# HB 30-Department of State Police-Police-Initiated

Uploaded by: Andrea Mansfield

Position: FAV

Towing & Recovery Professionals of Maryland
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MEMORANDUM

TO: The Honorable Marc Korman, Chair and Members of the Environment and Transportation Committee

FROM: Vince Flook, President, Towing & Recovery Professionals of Maryland
Will Cain, 1st Vice President, Towing & Recovery Professionals of Maryland

DATE: February 5, 2026

RE: **HB 30 Public Safety – Department of State Police – Police-Initiated Towing - Alterations**

POSITION: **SUPPORT**

The Towing Recovery Professionals of Maryland (TRPM) SUPPORT HB 30. This bill defines light-duty towing in statute and requires the Maryland Department of State Police (MDSP) to establish maximum rates for police-initiated light-duty towing and recovery similar to how MDSP establishes rates for medium and heavy-duty towing and recovery.

HB 30 is a consumer protection focused bill aimed to provide uniformity and reasonable guidance for the towing industry to follow with respect to the rates charged for police-initiated light-duty towing and recovery. It is the outcome of MDSP and TRPM collaboration on towing matters that come before MDSP.

As a result of conversations with MDSP and to examine and report on insurance matters, the sponsor is offering several amendments to clean up and clarify a few provisions in the bill. The amendments remove two dates from statute that are no longer relevant, change the name of the Committee on Rate Setting and Complaint Resolution for Police-Initiated Medium-Duty and Heavy-Duty Towing and Recovery to include Light-Duty, require the Committee to recommend light-duty tow rates, provide clarity for the setting of maximum rates for that purpose, and adds two responsibilities for the Committee to examine and report on during the interim. TRPM believes these changes provide the needed clarity to offer uniformity and guidance for police-initiated light-duty towing and recovery.

The two additional responsibilities for the Committee focus on insurance matters related to vehicles registered and insured out of state and costs associated with the cleanup of cargo and debris.

Although the Maryland Insurance Administration has issued Bulletin 16-25 to advise automobile liability insurers for the at-fault vehicle that they are responsible for the cost of 1) removing the vehicle accident debris, 2) removing the at-fault and not-at-fault vehicle from a roadway or from property adjacent to a roadway after an accident, and 3) towing the not-at-fault vehicle away from the scene of the accident; MIA's authority is limited to covering only vehicles registered in the State of Maryland. Towers are having issues with receiving payment through insurance companies for vehicles that are registered out of state.

Property and casualty liability insurance for vehicles with a gross vehicle weight rating of 10,001 or more pounds is governed by federal law and regulation. The minimum required coverage is $750,000. This level of coverage may be sufficient in most situations if the vehicle, trailer, and cargo are all owned and insured by the same entity. Many times, the owner of the vehicle and the owner of the cargo are two different entities. If an accident occurs, the vehicle owner may have insurance to cover the property damage liability claims and for the removal of the vehicles, but coverage may not apply or be high enough to cover the cost of damage and clean-up of the cargo that was being hauled. When this occurs, the towers are left with paying for the clean-up with no recourse to recoup the cost.

HB 30 is a good consumer protection bill. The amendments provide clarity and serve to examine important insurance matters to ensure towers are fairly compensated for the work they perform. For these reasons, TRPM SUPPORTS HB 30 and urges a FAVORABLE Committee report with the Sponsor amendments.

**NICB Letter of Support_MD HB 30.pdf**
Uploaded by: Hannah Burriss
Position: FAV

February 2, 2026

Hon. Marc Korman and Members of the Committee
Committee on Environment and Transportation
Maryland House of Representatives

RE: NICB Support for H.B. 30

Dear Chair Korman and Members of the Committee:

On behalf of the National Insurance Crime Bureau (NICB), I'm writing to express NICB's support for House Bill 30. NICB is a national, century-old, not-for-profit organization supported by approximately 1,200 property and casualty insurance companies, including many who write business in Maryland. Working hand-in-hand with our member companies and Maryland state and local law enforcement, we help to detect, prevent, and deter insurance crimes.

Insurance fraud is not a victimless crime. A 2022 study placed total U.S. insurance fraud at $308.6 billion. Fraudsters will exploit every avenue, forum, and opportunity to bilk consumers and their insurers to line their own pockets, which ultimately increases costs for everyone. Vehicle collisions can provide an opportunity for fraudsters to prey on victims that are often already under significant strain. In addition to dealing with any serious injuries that may result, victims must often report to law enforcement and file insurance claims. Handling ongoing medical issues; managing follow-up appointments with either medical professionals, insurance carriers, or law enforcement agencies; providing additional written material that may be required; and finding a reputable vehicle repair shop all pose significant burdens on victims as they deal with the after-effects of a collision.

This high-stress situation creates the perfect opportunity for predatory wrecking and towing companies to exploit accident victims. Some wreckers or towers often take advantage of confusion at the accident scene or even after the fact by grossly inflating invoices or falsely claiming various services were rendered at the scene. NICB has seen examples of towers charging accident victims exorbitant fees for towing and storage – sometimes as high as $17,000 for a single routine vehicle tow and upwards of $100,000 for a semi-truck tow. In some situations, predatory towers may hold a car hostage until the fee is paid or file lawsuits against the vehicle owner.

