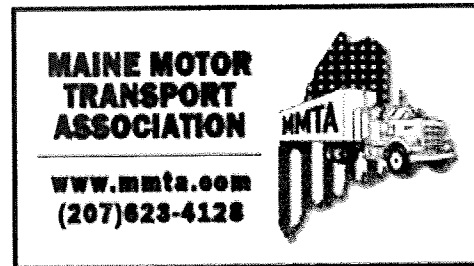


**TESTIMONY OF  
Brian Parke  
L.D. 949, "An Act to Protect Workers from  
Employer Surveillance"**



Good afternoon, Senator Tipping, Representative Roeder, and members of the Committee on Labor and Housing. My name is Brian Parke and I am the President and CEO of the Maine Motor Transport Association and a resident of Brunswick. The Association is comprised of more than 1,700 member companies, whose employees make up a large portion of the 34,000 people who make their living in the trucking industry in Maine.

I am here today to testify in opposition to LD 949 on the basis of the unintended highway safety implications. When our industry talks about professionalism and the role our truck drivers play in the safety of our roads, we like to talk about the investments many of our members have made in technology like driver alert systems for fatigue, forward collision warning and mitigation systems, electronic stability control, adaptive cruise control and lane departure warnings.

But our industry has also invested heavily in the human element of safety as well and this is through voluntary installation of video technology, both outward and inward facing cameras. While also used as a liability protection tool, this technology is also used throughout the trucking industry as a way to identify unsafe behaviors such as tailgating, speeding, not wearing a seat belt and driver distraction. Employers get alerts so that they can proactively coach their drivers and improve safety habits, which improves highway safety for all Mainers, not just truck drivers. These cameras also provide real-time incident detection such as hard braking, evasive maneuvering and alerts when hours of service limits are close.

Visual limitations are also an area of concern for our truck drivers and cameras can provide the driver with a clear view of the back of the truck and can help assess blind spots on the move. So you can see, these camera systems are in place because safety is the number one priority for truckers who are sharing the roads with our families.

But the way we read LD 949, it's not clear if these camera systems would be permitted in Maine if it were passed. Section 3 of the bill lists the authorized surveillance limitations as being "*strictly necessary to ensure employee health and safety or the security of employee data*" and then goes on to list further restrictions. Using the term "strictly" in section 3 seems to me would disqualify our use of camera system technology that is being used to improve highway safety.

We respectfully ask that you oppose LD 949.

Thank you for your consideration and for allowing me to testify. I would be happy to answer any questions the committee has now or at the Work Session.