



# LABOR NETWORK FOR SUSTAINABILITY

A PROJECT OF VOICES FOR A SUSTAINABLE FUTURE, INC.

*Labor Network for Sustainability seeks to build a powerful labor-climate movement to secure an ecologically sustainable and economically just future where everyone can make a living on a living planet.*

February 23, 2022

**Testimony on SB 687**  
**Zero-Emission Truck Act of 2022**  
Education, Health, and Environmental Affairs

**Position: Favorable**

On behalf of the Labor Network for Sustainability, we write in support of SB 687—the Zero Emission Truck Act of 2022.

This proposed legislation would require that the Maryland Department of Environment adopt the Advanced Clean Truck rule by December 1, 2022. This rule requires that vehicle manufacturers sell an increasing percentage of zero emissions medium and heavy duty vehicles annually between Model Year 2026 (for states that adopt in 2022) and 2035. These vehicles, which include pickup, delivery, and semi trucks and school buses, represent 10% of vehicles on the road but disproportionately contribute to 30% of carbon emissions, 45% of toxic nitrogen oxide emissions, and 57% of health harming particulate matter emitted by the entire transportation sector in the US.

LNS is committed to creating a sustainable economy that is also economically just. This bill helps Maryland transition to a carbon-free transportation system that we need and deserve. It should be accompanied by measures that address potential harm to workers and communities the bill might cause so that the transition is just. We should also work to adopt policies to provide incentives to companies manufacturing zero emissions vehicles to locate in Maryland and to encourage high quality job standards.

Under Section 177 of the Clean Air Act, states other than California are not allowed to set their own emissions standards. However, states can choose to follow and adopt vehicle standards that California has enacted. Maryland first adopted California's clean car standards for personal vehicle electrification through legislative action in 2007. Maryland has the opportunity to continue its climate leadership role by enacting similar standards for medium and heavy duty vehicles and begin to to mitigate the harm caused by large diesel vehicles. This is a public health imperative.

Additionally, this legislation would help Maryland meet its commitment for 30% of all medium and heavy duty vehicles sales to be electric by 2030 and could create high quality green jobs in the process. Maryland would also be included in the growing number of states adopting the Advanced Clean Truck Rule, including California, Massachusetts, New York, New Jersey, Washington, and Oregon.

We encourage a FAVORABLE report for this important legislation.

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