House Bill 30 would help combat predatory towing by amending Maryland's towing regulations to expand the Department of State Police's authority to set and regulate rates for all police-initiated towing, not just medium or heavy-duty commercial vehicles. This would further strengthen Maryland's towing regulations, including the Department's authority to maintain a public list of approved towing companies and its formal process for handling complaints and removing companies that violate standards. These changes will better protect consumers by combating inflated billing and ensuring greater oversight of towing services. **Accordingly, NICB supports H.B. 30 and urges passage of this bill.**

As always, please consider NICB a resource and partner in the fight against insurance crime. If you have any questions or need additional information, please contact me at hburriss@nicb.org or 847-707-2554.

Sincerely,

Hannah Burriss
Director, Strategy, Policy and Government Affairs
National Insurance Crime Bureau

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**FAV_HB30_Foley.pdf**
Uploaded by: Linda Foley
Position: FAV

**Linda Foley**
*Legislative District 15*
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Environment and Transportation Committee

Chair, Non-Energy Utilities Subcommittee

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# THE MARYLAND HOUSE OF DELEGATES
## Annapolis, Maryland 21401

**Testimony:** HB 30 - Public Safety - Department of State Police - Police-Initiated Towing - Alterations
**Committee:** Environment and Transportation
**Hearing Date:** February 5, 2026
**Position:** Favorable

Good afternoon, Chair Korman, Vice Chair Guyton, and members of the Environment and Transportation Committee. Thank you for the opportunity to present this bill today.

I am Delegate Foley, and I am presenting House Bill 30, which defines "light-duty towing" and establishes guidelines for light-duty towing and recovery rates.

I am also presenting proposed amendments to the bill, which set more concrete guidelines for light-duty towing rates and add additional responsibilities for the Committee on Rate Setting and Complaint Resolution for Police-Initiated Light-Duty, Medium-Duty, and Heavy-Duty Towing and Recovery to examine issues with insurance and cargo clean-up.

First, under current law, the Maryland Department of State Police establishes maximum rates for police-initiated medium- and heavy-duty towing and recovery. House Bill 30 adds light-duty towing alongside these existing responsibilities, establishing clearer guidelines for approved towing companies.

The proposed amendment would also require that the light-duty towing rate not exceed 80% of the maximum rates for medium-duty towing and recovery. This amendment would assist the Maryland Department of State Police in establishing fair maximum rates while protecting consumers from overcharging.

Second, the Maryland Insurance Administration currently requires that the at-fault vehicle's insurance cover the cost of cargo and debris cleanup after an accident. However, in situations where the at-fault driver's insurance does not cover these cleanup costs, towing companies are left to bear these expenses themselves.

Towing companies have also faced significant challenges receiving payment and resolving insurance matters for vehicles registered and insured outside of Maryland.

With the proposed amendments, House Bill 30 would direct the existing Committee on Rate Setting and Complaint Resolution for Police-Initiated Light-Duty, Medium-Duty, and Heavy-Duty Towing and Recovery to examine these two situations and make recommendations to assist authorized towing companies in addressing them.

This existing committee already convenes the appropriate stakeholders, including members of the Towing and Recovery Professionals of Maryland, representatives from the Maryland Transportation Authority Police, and representatives from the Maryland Insurance Administration, making it the ideal committee to efficiently develop solutions to these insurance issues.

In summary, House Bill 30, with proposed amendments, delivers meaningful benefits to the Maryland Department of State Police, approved towing companies, and consumers by ensuring that police-initiated towing in Maryland protects consumers from overcharging while preventing approved towing companies from being forced to bear costs that insurance should rightfully cover.

This legislation was drafted in collaboration with the Maryland Department of State Police and the Towing & Recovery Professionals of Maryland.

I urge a favorable report on HB30, and I am happy to answer any questions.

# MSP Position HB0030.pdf
Uploaded by: Breanna Mowbray
Position: INFO

**State of Maryland**
**Department of State Police**
Government Affairs Unit
Annapolis Office (410) 260-6100


# POSITION ON PROPOSED LEGISLATION

**DATE:** **February 5, 2026**

**BILL NUMBER:** **House Bill 30** **POSITION: Letter of Information**

**BILL TITLE:** **Public Safety – Department of State Police – Police-Initiated Towing-Alterations**

## REVIEW AND ANALYSIS

This legislation seeks to establish a definition for light-duty towing and recovery of vehicles and requires the Department of State Police (DSP) to set towing rates for light-duty towing and recovery for state police-initiated tows in every county of the state. The Department would not be required to use the current Committee on Rate Setting and Complaint Resolution for Police-Initiated Medium and Heavy-Duty Towing and Recovery.

Under current law, the Committee is required to establish towing and recovery rate recommendations to the Superintendent of the Department only for medium and heavy-duty vehicles. Once adopted, all medium- and heavy-duty tow-and-recovery requests by the Department would be subject to the pricing schedule. While the Department staffs and advises the committee, we are not solely responsible for establishing the rates.

House Bill 30 creates a new requirement for the Department to establish rates for police-initiated light-duty tows, including vehicles and trailers weighing less than 10,000 lbs. As currently written, the bill requires the Department, on its own initiative, to set and enforce maximum towing rates and to ensure that light-duty towing rates are capped at a statutory percentage of medium-duty rates. As defined, these requirements present a problem for the two companies and the Department.

The DSP has been in conversations with industry representatives regarding proposed amendments. These amendments require the Committee to establish the towing and recovery rates for light-duty vehicles in consultation with the DSP, as well as set a reasonable percentage in statute of towing and recovery costs for light-duty vehicles versus medium-duty vehicles. As currently written, the bill presents several challenges for the DSP and the towing and recovery industry. The amendments to HB 30 presented to DSP for review would resolve those issues.

For these reasons, the Department of State Police respectfully requests that the Committee consider this letter of information when deliberating on House Bill 30.