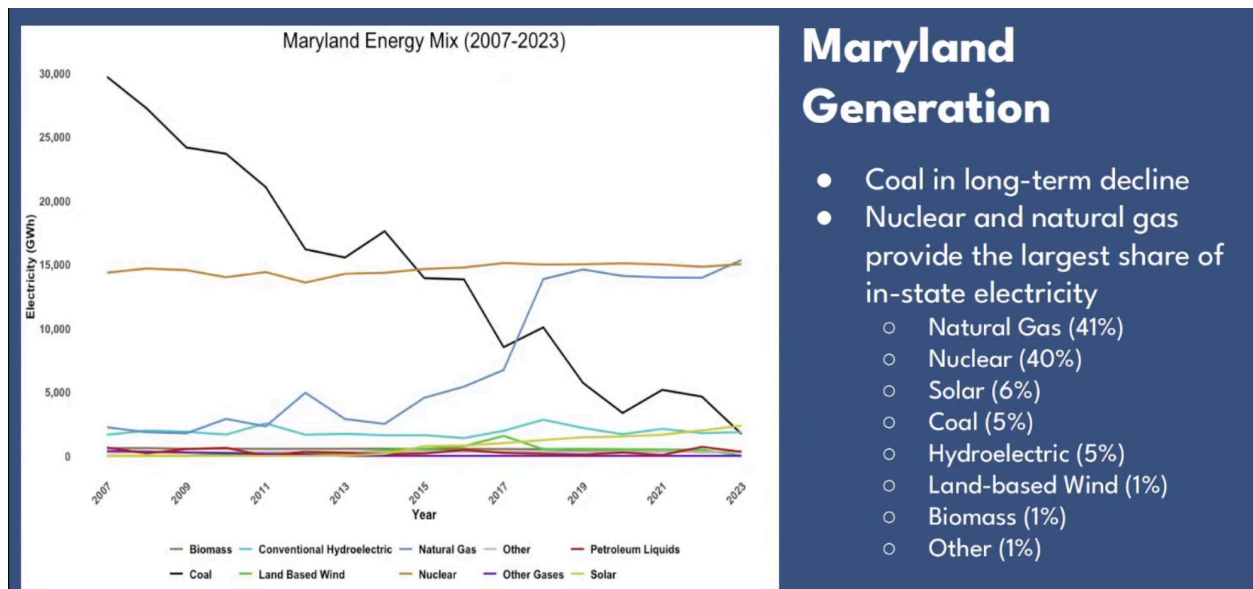


**Favorable testimony for
Coal Dust Cleanup and Asthma Remediation Act
SB0882
Education, Energy, and Environment Committee
2/27/2025**

**Jamie DeMarco
Chesapeake Climate Action Network Action Fund
Lobbyist**

On behalf of the Chesapeake Climate Action Network Action Fund, I urge a favorable amendments report on SB0882. The Coal Dust Cleanup and Asthma Remediation Act will bring hundreds of millions of dollars into Maryland without costing any Marylanders any money. Maryland transports coal, oil, and gas through our state, and takes on risk and pollution by doing so. It is fair for Maryland to require these fuels transported through our state to compensate us. Maryland already requires that oil traveling through Maryland by rail pay a small fee, and SB0882 simply extends the same policy to Coal.



In 2023 only 5% of the electricity generated in-state came from coal, less than solar which generated 6% of our instate electricity. Coal use in Maryland is expected to drop to 0% in the coming years as Brandon Shores and Wagner coal plants close and are replaced by

transmission lines. If Maryland is not using coal, then a fee on coal transported through Maryland will not be passed onto consumers in Maryland.

Enacting a small fee on coal being transported through Maryland will not decrease the amount of coal being transported through Maryland. In 2023 the Port of Baltimore exported 24 million metric tons of coal. In 2024, when the port of Baltimore was entirely closed for months, Baltimore still exported 22.4 million metric tons of coal, only a 6% decrease in exports. If the port being entirely closed for much of the year didn't drive our coal exporters to different ports then a nominal fee is certainly not going to drive them away.

There are two coal terminals in the port of Baltimore, one is owned by Consol Energy and the other is owned by CSX. Consol Energy owns coal mines and owns their coal terminal. From the perspective of Consol, they will always want to move coal through their own terminal. No company builds and owns their own transportation infrastructure and then pays another company to use different transportation infrastructure while the infrastructure they own sits idly by. The Baltimore Port is not one of many options they could go to depending on lowest cost availability, it is a huge financial sunk cost for them and part of their vertically integrated business model.

SB0882 will not cost Marylanders any money, will not harm business at the port, and will bring in hundreds of millions of dollars annually to Maryland that can be used to help the communities who live near coal trains, help the state meet our climate goals, and balance the budget.

CONTACT
Jamie DeMarco, Lobbyist
jamie@demarcoavocacy.com, 443-845-5601