

<b>Act Number:</b>	09-177	
<b>Bill Number:</b>	1009	
<b>Senate Pages:</b>	2943-2944, 3015-3016	4
<b>House Pages:</b>	9574-9582	9
<b>Committee:</b>	Public Safety: 525-530, 598-599, 601, 625, 629, 630-631, 652-654, 656	17
	<b>Page Total:</b>	<b>30</b>

**S - 585**

**CONNECTICUT  
GENERAL ASSEMBLY  
SENATE**

**PROCEEDINGS  
2009**

**VOL. 52  
PART 9  
2637 - 2957**

ckd  
SENATE

128  
May 21, 2009

Thank you, sir.

Mr. Clerk.

THE CLERK:

Calendar page 22, Calendar Number 204, File Number 168, Substitute for Senate Bill 1009, AN ACT CONCERNING TECHNICAL CHANGES TO TITLE 29 TO INCORPORATE THE STATE FIRE PREVENTION CODE, favorable report of the committees on Public Safety, Transportation, Planning and Development, and Judiciary.

THE CHAIR:

Senator Stillman.

SENATOR STILLMAN:

Good afternoon, Mr. President.

THE CHAIR:

Good afternoon, ma'am.

I move the Joint Committee's favorable report and passage of the bill.

THE CHAIR:

Acting on acceptance and approval of the bill, ma'am, would you like to remark further?

SENATOR STILLMAN:

Yes. Thank you, sir.

This bill is a bill that makes changes in various statutes and incorporates provisions of the fire --

ckd  
SENATE

129  
May 21, 2009

state fire prevention code. Many of them truly are technical in nature. It requires the commissioner of the Department of Public Safety to revise existing regulations and incorporate those into the state fire prevention code. And I move its adoption.

THE CHAIR:

There's a motion on the floor of adoption.  
Will you remark? Will you remark further?

Senator Stillman.

SENATOR STILLMAN:

Yes, sir. If there is no objection, I'd like to place this on the Consent Calendar.

THE CHAIR:

Motion on the floor to place the item on consent.  
Seeing no objection, so ordered, ma'am.

Mr. Clerk.

THE CLERK:

Calendar page 28, Calendar Number 358, File Number 471, Senate Bill 1078, ESTABLISHING A BI-STATE LONG ISLAND SOUND COMMISSION, favorable report of the Committees on Environment and Government Administration and Elections.

THE CHAIR:

Senator Meyer.

SENATOR MEYER:

**S - 586**

**CONNECTICUT  
GENERAL ASSEMBLY  
SENATE**

**PROCEEDINGS  
2009**

**VOL. 52  
PART 10  
2958 - 3308**

ckd  
SENATE

200  
May 21, 2009

Senator Looney.

SENATOR LOONEY:

Thank you, Mr. President.

Mr. President, if the Clerk might call the items on the second Consent Calendar and then if we might have a vote on that Consent Calendar.

THE CHAIR:

Mr. Clerk, please call the Consent Calendar.

THE CLERK:

Immediate roll call has been ordered in the Senate on the second Consent Calendar. Will all Senators please return to the chamber. An immediate roll call has been ordered in the Senate on the second Consent Calendar. Will all Senators please return to the chamber.

Mr. President, those items are placed on the second Consent Calendar begin on Calendar page 22, Calendar Number 204, Substitute for Senate Bill 1009;

Calendar page 28, Calendar Number 358, Senate Bill 1078;

Calendar page 33, Calendar Number 473, Senate Bill 1160;

And Calendar 492, Substitute for Senate Bill 966.

Mr. President, that completes those items placed on the second Consent Calendar.

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SENATE

201  
May 21, 2009

THE CHAIR:

Please call for the Consent Calendar. The machine will be opened.

THE CLERK:

The Senate is now voting by roll call on the Consent Calendar. Will all Senators please return to the chamber. The Senate is now voting by roll call on the second Consent Calendar. Will all Senators please return to the chamber.

THE CHAIR:

Have all Senators voted? If all Senators have voted, please check your vote. The machine will be closed.

THE CLERK:

The motion is on adoption of Consent Calendar Number 2

Total Number Voting	35
Those voting Yea	35
Those voting Nay	0
Those absent and not voting	1

THE CHAIR:

Consent Calendar Number 2 passes.

