

MAINE STATE LEGISLATURE

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LAWS
OF THE
STATE OF MAINE

AS PASSED BY THE

ONE HUNDRED AND TWENTY-SEVENTH LEGISLATURE

FIRST REGULAR SESSION
December 3, 2014 to July 16, 2015

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FIRST REGULAR SESSION
NON-EMERGENCY LAWS IS
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TITLE 3, SECTION 163-A, SUBSECTION 4.

Augusta, Maine
2015

**CHAPTER 118
H.P. 295 - L.D. 456**

**An Act To Include
Nonalcoholic Malt Beverages
in the List of Exempt Products
in the Law Regarding the
Labeling of Genetically
Engineered Products**

**Be it enacted by the People of the State of
Maine as follows:**

Sec. 1. 22 MRSA §2594, sub-§3, as enacted by PL 2013, c. 436, §1 and affected by §2, is amended to read:

3. Exempt products. Alcoholic beverages, non-alcoholic malt beverages and medical food are exempt from the disclosure requirements of this chapter. For purposes of this subsection, "nonalcoholic malt beverage" means a malt beverage that contains less than 1/2 of 1% alcohol by volume.

See title page for effective date.

**CHAPTER 119
H.P. 378 - L.D. 554**

**An Act Concerning
Commercial Vehicles at
Canadian Weight Limits
Traveling to Certain Points in
the State**

Emergency preamble. Whereas, acts and resolves of the Legislature do not become effective until 90 days after adjournment unless enacted as emergencies; and

Whereas, rural communities in the State are particularly dependent upon forest products industries for employment opportunities and economic development and, given the current economic climate, the State's lumber and pulp and paper mills are struggling to continue their operations and to keep people employed; and

Whereas, this legislation must take effect before the expiration of the 90-day period in order to avoid damage to the State's transportation infrastructure; and

Whereas, in the judgment of the Legislature, these facts create an emergency within the meaning of the Constitution of Maine and require the following legislation as immediately necessary for the preservation of the public peace, health and safety; now, therefore,

**Be it enacted by the People of the State of
Maine as follows:**

Sec. 1. 29-A MRSA §2354-C, sub-§1, ¶A, as amended by PL 2011, c. 356, §22, is further amended to read:

A. The only allowable routes of travel are from the United States-Canada border in Calais north on U.S. Route 1 to Access Road in Baileyville, east on Access Road to ~~Dontar~~ Woodland Mill Pulp LLC mill or its successor on Main Street and north on Main Street to the Louisiana Pacific Oriented Strand Board mill or its successor former oriented strand board facility in Baileyville; from the United States-Canada border in Madawaska then directly north or south into the Fraser Papers Twin Rivers facility or its successor in Madawaska or up Bridge Street to Mill Street in Madawaska in order to reverse direction; and from the United States-Canada border in Van Buren on Bridge Street Acadian Way, west to Main Street, also designated as Route 1, then north on Main Street approximately ~~1-1/2~~ 2 miles from the border.

Sec. 2. 29-A MRSA §2354-C, sub-§1, ¶¶B and C, as enacted by PL 2009, c. 326, §2, are amended to read:

- B. Allowable truck configuration is limited to:
 - (1) A 3-axle truck tractor with a 3-axle semitrailer at a gross vehicle weight of 108,900 pounds. The individual weight distribution maximum limits are as follows: for the steering axle, 12,375 pounds; for the drive axles, 40,500 pounds; and for the semitrailer axles, 58,500 pounds, but in no case may the total of these values exceed 108,900 pounds; and
 - (2) A 3-axle truck tractor with a semitrailer-semitrailer combination, configured as a B-train double with 8 axles total, at a gross vehicle weight of 137,700 pounds. The weight of the 2nd semitrailer may not exceed the weight of the first semitrailer.
- C. Maine axle weight limits, axle group limits, commodity allowances, maximum dimensions and all other commercial vehicle limits and requirements apply, except that the B-train double overall length limit must be not greater than 82.02 feet, or 25 meters.

Sec. 3. 29-A MRSA §2354-D, sub-§1, as enacted by PL 2013, c. 565, §2, is amended to read:

1. Commissioner may allow certain commercial motor vehicles that exceed weight limits and vehicle dimension standards. ~~Except for B-train double configurations as defined in section 2354-C, subsection 2, the~~ The Commissioner of Transportation, in consultation with the Department of Public Safety and the Department of the Secretary of State, may allow a specified commercial motor vehicle configura-