial motor vehicles were inspected.
- 54 vehicles (11%) were placed out-of-service for safety related violations of the North American Standard out-of-service criteria.
- 85 drivers (17%) were placed out-of-service for North American Standard out-of-service violations. Most of the violations were for exceeding their maximum driving hours or for record keeping deficiencies.
Certified drug recognition experts (DRE) from the State Police, Gresham Police Department, Gladstone Police Department, Portland Police Bureau, the Clackamas County Sheriff’s Office, and the Marion County Sheriff’s Office contacted 491 drivers and conducted initial screening for alcohol or drug impairment and fatigue. Drivers who exhibited signs of impairment were given further field sobriety tests. Below are results from the DRE efforts.

- Three (3) drivers were found to be suffering from fatigue.
- Three (3) drivers were found to have been driving while under the influence of intoxicants – methamphetamine (suspected). All three drivers were arrested for DUII and placed out-of-service.
- One (1) driver exhibited signs of impairment and was unable to pass standard field sobriety tests. Further examination established the driver was suffering from severe hyperglycemia. Medical aid was summoned. Investigation revealed a driver history of not adequately controlling blood glucose levels; he was placed out-of-service for his medical condition.

Two canine teams were on site between 6:00 a.m. until 2:00 a.m. each day to assist with the third objective of identifying criminal activity. No arrest warrants were served or suspended drivers cited/arrested. No criminal activity was detected other than the contraband seizures noted below:

- Two (2) methamphetamine possession criminal cases were made.
- One (1) personal amount of marijuana was seized.
- Seven (7) drivers were found to be unlawfully in possession of alcohol.
The fourth objective was to determine the extent of undetected substance use among truck drivers. This was done by requesting voluntary and anonymous urine samples. This process was conducted at OTC-1 and OTC-2. In that the last testing was done in 1999, there was interest in revalidating the previous studies. State Police evidence technicians staffed OTC-12 during its operation. In summary, 491 drivers were requested to provide urine samples. 4 drivers (less than one percent) declined to participate. Following are the analysis results of the 487 urine samples obtained:

- 8 (1.64%) drivers tested positive for the presence of amphetamines.
- 18 (3.70%) tested positive for the presence of cannabinoid (marijuana).
- 2 (0.41%) tested positive for the presence of methadone.
- 16 (3.29%) tested positive for opiates (e.g., oxycodone).
- 3 (0.62%) tested positive for propoxyphene (synthetic opiates).
- 5 (1.03%) were positive for more than one drug category.
- Overall, 41 (9.65%) 487 drivers provided urine which tested positive in at least one drug category.

Anonymous urine samples have been collected at three OTC operations since the initial operation in 1998. The first collection was taken during the Ashland/Klamath Falls OTC operation in October 1998. The second collection was taken during the Cascade Locks OTC operation in September of 1999. The third and most recent operation was held at the Woodburn POE in April 2007.

During the Ashland/Klamath Falls operation 361 samples were tested with a total drug usage of 9.4%. The Cascade Locks operation collected 255 samples with a total drug usage of 15.2%. The Woodburn operation collected 487 samples with a total drug usage of 9.65%.
Drug Usage Comparison

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Amphetamines</td>
<td>8</td>
<td>23</td>
<td>8</td>
</tr>
<tr>
<td>Barbiturates</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Benzodiazepines</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Cocaine</td>
<td>4</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Cannabinoid</td>
<td>11</td>
<td>8</td>
<td>18</td>
</tr>
<tr>
<td>Methadone</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Opiates</td>
<td>8</td>
<td>4</td>
<td>16</td>
</tr>
<tr>
<td>Propoxyphene</td>
<td>1</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Percentage of total use</td>
<td>9.4%</td>
<td>15.2%</td>
<td>9.65%</td>
</tr>
</tbody>
</table>

The evidence technicians also assisted with evidence processing in DUII and controlled substance cases. This was the first trucker check participation for all of the evidence technicians and all of them performed very well and their organization, participation, motivation, and expertise was appreciated.

OTHER INFORMATION
Trucker checks generally produce anecdotal reports of by-pass truck traffic around the scales and an inordinate amount of trucks “waiting it out” in rest areas and truck stops prior to the trucker check location. During OTC-12, reports were received of heavy truck traffic on SR 99E which is east of and parallel to I-5 and Butteville Road, a county road just west of and parallel to I-5. During OTC-12, an officer in an unmarked car patrolled SR 99E and after stopping six trucks noticed a significant decrease in truck traffic on SR 99E.

Washington State Patrol was advised in advance of OTC-12. WSP motor carrier officers and troopers conducted a traffic safety emphasis on SR 14 eastbound. They inspected 34 trucks of which they placed 11 out-of-service. WSP did not report anything remarkable during their emphasis nor did they see an apparent increase in truck traffic or parking in Clark County.

State Police Public Information Officer, Lieutenant Gregg Hastings, posted an “InfoFlash” on the second morning of OTC-12. All three Portland news networks and the Statesman Journal (Salem) made news reports from OTC-12. On April 18th, Lieutenant Hastings posted an OTC-12 news release containing preliminary statistics. Media developed reports on this with news radio showing a particular interest in the results. Overall, OTC-12 generated strong media interest.

SUMMARY AND CONCLUSION
Captain Chuck Hayes (retired), Training Division Director and Oregon Drug Evaluation and Classification Program Coordinator, initiated the first Oregon
Trucker Check at the Ashland and Klamath Falls Ports of Entry in the fall of 1998. The trucker check template that we use is virtually unchanged since 1998. An analysis of the urine collected at all three trucker checks does not demonstrate a significant difference in the presence of controlled substances among the commercial motor carrier driver population. This suggests that the trucking industry, state and federal regulatory agencies, the insurance industry, law enforcement community, and other safety advocates can do more to improve our performance in this area. That nearly one in ten commercial motor vehicle drivers have controlled substances in their system while operating 80,000 pound vehicle combinations on our highways is not acceptable.