

**Statement of Michael J. Riley
President
Motor Transport Association of Connecticut
Before
The Joint Committee on The Judiciary
April 1, 2013**

Re: House Bill No. 6681 AN ACT CONCERNING OPERATION OF A TRUCK IN VIOLATION OF A TRAFFIC CONTROL REGULATION PROHIBITING THROUGH TRUCK TRAFFIC.

I am Michael J. Riley, President of Motor Transport Association of Connecticut (MTAC), a statewide trade association, which represents about 800 companies that operate commercial motor vehicles in and through the state of Connecticut. Our membership includes freight haulers, movers of household goods, construction companies, distributors, tank truck operators and hundreds of companies that use trucks in their business, and firms that provide goods and services to truck owners.

MTAC OPPOSES THIS BILL

A new law is not necessary. Police can enforce current law.

It is reasonable to assume that a truck stopped within a no through truck zone has a reason to be in the zone. It's not appropriate for police to pull over moving trucks just because they are in a no thru truck zone. A violation does not occur until the truck travels into and out of a no through truck zone without stopping for a purpose within the zone. At that point, under existing law (GCS 14-3140) the truck may be stopped and the driver issued a ticket for a violation. The infraction would be issued after the violation occurred. This bill would allow tickets to be issued before the violation occurred.

While some truck operators carry documents which would indicate their origin or destination, not all truck operators are required to carry the "evidence" which this bill requires. It is not reasonable to expect that every



truck that enters a no through truck zone carries documents to indicate its origin or destination. Under the provisions of this bill, documents would be needed solely to submit to an officer investigating whether or not the truck was legally within the zone. This is an unreasonable expectation and a burden on small businesses limiting their opportunity to do their work without carrying “papers.”

The potential for harassment of truck operators is a major concern. Often the proponents of no through truck zones insist that the only trucks that are permissible within the zone are those delivering to them. They assume that all other trucks are there illegally. Some people can become obsessed with the belief that trucks are violating the no through truck zone regularly and purposely. Violation of a no through truck zone, in the grand scheme of things, is not an egregious offense. However, to certain people living within the zone, every truck that passes is assumed to be a violator. With the authority which this bill would provide, citizens could insist that local police departments divert resources from more important matters, to setting up “check points” and conducting unreasonable searches by demanding evidence and documentation from passing trucks.

All neighborhoods need trucks for daily deliveries of packages, mail, furniture, food, or other products. Tradesmen, landscapers and appliance repairmen need trucks to carry parts and equipment. Contractors and construction companies all use trucks to do their work. Lumber yards make deliveries. Movers transport household goods into and out of neighborhoods every day all across the state. Some businesses, requiring shipping and receiving of trucks are located within the boundaries of no through truck zones. These legitimate business activities should not be interrupted by intrusive and unnecessary stops, demands for documentation (which may not be otherwise be required to be carried) interrogations and harassment.

Current law is sufficient to deal with violators of no through truck zones. Please oppose HB 6681.

Thank you.

