



SB-687 Department of the Environment – Zero–Emission Medium and Heavy Duty Vehicles – Regulations (Zero–Emission Truck Act of 2022)

Testimony before

Senate Education, Health, and Environmental Affairs Committee

February 24, 2022

Position: Favorable

Mister Chair, Madam Vice Chair, and members of the Committee, my name is Peter Alexander and I represent the 750+ members of Indivisible Howard County. I am writing in support of SB-687, The Zero–Emission Truck Act of 2022. We are grateful for the leadership of Senators Young, Lam, and Washington for sponsoring this bill.

Transportation is Maryland’s number one generator of greenhouse gas emissions which are causing global climate change. Trucks account for 10% of vehicles on the road but contribute 30% of carbon emissions and 57% of particulate matter (PM2.5) emitted by the entire transportation sector in the United States. Tailpipe emissions contribute to ozone and particulate (PM2.5) pollution resulting in failure to meet federal clean air standards for more than 80% of Maryland residents.

Fossil fuel-powered trucks are significant sources of pollutants other than greenhouse gases. Diesel exhaust contains more than 40 toxic air contaminants that in some cases can lead to decreased lung function and can cause and/or worsen diseases such as asthma and cancer.

The Clean Trucks Act of 2022 would require the Maryland Department of Environment to adopt the Advanced Clean Truck Rule by the end of 2022. This rule requires all manufacturers that sell trucks in the state to sell an increasing annual percentage of zero-emission trucks beginning in Model Year 2026 that varies by truck size. The rule increases sales targets at a pace that is gradual and technologically feasible.

If Maryland adopts the Advanced Clean Truck Rule, the state would avoid 7.2 million metric tons of cumulative carbon pollution between 2020 and 2050, the equivalent of emissions created from nearly 8 billion pounds of coal being burned. Over 70 major companies have signed a letter urging governors across the country to accelerate the growth of clean trucks by adopting the Advanced Clean Truck Rule.

Massachusetts, New York, New Jersey, Oregon and Washington joined California in 2021 by adopting the Advanced Clean Truck Rule, and more than a dozen other states have signed a joint memorandum of understanding committing to truck and bus electrification by 2050.

We respectfully urge a favorable committee report.

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