



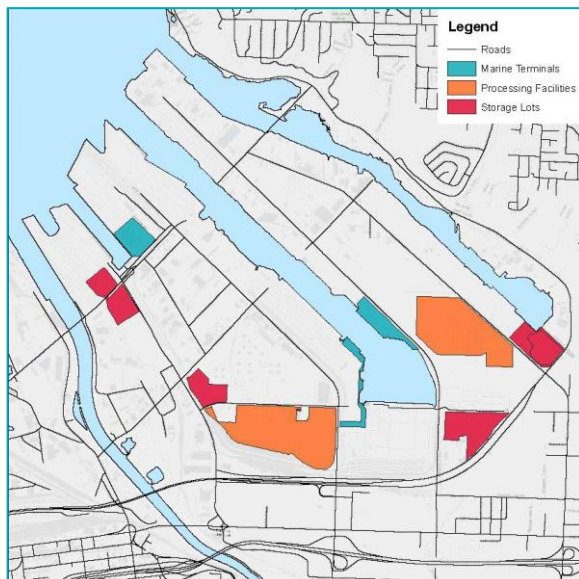
Unregistered vehicles as cargo

Position

Support legislation (HB 1254 and SB 5267) exempting vehicles shipped as marine cargo that operate within a port area from requirements to register with the state.

Background

The Northwest Seaport Alliance (NWSA) is host to two companies in Tacoma that handle automobiles as marine cargo. These automobiles must travel from ships at dock to storage lots and then, in turn, to processing facilities to prepare them for final shipment to car dealerships around the country. The cars are not registered until the time of sale at the dealership.



Auto processing facilities, storage lots and marine terminals are scattered across the Tideflats but connected by public streets.

Automobile imports by the numbers

2018 cargo volume	146,885 units
Jobs supported	277

To move the cars between these various properties on the Tacoma Tideflats, workers must drive them on public streets. While this has been a common practice for decades, it has only recently come to our attention that state law does not currently accommodate this movement.

RCW 46.16A.080 already exempts a variety of vehicles from the state registration requirements. The NWSA is seeking a similar exemption for vehicles being transported between port properties.

How do other state regulate?

Many other states home to marine cargo terminals that handle automobiles provide similar registration exemptions. Florida, for example, exempts “motor vehicles being relocated...on public roads connecting port facilities of a single deepwater port.” Maryland exempts “...a procession of new vehicles being moved between a maritime port facility and a temporary storage area that is not more than 5 miles distant.”

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