Senator Looney.

SENATOR LOONEY:

Yes, thank you, Mr. President.

**H – 1066**

**CONNECTICUT  
GENERAL ASSEMBLY  
HOUSE**

**PROCEEDINGS  
2009**

**VOL.52  
PART 30  
9491 – 9840**

DEPUTY SPEAKER ORANGE:

Thank you, Mr. Clerk. The bill passes in concurrence with the Senate.

Will the Clerk please call Calendar number 660.

THE CLERK:

On page 21, Calendar 660, substitute for Senate Bill 1009,  
AN ACT CONCERNING TECHNICAL CHANGES TO TITLE 29 TO INCORPORATE  
THE STATE FIRE PREVENTION CODE favorable report of the Committee  
on Judiciary.

DEPUTY SPEAKER ORANGE:

Representative Stevie Dargan, you have the floor, sir.

REP. DARGAN (115th):

Thank you very much, Madam Speaker. I move acceptance of the Committee's favorable report and passage of the bill in concurrence with the Senate.

DEPUTY SPEAKER ORANGE:

The question is on acceptance of the joint committee's favorable report and passage of the bill.

Will you remark further? Representative Dargan.

REP. DARGAN (115th):

Thank you very much, Madam Speaker. The bill makes changes in various statutes to incorporate provisions of the State fire prevention code many of which are technical in nature. The bill

also requires the Commissioner of the Department of Public Safety to revise existing regulations to incorporate the State fire prevention code.

DEPUTY SPEAKER ORANGE:

The question is on passage of the bill. Will you remark further on passage of the bill?

Representative Perillo, you have the floor, sir.

REP. PERILLO (113th):

Madam Speaker, thank you very much. Good afternoon. If I may --

DEPUTY SPEAKER ORANGE:

Good afternoon.

REP. PERILLO (113th):

-- just a few questions through you for my friend the Chair of the Public Safety Committee.

DEPUTY SPEAKER ORANGE:

Please proceed, sir.

REP. PERILLO (113th):

Thank you, Madam. In lines 125 through 131 there is the creation of a new process by which local fire marshals in the event of an emergency order to vacate a premise must also forward that order to the State Fire Marshall's Office. Could the gentleman speak to whether or not that will impede the

ability of local fire marshals to do emergency orders to vacate premise in an emergency way or is that something that will be handled quickly and in sort of a same day format? Through you, Madam.

DEPUTY SPEAKER ORANGE:

Representative Dargan.

REP. DARGAN (115th):

Thank you very much, Madam Speaker. Through you, that's a very good question from my Ranking Member. That is in consultation with the local fire marshal and so they could get a direct answer from the State Fire Marshall as quick as possible. Through you, Madam Speaker.

DEPUTY SPEAKER ORANGE:

Representative Perillo.

REP. PERILLO (113th):

Madam Speaker, thank you and I thank the Chairman for his answer. Just one follow-up to that.

DEPUTY SPEAKER ORANGE:

Please proceed.

REP. PERILLO (113th):

Thank you, Madam. Just one brief follow-up. In order to meet that standard and get back to local fire marshals quite so quickly, my understanding is that the State Fire Marshall's

Office currently has in place the resources to do that and that there would be no additional costs required. Is that accurate?

Through you, Madam,

DEPUTY SPEAKER ORANGE:

Representative Stevie Dargan.

REP. DARGAN (115th):

Through you, Madam Speaker, that is correct.

DEPUTY SPEAKER ORANGE:

Representative Jason Perillo.

REP. PERILLO (113th):

Madam Speaker, thank you. And I thank the gentleman again for his answer. Moving on; lines 163 through 165 do define a manufacturing establishment. As we know, local fire marshals do now inspect manufacturing establishments where they didn't in the past. My question very simply is in this -- I this definition which links manufacturing establishments to NAIC code is this going to increase the number of establishments that need to be evaluated? Is it going to decrease them? Or is it simply going to codify the definition? Through you, Madam.

DEPUTY SPEAKER ORANGE:

Representative Dargan.

REP. DARGAN (115th):

Thank you, Madam Speaker. Through you, yes, it would just codify or define what manufacturing is. Through you.

DEPUTY SPEAKER ORANGE:

Representative Perillo.

