



Maryland Motor Truck Association

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HEARING DATE: March 18, 2021

BILL NO/TITLE: House Bill 250: Commercial Motor Vehicles - Inspections

COMMITTEE: Senate Judicial Proceedings Committee

POSITION: Support

HB250 would promote the purchase of safer and cleaner trucks by modifying the Preventive Maintenance Program (PM) schedule for commercial tractors and certain straight trucks that are five years old or newer.

Maryland's PM Program requires that MD registered commercial trucks be inspected annually or every 25,000 miles, whichever comes first. **Maryland's law is the strictest in the country.** Federal law only requires an annual inspection. No other states have a mileage-based requirement.

As a result, Maryland has created a disincentive for companies to register their trucks in the state. Motor carriers with multiple locations can register in another state and are only subject to an annual PM inspection. Companies who do register their vehicles in Maryland are at a disadvantage compared to their out of state counterparts, who run thousands of trucks across our state, but are not subject to Maryland's more stringent rules.

By making a modest change to Maryland's PM schedule for newer model tractors (increasing to 35,000 miles from 25,000 miles) and straight trucks (to 50,000 miles from 25,000 miles if they are zero emission vehicles), HB1505 encourages the purchase of newer trucks that are better for:

- Safety – The PM rules were drafted in 1990. There have been many improvements in truck safety since then. Today's trucks have anti-lock brakes, LED lights, radial tires, automatic brake slack adjusters, lane departure warning systems, automated brake assist, and more. Roadside inspection data from the Maryland State Police consistently shows that older trucks are more likely to have equipment defects than newer vehicles.
- Environment – Over the last 10 years, emissions from heavy-duty trucks have been reduced by 99% for NOx and 98% for particulate matter. New trucks being manufactured today reduce fuel consumption and greenhouse gases by approximately 20% when compared to a truck manufactured just in 2010. Going forward, three additional rounds of increasingly stringent federal engine and vehicle GHG emissions standards are scheduled. By 2027, commercial trucks will further reduce greenhouse gas emissions by an additional 25%. Improvements to the trailers pulled by these trucks will provide another 9% reduction.

Even with the passage of HB250, Maryland will still have the most aggressive PM program in the country.

The industry is also subject to one of the most substantial roadside inspection enforcement programs as Maryland is #4 in roadside inspections performed by law enforcement each year, behind only California, Texas and New York. A driver is also required to perform a pre-trip inspection of his 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, a driver must also conduct a post-trip inspection and document any defects that would affect the safe of operation of the vehicle. Companies must repair any defects prior to the vehicle being used again.

Companies on a regular vehicle replacement schedule who maintain newer, safer, and more environmentally friendly equipment should not be treated the same as those running older trucks. House Bill 250 will reward companies for upgrading their equipment. Maryland Motor Truck Association asks for a favorable 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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