



**TESTIMONY OF
Timothy S. Doyle
ON
L.D. 1455, “An Act to Establish the Weighing Point Preclearance
Program”**

Good afternoon, Senator Chipman, Representative Williams, and members of the Transportation Committee. My name is Tim Doyle and I am the Vice President of Maine Motor Transport Association. The Association is comprised of over 1,700-member companies, whose employees comprise a large portion of the nearly 34,000 people who make their living in the trucking industry in Maine.

I am here today to testify neither for nor against LD 1455 and to offer the trucking Industry’s perspective on weigh station bypass programs.

Weighing point preclearance programs are operated across the United States by law enforcement who enforce commercial motor carrier safety regulations as well as state laws regarding size and weight. The use of technology today allows for the screening of many more trucks than was possible even a decade or so ago and technology is improving all the time. For example, at certain weigh stations in Maine, Troopers are able to determine size and weight, whether or not required state and federal fees are paid, and what a motor carrier’s inspection selection score is, all while the commercial

trucks are pulling up to the weigh station and before they even come to a stop where Troopers are stationed.

This allows for Troopers to quickly assess important aspects of the carrier's safety, and in the majority of instances the truck is allowed to proceed without even being stopped, or having only been stopped for a few minutes while a Trooper briefly checks the driver's credentials and makes certain assessments of the driver. The future of this technology will be to screen and inspect commercial trucks while they remain on interstate highways, without need to interrupt commerce unless safety defects or violations are discovered during the screening.

Weigh station bypass technology allows trucks with certain transponders or apps installed on their phone or tablet to "bypass" the weigh station based on preselected parameters established by Troopers. The technology communicates with the participating trucks on the highway, informing the driver that they are authorized to bypass the weigh station. At their sole discretion, however, Troopers can also determine that all commercial trucks must be inspected without bypassing. This technology is available from vendors and purchased by motor carriers who wish to participate in the bypass program, all at no cost to the State. Currently in Maine, Troop K only authorizes one such bypass technology vendor.

This bill would require the State Police to operate a bypass program and allow all qualified vendors to sell and operate their technology in

Maine. It would also require that all qualified vendors be treated equally in terms of their use in Maine.

MMTA believes that the use of technology by Troop K greatly enhances motor carrier safety and also serves to protect the state's vital infrastructure, as well as providing policy makers with valuable data on truck count and other information. The use of bypass technology saves compliant carriers time and money by allowing those who have a demonstrated safety record to potentially bypass the weigh stations, while allowing Troopers to focus their enforcement efforts on the carriers that need the most attention.

MMTA is agnostic when it comes to which vendors should be authorized in Maine. We believe that all qualified vendors should be allowed to offer their product, giving motor carriers greater choice on which service they select based on their individual needs.

We are aware of discussions that are underway which may prevent the necessity of this legislation and we are supportive of the ongoing communication and involvement of the State Police and the vendors involved. We are pleased to be included in the discussions and are hopeful that solutions can be found that avoid the need to mandate a program by law.

Thank you and I would be happy to answer any questions the committee may have.

Timothy Doyle
Maine Motor Transport Association
LD 1455

Corrected Version from the one passed out in Committee.