REP. PERILLO (113th):

Madam Speaker, thank you very much and again I thank the gentleman for his answer. Moving on, just a couple more questions if I could. Lines 327 through 333 are actually bracketed and removed. The original language in current statute states that local municipalities may enact ordinances -- ordinances in rules and regulations for the installation of, in this particular case, gas equipment and piping. This language is removed throughout this bill as proposed which would lead me to believe that municipalities no longer have the ability to implement municipal ordinances or local regulations that are different than the State fire code. Is my assessment accurate? Is the State fire code now the absolute and local municipalities may not implement their own different regulations? Through you, Madam.

DEPUTY SPEAKER ORANGE:

Representative Dargan.

REP. DARGAN (115th):

Through you, Madam Speaker, that is correct. What we are trying to look to do, to my good friend Representative Perillo is to come up with a uniform code that they could follow.

Through you, Madam Speaker.

DEPUTY SPEAKER ORANGE:

Representative Perillo.

REP. PERILLO (113th):

Madam Speaker, thank you. One quick question in the next section of the bill, another section that is currently in statute but that has been bracketed. Lines 334 onward gave the State Fire Marshall the ability to grant variations and exemptions in cases where getting to code was imprudent, impossible, very, very difficult. That's been bracketed and removed.

I'm concerned that perhaps that may limit some of the flexibility of the State Fire Marshall' Office. Is there something in the new code in regulation that would allow the State Fire Marshall to continue to have that level of flexibility and continue to offer variations and exemptions? Through you, Madam Speaker.

DEPUTY SPEAKER ORANGE:

Representative Dargan.

REP. DARGAN (115th):

Thank you, Madam Speaker. Through you, yes, that's correct that there would be provision governing waivers from the fire prevention code. Through you, Madam Speaker.

DEPUTY SPEAKER ORANGE:

Representative Perillo.

REP. PERILLO (113th):

Madam Speaker, thank you very much. Just one final question if I may through you, in line 772 to 775 we now have a definition of what a potentially explosive chemical is and something that a constituent asked of me is whether or not that pertains to household chemicals and goods. And specifically this individual was referring to things like household fertilizers.

We all hear about fertilizers being used as explosives and chemical agents and I'm just wondering whether or not local fire marshals and the State Fire Marshall now have any sort of jurisdiction over household chemicals such as fertilizers. Through you, Madam Speaker.

DEPUTY SPEAKER ORANGE:

Representative Dargan.

REP. DARGAN (115th):

Thank you, Madam Speaker. Yes. That answer would be no dealing with explosive chemicals. On the comical side, more

volatile issue might be dealing with the State budget but that might be for another day. Through you, Madam Speaker.

DEPUTY SPEAKER ORANGE:

Representative Perillo.

REP. PERILLO (113th):

Madam Speaker, I thank you very much and I thank the Chairman for his answers as well. Thank you.

DEPUTY SPEAKER ORANGE:

Thank you for your comments, sir. Will you care to remark further on the bill? Will you care to remark further on the bill? If not, staff and guests please come to the well of the House. Members take your seats. The machine will be opened.

THE CLERK:

The House of Representatives is voting by roll call.

Members to the chamber. Members to the chamber. The House is voting by roll.

DEPUTY SPEAKER ORANGE:

Have all members voted? Have all members voted? Please check the board to determine if your vote has been properly cast. If so the machine will be locked and the Clerk will take a tally please. Will the Clerk please announce that tally.

THE CLERK:

Senate Bill number 1009 in concurrence with the Senate

law  
HOUSE OF REPRESENTATIVES

337  
June 2, 2009

Total number voting	147
Necessary for passage	74
Those voting Yea	147
Those voting Nay	0
Those absent and not voting	4

DEPUTY SPEAKER ORANGE:

Thank you, Mr. Clerk. The bill passes in concurrence with the Senate.

Will the chamber come back to order.

Will the Clerk please call Calendar number 242.

THE CLERK:

On page 35, Calendar 242, House Bill number 6387, AN ACT CONCERNING THE SMALL TOWN ECONOMIC ASSISTANCE PROGRAM favorable report of the Committee on Finance, Revenue, and Bonding.

DEPUTY SPEAKER ORANGE:

Representative Brendan Sharkey, you have the floor, sir.

