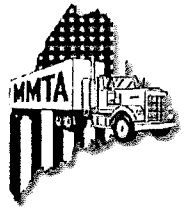


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**TESTIMONY OF
Timothy S. Doyle
ON**

**L.D. 2068, "An Act to Bring the Law Governing Emergency
Equipment for Trucks and Truck Tractors into Alignment with
the Federal Motor Carrier Laws"**

Good afternoon, Senator Nangle, Representative Craft, 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 more than 1,900-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 in support of LD 2068.

As the title indicates, this bill would bring the Maine law into alignment with Federal Law regarding the use of emergency equipment by eliminating reference to the use of "lanterns" and "red reflectors", both of which are antiquated language.

Federal law in 49 CFR Part 393.95 (f) reads in part as follows:

(f) *Warning devices for stopped vehicles.* Except as provided in paragraph (g) of this section, one of the following options must be used:

(1) Three bidirectional emergency reflective triangles that conform to the requirements of Federal Motor Vehicle Safety Standard No. 125, § 571.125 of this title; or

(2) At least 6 fusees or 3 liquid-burning flares. The vehicle must have as many additional fusees or liquid-burning flares as are necessary to satisfy the requirements of § 392.22.

(3) Other warning devices may be used in addition to, but not in lieu of, the required warning devices, provided those warning devices do not decrease the effectiveness of the required warning devices.

Most trucking companies today simply use bidirectional emergency reflective triangles to meet this requirement. We agree with the Maine State Police suggestion that the language be amended to reflect "bi-directional" triangles to more accurately reflect the federal requirement.

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