



**Testimony on HB 1556**  
**“Environment – Advanced Clean Cars II Program and Advanced Clean Trucks**  
**Regulation – Application and Enforcement”**

**House Environment and Transportation Committee**

**Date: March 12, 2025**

**Position: OPPOSE**

Chesapeake Physicians for Social Responsibility (CPSR) is a statewide evidence-based organization of over 900 physicians and other health professionals and supporters that addresses existential public health threats: nuclear weapons, the climate crisis, and the issues of pollution and toxic effects on health, as seen through the intersectional lens of environmental, racial and social justice.

**CPSR strongly opposes HB1556**, which would effectively postpone the implementation of the Advanced Clean Cars II and Advanced Clean Trucks programs.

Our own Maryland Department of the Environment has written:

- Transportation is the largest source of climate pollution in Maryland.
- Electric vehicles are the largest opportunity to achieve reductions.
- Advanced Clean Cars II is our single largest existing climate pollution reduction strategy over the long term.<sup>1</sup>

The health benefits of these programs are innumerable. They result largely from the decrease in the release of local pollutants such as Nitrogen Oxides (which contribute to ozone) and Fine Particulate Matter (PM2.5), especially from trucks and other large vehicles. These health benefits include:

- Significantly decreased asthma and asthma attacks.
- Decrease of other chronic lung diseases
- Fewer heart attacks
- All of the economic benefits of avoiding the above medical problems.

Perhaps more significant – in the long term - than all of the above is the powerful reduction in Greenhouse Gas Emissions [GHG] that can result from the Advanced Clean Cars II and Advanced Clean Trucks program. On behalf of CPSR I would like to place special emphasis on this.

Climate chaos represents an extremely serious threat to our civilization. We are not talking about inconveniences, but very serious changes to the livelihoods of many in the world. The massive fires and hurricanes that we have seen in our country are only part of the picture. Droughts, heat emergencies, and desertification in some regions, and floods and sea level rise in others are

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<sup>1</sup> Testimony to E&T Committee by Secretary McIlwain on January 22, 2025

already resulting in mass migrations that destabilize nations and trigger wars. As these impacts multiply, there is a real risk of catastrophic changes to our civilization. However, our society is just not taking these threats seriously, as evidenced by our limited policy changes and our failure to fully and rapidly enact those limited changes.

According to the Maryland Department of Transportation, the current statewide emissions inventory “shows that on-road transportation is the single largest GHG emissions generator in Maryland, representing 36% of total GHG emissions.”<sup>2</sup> Therefore, that is where we should act if we are actually going to try to decrease our contribution to climate change.

Maryland has taken significant steps toward addressing the problem of pollution and GHG emissions from on road transportation. But HB 1556 would postpone this progress. We cannot afford this delay. This is a serious problem that we must take seriously. HB 1556 is just the opposite.

Our motto at CPSR, and a fundamental principle of public health, is that **WE MUST PREVENT WHAT WE CANNOT CURE.**

The eminent German physician and legislator Rudolf Virchow opined that “politics is nothing else but medicine on a large scale.” Therefore, we physicians wish to join you legislators in working to prevent what we cannot cure by taking the step of giving an  
→**UNFAVORABLE REPORT ON HB1556.**

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<sup>2</sup>[https://www.mdot.maryland.gov/tso/pages/Index.aspx?PagelD=88#:~:text=The%20current%20stat%20emissions%20inventory,rail\)%20represents%20another%204%20percent](https://www.mdot.maryland.gov/tso/pages/Index.aspx?PagelD=88#:~:text=The%20current%20stat%20emissions%20inventory,rail)%20represents%20another%204%20percent)