REP. SHARKEY (88th):

Good evening, Madam Speaker.

DEPUTY SPEAKER ORANGE:

Good evening to you, sir.

REP. SHARKEY (88th):

Madam Speaker, I move acceptance of the joint committee's favorable report and passage of the bill.

**JOINT  
STANDING  
COMMITTEE  
HEARINGS**

**PUBLIC  
SAFETY AND  
SECURITY**

**PART 2  
357 - 735**

**2009**

17  
pw/md PUBLIC SAFETY COMMITTEE

March 3, 2009  
11:00 A.M.

I think part of it, Senator Stillman, is that, you know, people who go through the missing persons -- having family member missing, go through a tremendous ordeal and the purpose of this bill is really to try to keep them from going through that ordeal. Mrs. Smolinski went through that, she doesn't want anybody to have that same situation because it's so painful. So again, that's the genesis of the bill.

REP. DARGAN: Further questions?

Thank you very much, Representative.

Next presenter is from the Department of Public Safety, State Fire Marshal John Blaschik.

JOHN BLASCHIK: Good morning, Senator Stillman, Representative Dargan, members of the committee. Thank you.

I'm here to speak to supporting Senate Bill 1009, dealing with the fire prevention code. And to give you a brief history -- and I think it'll show you why we're here finally, but back in, as you know, 1947 we had a terrible circus fire. And just as an aside, back in that time my father was sitting where you were, and as a matter of fact the seat that he sat in is now held by the distinguished member Representative Orange. We passed laws regarding places of assembly; then in 1948, we added heating and cooking facilities and hotels, convalescent homes and hospitals; in 1953, we added schools; in 1954, we added boarding houses and day care centers; and then finally in 1956, we took all those separate regulations and combined them into a fire safety code, making it a mandatory code in 1971. It wasn't until 1985 that we actually

started to base that on a national document.

Well besides those, the fire safety code, we had other codes out there because Connecticut was a leader in fire safety and still is a leader. We had the fireworks code, explosives code, flammable and combustible liquids codes, liquefied petroleum gas and liquefied natural gas code, hazardous chemicals, gas equipment and piping, oil burning, and tents and portable shelters. Well this particular bill that's in front of you is an attempt to take all those other codes and combine them into the fire prevention code that you passed a couple of years ago, based on a national document from the National Fire Protection Association.

And some of those situations that -- dealing with those codes, as I mentioned, there are about eight, we're putting them into one. Some of the statutes that we're deleting actually aren't deletions, there is a modification code or modification statute, an appeal statute, and a penalty statute to each one of those codes. We're deleting them over there and actually combining them which is now 29-291 B, C, and D, which only deals with the fire prevention code -- so it's more of a combination.

Some of the other changes that you'll see in there is some of those regulations with those other codes date back to 1978 and have reference standards. The codes themselves tell you what you have to do, the reference standards tell you how to do them. And in one case, the propane code, for instance, it's dealing with a 1996 reference standard that's not even in publication anymore. So with this combination into the fire prevention code, every time the code changes, which those codes

will change the same time of the building code and safe -- fire safety code change, those standards will move up and be the most -- most recent that it possibly could be.

It also allows it to coordinate with the building code and the fire safety code, and we have worked with CCM and the Council of Small Towns to hear their concerns. And will be working with them for a model ordinance once this is passed that will allow towns to permit for some of these items that are in the fire prevention code.

And with that -- and the reason why it has a 2011 effective date is to give the department time to promulgate, make those changes, get rid of those regulations that are in place with all those codes, get them over to the fire prevention code, and it gives us a couple of cycles -- legislative cycles, that if there's a problem we can come back to you. And with that, I'll take any questions.

REP. DARGAN: Thank you, John.

Questions from committee members?

Representative Orange.

REP. ORANGE: Thank you, Mr. Chairman.

Good morning --

JOHN BLASCHIK: Good morning.

REP. ORANGE: -- Mr. Blaschik. How are you?

JOHN BLASCHIK: Pretty good, thank you.

REP. ORANGE: I didn't know you were that old.

Can you go back to propane?

JOHN BLASCHIK: Yes.

REP. ORANGE: And tell me what now is the regulation for propane tanks, underground propane tanks?

