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Baltimore County

Environment and Transportation  
Committee

*Chair*  
Environment Subcommittee

Joint Committee on Legislative Ethics



The Maryland House of Delegates  
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## *The Maryland House of Delegates*

ANNAPOLIS, MARYLAND 21401

### **Delegate Dana Stein Testimony in Support of HB 862 Railroads – Required Crew for Movement of Freight**

Chair Marc Korman, Vice Chair Michele Guyton, and colleagues on the Environment and Transportation Committee.

For the record I am Delegate Dana Stein, here urging a favorable report on HB862 - Railroads – Required Crew for Movement of Freight.

This bill requires freight trains operating in the State of Maryland, which also share tracks with high-speed passenger rail be staffed with a minimum of a two-person crew to operate the train. The bill includes a civil penalty for the willful violation of the two-crew requirement: \$10,000 for a first offense and \$25,000 dollars for a second offense if it occurs within three years of the first offense.

Having a minimum of a two-person crew operating trains throughout the State is vital in ensuring trains run safely. In the event of an emergency, having a second crew member on board a train to serve as the incident commander is crucial.

The movement to enact this important rail safety measure nationwide was the result of several tragedies involving train accidents. Similar legislation has been enacted in several jurisdictions following tragic train derailments that led to the destruction of property, towns being evacuated, and lives lost here in the United States and abroad.

The two-person crew requirement language is very similar to legislation this committee and the General Assembly have passed previously. The major difference is the requirement in Section 2(a) requiring the State of New York

and the Commonwealths of Pennsylvania and Virginia to pass substantially similar legislation.

This is a reasonable compromise that recognizes the importance of rail safety while also recognizing the importance of maintaining the competitive advantage for the Port of Baltimore.

The states of Washington, California, Nevada, Arizona, Colorado, Kansas, Minnesota, Wisconsin, Ohio, West Virginia, New York, and now New Jersey have passed this legislation.

This committee has supported rail safety many times in the past. I ask that it do so again. I urge this committee for a favorable report!