



Maryland Motor Truck Association

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HEARING DATE: March 5, 2021

BILL NO/TITLE: HB923 - Labor and Employment – Worker Safety and Health – Injury and Illness Prevention Program

COMMITTEE: Economic Matters

POSITION: Oppose

Maryland Motor Truck Association appreciates that House Bill 923 is attempting to reduce workplace injuries and illnesses, but the Association opposes this legislation as crafted for the following reasons.

Federal law already mandates safety training in many areas. Truck safety is governed by both Occupational Safety and Health Administration regulations and those of the U.S. Department of Transportation. Among the training subjects that must be covered are:

- Use of personal protective equipment
- Operating powered industrial trucks
- Loading dock safety
- Safe lifting techniques
- Driver qualification requirements
- Hours of service
- Driver wellness
- Alcohol and drug testing

Federal law requires numerous safety inspections of vehicles. Under federal law, motor carriers are required to perform periodic preventive maintenance inspections of their vehicles. In addition, drivers must perform a pre-trip inspection of their vehicle every day and be satisfied the vehicle is in safe operating condition before taking it on the road. At the end of the day, drivers must conduct a post-trip inspection and document any defects that would affect the safe operation of the vehicle. Those defects must be repaired before the vehicle may be used again.

It imposes substantial new recordkeeping requirements on employers and GIVES MEMBERS OF THE PUBLIC ACCESS TO THOSE RECORDS. Under HB923, not only do employers have to establish a safety committee and develop a safety program, but all records of mandated quarterly meetings must be retained for at least 2 years and **THE COMPANY'S SAFETY PROGRAM MUST BE GIVEN TO MEMBERS OF THE PUBLIC.** Many companies have safety programs, committees, and meetings, but those records are not available to the public.

Investing in and improving workplace safety should be a goal of all companies. This protects workers, improves the work environment, and reduces overall expenses (injury costs, insurance premiums, etc.) However, the passage of this legislation duplicates many actions good companies are already taken either voluntarily or as required by law. Passage of this legislation will only place a further burden on those companies attempting to comply with the numerous rules already in place; however, those companies who have chosen not to comply will simply ignore this mandate as they do many others.

For the reasons noted above, Maryland Motor Truck Association respectfully requests an unfavorable report.

About Maryland Motor Truck Association: Maryland Motor Truck Association is a not-for-profit trade association representing the trucking industry since 1935. In service to its 1,000 members, MMTA is committed to supporting and advocating for a safe, efficient, and profitable trucking industry across all sectors and industry types, regardless of size, domicile, or type of operation.

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