JOHN BLASCHIK: Actually that's a good example because that's one of the situations that we're trying to correct. Propane -- we do regulate tank trucks and the installation of propane tanks. Because it is based on such an old standard, the 1996 standard, that some of those things are out-of-date and we have a requirement in place right now that local fire marshals are required to inspect all tank trucks, whether it's fuel oil, hazardous chemicals, or propane that are housed and taxed in their town. For instance, in the city of Hartford if you had a propane company or delivery service, because you're taxed in that town the Hartford Fire Marshal is required to inspect that once a year. Those requirements are based, both on the NFPA standards and on the federal register standards, the DOT standards. What we're proposing with this is that those requirements, the requirement to inspect on a yearly basis will be taken away. And why we're doing that is those requirements are also inspected by the Department of Motor Vehicle and DOT -- Department of Transportation, the truck squad, so why do we do that as fire marshals? The requirements will still be there, but the requirement for the annual inspection will not. We do have a caveat in that particular statute that says because it is a revenue generating inspection in some towns, for instance, I believe the City of Danbury, so that if the town still wants to do that by ordinance, they will be

21  
pw/md PUBLIC SAFETY COMMITTEE

March 3, 2009  
11:00 A.M.

allowed to and that's the language that's here. But as far as the installation of underground propane tanks that's in place right now, they are old regulations, we hope to bring those up to the most current. But we do -- there are requirements there for local fire marshal to inspect those.

REP. ORANGE: Remember, John, when we had the MJ Tire fire?

JOHN BLASCHIK: Yes.

REP. ORANGE: Now suppose there were an underground propane tank nearby, does the fire marshal have a map of where any propane tanks, underground propane heating tanks are located?

JOHN BLASCHIK: No.

REP. ORANGE: And what would have happened if there were an underground propane tank nearby, say that particular fire?

JOHN BLASCHIK: That would be quite devastating. As you remember from the pictures on TV, there was a lot of damage there, but there would have been much more. The interesting thing is that particular operation will now be covered under the fire prevention code, so the marshal will have something in black and white that he can in and inspect that too, not just to -- for instance, saying that he believes something is a fire hazard. Well now he has a document that actually will tell him what a fire hazard is regarding where -- what the distances are for the propane and the actual -- I believe there were some heating devices that were being used. We -- the fire marshal will now have requirements to make sure that that's safeguarded.

REP. ORANGE: Well, I think that's a good idea and I've been working with a group of people regarding propane heating as a heating source, and the more I've learned about propane tanks and how they're even assessed or anything else, it's really amazing. And I think it's time to make sure that we update ourselves, especially concerning propane. Thanks, John.

JOHN BLASCHIK: Thank you.

REP. DARGAN: Further questions from committee members?

Hearing none, thank you very much for your testimony.

JOHN BLASCHIK: Thank you.

REP. DARGAN: The next presenter is Representative Jason Bartlett.

REP. BARTLETT: Good morning, Representative Dargan, Senator Stillman, members of the committee. Before I forget, I'd like to let Representative Dargan and Representative Orange know that my expert witness here, Officer John McAllister, is not armed, but has come with good information -- that's a little joke.

The purpose of me being here today is to support H.B. 6562, a bond bill to develop an officer driver training facility in the state of Connecticut. The purpose of the bill is to fulfill a mandate that we passed about ten years ago in terms of police -- pursuit, and to fulfill the unfunded mandate which is to actually allow for education and driver training for police officers. I think that this is a very important bill. You'll have a number of folks come before you today, police

the doctor is able to stop the match, the referee is able to stop the match if someone has been bested. There's a lot of levels of protection there, but certainly one way would be to look at the specific regulations that would be adopted here in Connecticut, and so for instance, maybe -- you know, no kneeling in the head or no elbowing in the head on the ground could be something that could be built into it to help, say DPS, feel more comfortable.

SENATOR STILLMAN: Anyone have any questions?

Thank you very much. We appreciate your input.

JIM HUGHES: You're welcome.

SENATOR STILLMAN: Next is Mr. Havens -- I'll put it that way, I don't know if it's -- I apologize, I can't read your handwriting. So when you come to the microphone would you kindly identify yourself and this gentleman will be followed by Dr. Samuel Rieger.

DARON HAVENS: Thank you, Senator Stillman and other distinguished members of the committee. My name is Daron Havens and I am the Director of Safety and Compliance for LP Transportation, Incorporated, we are headquartered in Chester, New York.

