



LEGISLATIVE POSITION:

Unfavorable

Senate Bill 687

Department of the Environment – Zero-Emission Medium and Heavy Duty Vehicles – Regulations (Zero-Emission Truck Act of 2022)

Senate Education, Health, and Environmental Affairs

Thursday, February 24, 2022

Dear Chairman Pinsky and Members of the Committee:

Founded in 1968, the Maryland Chamber of Commerce is the leading voice for business in Maryland. We are a statewide coalition of more than 5,500 members and federated partners working to develop and promote strong public policy that ensures sustained economic recovery and growth for Maryland businesses, employees, and families.

Senate bill 687 requires the Department of Environment to adopt California’s Air Resources Board Vehicle Standards by December 1 of this year. These regulations will establish requirements for the sale of new zero-emission medium and heavy-duty vehicles (ZEV) in the state. Under this, auto manufacturers will be required to produce a certain number of ZEVs each year. That number is based on the total number of cars sold in California by the manufacturer.

The Maryland Chamber of Commerce understands the goal of this legislation and many of our members are working toward emission reduction goals. However, ZEV truck adoption is a very complex process and requires cooperation across key stakeholders. ZEV trucks use completely different chargers and there are zero public charging stations as of today. The batteries are 5x more expensive and the chargers are 4x more expensive. Additionally, successful deployment of ZEV trucks requires cooperation between manufacturers of both the vehicles and chargers, energy providers, component suppliers and dealerships. Lastly, preparation for such an endeavor takes *at least* 12 months.

Truck buying is a unique process, in that you don’t buy a new truck off a dealer’s lot. Instead, you work with a dealer on specifications and price, and they place an order from a manufacturer and then deliver the vehicle to the purchaser. Ultimately, many companies that require these trucks will take their business out of state to jurisdictions that are able to order what they need. This further hinders Maryland’s economy which is already struggling to recover from the impacts of the COVID-19 pandemic.

With these concerns in mind, the Maryland Chamber of Commerce respectfully requests an **unfavorable report** on **SB 687**.