

Annual List of Rule-Making Activity
Rules Adopted January 1, 2015 to December 31, 2015
Prepared by the Secretary of State, pursuant to 5 MRS §8053-A, sub-§5

Agency name: Department of Public Safety, **Bureau of Emergency Medical Services**
Umbrella-Unit: **16-163**
Statutory authority: 32 MRS §§ 84(1), 88(2)(J), 92-A(1)
Chapter number/title: **Ch. 18**, Quality Assurance and Improvement
Filing number: **2015-006**
Effective date: 2/1/2015
Type of rule: Routine Technical
Emergency rule: No

Principal reason or purpose for rule:

The new rules chapter adopts rules regarding the authorization, requirements and operations of the Maine Emergency Medical Services (EMS) system quality assurance and improvement system.

Basis statement:

Ch. 18, *Quality Assurance and Improvement*: The rule codifies the authority, scope and requirements of Maine EMS quality assurance and improvement committees, and participation requirements of Maine EMS system providers in the quality assurance and improvement system.

Fiscal impact of rule:

County and municipal Public Safety Answering Points (PSAPs) and municipal ambulance and non-transporting services will be subject to the new rules, which would impose no significant additional requirements or resources over and above current county or municipal emergency medical services (EMS) or emergency medical dispatch (EMD) quality assurance and improvement activities

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Agency name: Department of Public Safety, **Bureau of State Police**
Umbrella-Unit: **16-222**
Statutory authority: 29-A MRS §555
Chapter number/title: **Ch. 4**, Maine Motor Carrier Safety Regulation
Filing number: **2015-096**
Effective date: 6/19/2015
Type of rule: Major Substantive
Emergency rule: No

Principal reason or purpose for rule:

The principal purpose of the amendment is to exempt certain intrastate-operated commercial motor vehicle from 49 CFR §390.21, which pertains to the marking of self-propelled commercial motor vehicles and intermodal equipment.

Basis statement:

The amendment exempts intrastate vehicles to which the regulation applies that have a gross vehicle weight rating of 10,000 lbs. to 26,000 lbs., and that neither meet the definition of a "bus" nor transport hazardous materials, from 49 CFR §390.21, which pertains to the marking of self-propelled commercial motor vehicles and intermodal equipment.

The amendment also makes minor, technical edits to the regulation.

Fiscal impact of rule:

The fiscal impact should be positive for those in the regulatory community that will benefit from the exemption the amendment would create.