



# Maryland Motor Truck Association

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**HEARING DATE:** February 19, 2020  
**BILL NO/TITLE:** House Bill 517 – Constitutional Amendment – Environmental Rights  
**COMMITTEE:** House Environment & Transportation Committee  
**POSITION:** Oppose

Maryland Motor Truck Association appreciates the need to protect the state's natural resources and ensure that citizens have access to a clean and healthy environment. However, MMTA opposes HB517 as it places broad authority in the hands of a single individual by allowing any person to litigate against the state or a private entity for "infringing on those rights" without specifically identifying what is included in the definition of "infringe."

Granting such broad authority would set a dangerous precedent. It calls into question whether anyone that emits any substance into the air (whether harmful or not) could continue to operate in the state given the potential liability. As written, HB517 could result in litigation against home or commercial builders (for failure to preserve the "natural, scenic, historic and aesthetic values of the environment"), manufacturers, anyone operating a motor vehicle, or even those who choose to smoke a cigarette.

Freight movement is non-discretionary. Within the commercial trucking industry, the passage of HB517 could paralyze our ability to deliver the products Marylanders need. Few people are aware of the tremendous emissions and GHG reductions that have occurred from commercial trucks.

- Over the last 10 years, emissions from heavy-duty diesel trucks and buses have been reduced by:
  - 99% for NOx - an ozone precursor
  - 98% for particulate emissions
- It now takes 60 new trucks to equal the same emissions from one truck 30 years ago. The environmental impact was the equivalent of eliminating pollution from 13 million rigs.

Greenhouse gases and improved fuel efficiency are also being targeted.

- New commercial trucks being manufactured today reduce fuel consumption and GHGs by approximately 20% when compared to a truck manufactured just in 2010. This is a savings of four gallons of fuel for every 100 miles traveled.
- Going forward, three additional rounds of increasingly stringent federal engine and vehicle GHG emissions standards are slated for new commercial trucks sold nationwide.
- Newly manufactured trailers will also be subject to increasingly stringent federal greenhouse gas emissions standards for the first time.
- By 2027, commercial trucks will further reduce fuel consumption and greenhouse gas emissions by an additional 25%. Improvements to the trailers pulled by these trucks will provide an additional 9% reduction.

The combined effect of these efforts will save 2.5 billion barrels of oil and reduce emissions of carbon dioxide by nearly 1.4 million metric tons. These strides have been even greater in Maryland, where the trucking industry is recognized in the top 10 states in the country in the adoption of more modern, environmentally friendly vehicles.

In spite of these tremendous gains, the passage of HB517 would result in tremendous liability exposure for the commercial trucking industry because of the private right of action that is created. For this reason, MMTA asks for an unfavorable report from the Committee on HB517.

**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.

**For further information, contact:** Louis Campion, (c) 443-623-4223