



Maryland Motor Truck Association

Baltimore Industrial Group



Date: October 18, 2022

DRAFT

Legislative File No/Title: 22-0252: Commercial Vehicle Monitoring System

Position: Oppose

About Maryland Motor Truck Association: Maryland Motor Truck Association (MMTA) is a not-for-profit trade association representing the trucking industry since 1935. MMTA represents 1,000 member companies, including approximately 200 located in Baltimore and many others who operate in the region. The association's mission is to support, advocate and educate for a safe, efficient and profitable trucking industry in Maryland.

About Baltimore Industrial Group: The Baltimore Industrial Group (BIG) represents an array of private employers and business organizations involved in manufacturing, transportation, maritime, shipping and warehousing in Baltimore City. BIG advocates for common sense policies that support industry and job creation. Preserving truck routes to facilitate commerce throughout the region is an important goal of the organization.

Purpose: Legislative File 22-0252 increases the maximum number of cameras from 6 to 16 to enforce Baltimore City's commercial vehicle monitoring system.

In 2011 and 2012, Baltimore City's Dept. of Transportation worked with trucking and industrial stakeholders to create a new map of legal truck routes. Upon completion, the City understandably expected trucks to be on the legal routes, and our organizations **supported enabling legislation that gave the City the authority to use cameras to detect and fine trucks on prohibited roadways, even though many of our members were uneasy about the expansion of electronic enforcement given the challenges with similar mechanisms such as red light and speed cameras.** In exchange for the industry's support, Baltimore City agreed to:

- Limit the number of cameras to no more than six – understanding that the mobility of the cameras would give the City flexibility to utilize them in any areas where trucks may be operating on restricted routes.

The concern our industries have with widespread expansion of cameras is that – unlike red light or speed cameras – trucks that use restricted routes are not always committing a violation. Garbage collection, package delivery, recycling, home heating fuel, household goods movers and furniture delivery trucks operate regularly in neighborhoods. **Every route becomes legal if you have to access it to make a pickup or delivery. In Baltimore City, the initial abatement rate in the only data that the Dept. of Transportation has provided to us was over 60% because trucks were legally allowed to travel on the roadways in question. Expansion of cameras will paralyze businesses that have to demonstrate they were not committing a violation. This is a guilty until proven innocent system at a time when e-commerce is generating unprecedented demand for residential truck deliveries.**

Over many years, trucks have seen access to many roads in the City decline – particularly around the Port of Baltimore, where there is virtually no buffer between commercial and residential properties. In some cases, industry agreed to overnight truck prohibitions on routes that are important daily throughputs. When possible, our organizations support buffer areas between industrial zones and residential communities as many of the industries we serve operate 24 hours a day; yet also fashion thousands of local jobs and generate millions of dollars in economic activity.

MMTA and BIG want trucks to be using legal and safe routes. We believe these cameras help ensure they do so; however, since the passage of the original six camera limit, no elected official or government agency has met with us to demonstrate the need for expansion. MMTA and BIG are committed to reviewing any such data; however, the passage of this bill without a cooperative review with industry is premature and will only create further distrust of government among our members.

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