

HB0829 - Zero-Emission Truck Act of 2022

Date: February 25, 2022

Committee: House Environment & Transportation Committee

Position: Favorable

Victoria Venable, Maryland Director - Chesapeake Climate Action Network Action Fund

On behalf of the Chesapeake Climate Action Network Action Fund, I urge a favorable report from the committee on **HB0829 - Zero-Emission Truck Act of 2022**. The CCAN Action Fund is the advocacy arm of Chesapeake Climate Action Network, a grassroots organization dedicated exclusively to fighting for bold and just solutions to climate change in the Chesapeake region of Maryland, Virginia, and Washington, DC. We support HB829 as a commonsense way to address the most polluting sector in Maryland - transportation - while addressing an environmental justice concern harming our most impacted communities.

Our state's Greenhouse Gas Inventory indicates that transportation is the greatest contributor to climate pollution in the state. Trucks account for 10% of vehicles on the road but [contribute 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. To meet our greenhouse gas reduction goals, Maryland needs to transition as many vehicles to zero-emission vehicles as possible with a particular focus on highly polluting trucks and heavy-duty vehicles.

HB829 requires 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 annual percentage of medium and heavy-duty vehicles including pickup, delivery, and semi-trucks as well as school buses between Model Year 2026 (for states that adopted in 2022) and 2035.

According to a [report by the International Council on Clean Transportation](#), if Maryland adopts the Advanced Clean Truck Rule, the state will avoid 7.2 million metric tons of cumulative carbon pollution between 2020 and 2050, the equivalent emissions created from nearly 8 billion pounds of coal being burned. This avoided pollution is particularly important because neighborhoods located near major roads and highways, and therefore bearing the greeted burden of this pollution, are often communities of color. We know that communities of color are already feeling disproportionate impacts from climate change and polluting industries. We must mitigate this burden by transitioning to zero-emissions vehicles.

This legislation would help Maryland follow through on 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. Thank you for your consideration of HB829. For all the reasons stated above, we urge a favorable vote from the committee.

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