In this capacity I'm here to comment on the Raised Bills Number 1008, An Act Concerning the Study of Liquified Natural Gas Trucks on Trucks and Raised Bill Number 1009, An Act Concerning Technical Changes to Title 29 to Incorporate the State Fire Prevention Code. My apologies, but due to new understandings in 1009, I will be amending my testimony. LP Transportation operates approximately 130

transport trailers and approximately 23 natural gas transport trailers throughout the entire northeast and mid-Atlantic regions and we have been doing this for at least the last 30 years. LP Transportation is one of two major transporters of liquefied natural gas, more specifically, for Yankee Gas and Connecticut Natural Gas locally.

We've been transporting liquefied natural gas into Connecticut for at least the last 15 years. It is my understanding that Bill Number 1008 contemplates authorizing study into whether additional regulations are needed to ensure the safety of transporting liquefied natural gas in the state of Connecticut. We believe the federal regulations currently in place, such as 49 CFR 180, 385, 393, 396 and 172704 which -- I have a link below that you can reference those -- to name a few, are more than adequate and have served our industry well. These regulations have contributed significantly to the impressive safety record of our industry. As such, we oppose Raised Bill Number 1008.

But as I stated earlier, due to a new understanding in discussions with the State Fire Marshal, we do stand in support of Raised Bill Number 1009, which talks about referencing the state fire prevention codes. Thank you very much and I will accept any questions.

SENATOR STILLMAN: Thank you, sir.

Does anyone have any questions for the gentleman?

I have one --

DARON HAVENS: Sure.

auxiliary tank, let me put it that way.

DARON HAVENS: -- it would be a tube approximately maybe 10 to 12 inches in diameter and probably a good 20 feet long -- approximately 20 feet long. That would be -- that would be hose too.

SENATOR STILLMAN: But there isn't any way that a huge LNG tanker or tank truck would carry and auxiliary tank?

DARON HAVENS: No, ma'am --

SENATOR STILLMAN: No. Okay.

DARON HAVENS: -- there wouldn't be any reason to, no.

SENATOR STILLMAN: Okay. Well I appreciate that, I'm glad I had someone to ask a question of that's familiar with the industry. There is so much more LNG that's out there on our highways, I just wanted to make sure that the public is safe.

DARON HAVENS: So do we.

SENATOR STILLMAN: Thank you very much and I'm glad you resolved your issues with 1009 as well. Thank you.

DARON HAVENS: Yes, ma'am.

SENATOR STILLMAN: Thank you, again.

Next Dr. Samuel Rieger, followed by Danielle Rea.

Welcome, sir.

SAMUEL L. RIEGER: Good afternoon, Madam Cochair,

HB6563

SENATOR STILLMAN: Thank you, Representative.

Any other questions?

Next is Charles Buckley to be followed by Paul Rosner.

CHARLES BUCKLEY: Good afternoon.

SENATOR STILLMAN: Good afternoon.

CHARLES BUCKLEY: My name is Charles Buckley. I'm Executive Vice President and General Manager of Transgas Incorporated of Lowell, Massachusetts. Transgas is an over the road transporter of LNG and we operate a fleet of over 50 LNG trailers, primarily in New England, in service to local gas companies who use LNG to serve their customers during the coldest days of the winter. And I appreciate the opportunity to offer this testimony to you in connection with Raised Bills 1008 and 1009. I would like to amend my testimony to show support for Raised Bill 1009. I've got a different understanding of it now, having talked to some colleagues today.

The purpose of Raised Bill 1008 is to authorize a study to determine if existing regulations apply to LNG cargo tank vehicles and whether the existing law sufficiently protects the public. I suggest to you that this bill is not necessary. LNG highway transportation is comprehensively and adequately regulated by the government and the rules and regulations do protect the public. All aspects of the transportation would only be by highway have been regulated for many years by the U.S. Department of Transportation, under two agencies of that department, under Title 49 in the Code of

on behalf of permitting mixed martial arts in Connecticut.

SENATOR STILLMAN: Thank you, sir, for your testimony.

Questions?

Thank you. And thank you for waiting so long to speak.

PAUL ROSNER: Quite all right.

