

ICCT testimony on Maryland Senate Bill 224

9 Feb 2023

The ICCT is an independent, non-profit research organization that provides technical analysis to inform clean transportation policies. We appreciate the opportunity to testify on Senate Bill 244, the Clean Trucks Act of 2023.

The ICCT strongly supports the proposed bill that would require the Maryland Department of Environment to adopt the Advanced Clean Trucks rule this year. These requirements are needed to reduce the harmful emissions from combustion-engine medium- and heavy-duty vehicles and to achieve the state's climate goals. ICCT analysis shows that the adoption of the ACT rule in Maryland would reduce cumulative CO₂-equivalent emissions by 46 million tons through 2050. Annual avoided CO₂-equivalent emissions would amount to 540,000 tons in 2031 and 3.9 million tons in 2050. Adoption of the ACT rule would also reduce cumulative NO_x emissions by 70,000 tons and PM_{2.5} emissions by 613 tons. More detail on our analysis can be found in ICCT's fact sheet on the benefits of adopting California's ACT program in Maryland, which is posted on our website.¹

Maryland has committed to strive towards a 30% sales share of zero-emission medium- and heavy-duty vehicles by 2030, alongside 18 other jurisdictions in the United States and Canada as signatories to the multi-state medium- and heavy-duty zero-emission vehicle memorandum of understanding. Full implementation of the state's 2030 greenhouse gas reduction plan also includes meeting this 30% target. Adoption of the ACT rule would ensure that this 30% sales target is legally binding for manufacturers. It would additionally align Maryland with seven other leading state governments that have also adopted the regulation, including California, Massachusetts, New York, New Jersey, Oregon, Vermont, and Washington. Zero-emission sales exceeding this 30% target would contribute to closing the 19.7 million tons of CO₂-equivalent emissions gap between full implementation of the 2030 greenhouse gas reduction plan and the state's new 60% reduction target for 2031.

We strongly support this important legislation, which would require adoption of the ACT rule in 2023 such that Maryland ACT sales requirements would apply starting in model year 2026, delivering critical climate and air quality benefits to Maryland communities. Any delay in adoption would reduce the cumulative benefits to the state's communities. Thank you very much for your attention.

¹ <https://theicct.org/benefits-ca-multi-state-reg-data/>