SENATOR STILLMAN: We appreciate it. Did you have written testimony?

PAUL ROSNER: No.

SENATOR STILLMAN: Okay. If you do wish to send us something feel free to.

PAUL ROSNER: I certainly will.

SENATOR STILLMAN: Thank you.

A VOICE: (Inaudible).

SENATOR STILLMAN: Thank you.

Mike Riley followed by Troy Raccuia -- I think, followed by Steve Erickson, excuse me, Steven G. Erickson.

Mr. Riley.

MICHAEL RILEY: Thank you, Madam Chairperson.

I'm Mike Riley from the Motor Transport Association of Connecticut, here to briefly testify on Raised Bill 1008, having to do with a study of tanks on trucks.

SB1009  
SB985

I brought for you the bible of transporting hazardous materials, which liquefied natural gas is, and I'll leave it with the committee for further reference. But I just would point out that there are all kinds of rules that anyone operating a tank truck has to comply with, including being prohibited from picking up anything that wasn't properly clasped or wrapped or described, the driver has to have a commercial vehicle driver's license, and in a case of hazardous materials a separate and additional endorsement so that he is among the safest drivers on the road. There are very specific requirements for shipping papers, emergency response information so that if something occurred on the road people would know what was in that truck and how to deal with it, proof of registration, the placards that you see on the side of the trucks describe the material that's inside so that emergency responders would know how to handle any kind of spill or fire, and there are various other regulations so that -- and the point being that there is an adequate body of law at the federal level which has also been adopted at the state level to regulate the transportation liquefied natural gas and any other hazardous substance and I certainly welcome the opportunity to be able to tell you that.

I just heard about the other bill and that makes sense to me, to eliminate the requirement for marshals to be inspecting tank trucks and allow motor vehicle and State Police who are specifically trained, to be available to inspect those. It becomes a hassle sometimes to make the arrangements to do those individual inspections. Anyone that's operating a tank truck is out of his mind if he isn't making sure that everything -- that everything is kosher there.

SB1009

The safest drivers on the road are the drivers that have a load of gasoline behind them, because they know what happens if they have a problem.

SENATOR STILLMAN: Mr. Riley, you also had indicated you were interested in making some comment about Bill 985? Is that still the case? The automated vehicle insurance?

MICHAEL RILEY: Yeah, I actually don't understand that bill very much. But it's my understanding that it creates some kind of photo verification of insurance, which seems like a very complicated system and costly. Commercial vehicles are required to file with the state a proof of insurance and our insurers have to inform the state if there is any kind of change in that. So I don't -- we have had notable instances or at least one, where insurance on commercial vehicles was a problem, but it is not a problem that most -- and I'm sure that Senator Guglielmo who is in the business knows that the commercial vehicles are well-insured and that's confirmed regularly.

SENATOR STILLMAN: Thank you, sir. All set?

MICHAEL RILEY: Where shall I present this poem?

SENATOR STILLMAN: Right there. And we look forward to reading it.

Troy Raccuia -- you pronounce it, thank you. To be followed by Steven Erickson.

THOMAS CAROZZA: Good afternoon, Senator and members of the committee. My name is Tom Carozza, Connecticut Council of Police Unions. I'm here with my brother retired officer and we here about three bills, and Troy is going

SB 1010  
HB 6563  
SB 986  
HB 6562



STATE OF CONNECTICUT

DEPARTMENT OF PUBLIC SAFETY  
OFFICE OF THE COMMISSIONER

*John A. Danaher III*  
Commissioner

*Lieutenant Edwin S. Henion*  
Chief of Staff

March 3, 2009

Rep. Stephen Dargan, Co-Chairman  
Sen. Andrea Stillman, Co-Chairman  
Public Safety and Security Committee  
Legislative Office Building  
Hartford, CT 06106

**SB 1009 AN ACT CONCERNING TECHNICAL CHANGES TO TITLE 29 TO INCORPORATE THE STATE FIRE PREVENTION CODE**

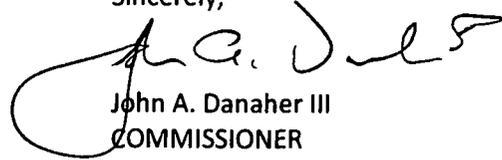
**The Department of Public Safety supports this bill.**

Since the tragic Hartford circus fire the State of Connecticut has focused on prevention in an attempt to safeguard its citizens from the hazards of fire. While the Fire Safety Code provides a single document addressing these efforts in regard to buildings and structures, the parallel issue of focusing prevention efforts on uses has resulted in the State promulgating a variety of other regulations to address specific issues. These are: the CT Fireworks and Special Effects Code, CT Explosives Code, CT Flammable and Combustible Liquids Code, CT Liquefied Petroleum Gas and Liquefied Natural Gas Code, CT Hazardous Chemical Code, CT Gas Equipment and Piping Code, CT Oil Burning Equipment Code and CT Tent and Portable Shelter Code. At the time of their adoption these codes were considered a model for the nation.

In 2004, Connecticut legislation was enacted requiring adoption of the state's first statewide fire prevention code. The stated intent of this legislation, codified in CGS section 29-291a is to enhance the enforcement capabilities of local fire marshals and for the purposes of prevention of fire and other related emergencies. In furtherance of this intent, all of the codes addressing uses that are listed above will be incorporated into the fire prevention code. This will enhance the enforcement capabilities of local fire marshals by simplifying code requirements as to uses. The local fire marshal will only have to go to one document instead of several. The fire prevention code will be coordinated with the state fire safety code and the state building code.

This legislation removes out-dated and conflicting requirements, streamlines the process for the person using the codes and will help to enhance the level of safety to all our citizens.

Sincerely,

A handwritten signature in black ink, appearing to read "John A. Danaher III". The signature is fluid and cursive, with a large initial "J" and "D".

John A. Danaher III  
COMMISSIONER

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**Statement of Charles Buckley  
Transgas Incorporated  
Lowell, Massachusetts 01852**

**Before the Committee on Public Safety and Security  
State of Connecticut  
March 3, 2009**

My name is Charles Buckley, Executive Vice President and General Manager of Transgas Incorporated of Lowell, Massachusetts. I have been employed by Transgas for nearly 14 years and have responsibilities for all aspects of its operations. In addition, I have 25 years experience in the operations of LNG facilities and natural gas systems. Transgas is an over the road transporter of LNG and operates a fleet of over 50 LNG trailers primarily in New England in service to local gas companies who use LNG to serve their customers on the coldest days of the winter.

I appreciate the opportunity to offer this testimony to you in connection with Raised Bill No. 1008, "An Act Concerning a Study of Liquefied Natural Gas Tanks on Trucks," and Raised Bill No. 1009, "An Act Concerning Technical Changes to Title 29 to Incorporate the State Fire Prevention Code."

The purpose of Raised Bill No. 1008 is to authorize a study to determine if existing regulations apply to LNG cargo tank vehicles, and whether existing law sufficiently protects the public.

LNG highway transportation is comprehensively and adequately regulated by the government and the rules and regulations do protect the public. The transportation of LNG is safe. Transgas has been transporting LNG on the highway since 1969. We safely transport approximately 10,000 loads of LNG each year, most of which are for destinations in New England.

All aspects of the transportation of LNG by highway have been regulated for many years by the U.S. Department of Transportation (USDOT) under Title 49 of the Code of Federal Regulations, Parts 107 through 180. These regulations are administered by the Pipeline and Hazardous Material Safety Administration ("PHMSA") of the USDOT and enforced by them as well as by other law enforcement personnel, including those in the State of Connecticut. Among the requirements covered under these parts are the following:

- All hazardous material carriers including LNG trucking companies must register with the USDOT (Part 107)
- All LNG carriers must report certain hazardous material incidents to the USDOT by telephone and follow up with a detailed written report. (Part 171)

Finally, the transportation and handling of LNG within the confines of a gas company are regulated by the Connecticut Department of Public Utility Control.

As can be seen from the foregoing, there is a comprehensive and adequate body of regulations that govern the transportation of LNG on the highway and the equipment used in that transportation.

With respect to Raised Bill no. 1009, I note that Section 9 of the Bill requires the inspection by the local fire marshal of cargo tank motor vehicles containing LNG that are registered in the State of Connecticut. LNG trailers are already subject to inspection by State of Connecticut law enforcement personnel through roadside inspections and inspections that take place on Connecticut truck scale stations.

I appreciate the opportunity to present this testimony to the Committee.