



**TO:** Members, House Environment & Transportation Committee  
**FROM:** Paul Pinsky - Director, MEA  
**SUBJECT:** HB 487 - Environment – Low Emissions Vehicle Program – Prohibition (Affordable Emissions Standards Act of 2023)  
**DATE:** February 24, 2023

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**MEA Position: UNFAVORABLE**

The Advanced Clean Trucks regulation can help spur the adoption of zero-emission medium- and heavy duty (MHD) vehicles in the State, help Maryland to reach its goals to reduce GHG emissions to 60% by 2031, and support a national shift toward transportation sector decarbonization.

**House Bill 487 is a significant barrier to the adoption of Advanced Clean Truck regulations, and would be a notorious setback in terms of Maryland’s historical achievements in greenhouse gas reductions, as well as its trajectory toward its ambitious, but achievable, energy and environmental goals.** Alternatively, by joining with other Advanced Clean Truck Regulation states Maryland would be contributing to a critical mass of political support and market share to advance the clean energy economy and to promote transportation decarbonization.

MHD vehicles are a disproportionately large contributor to greenhouse gas emissions, fine particulate matter (PM2.5), and toxic diesel particulate matter. The Advanced Clean Truck Regulation is part of a national push to address MHD emissions, beginning in California and now adopted by seven (7) states in total (including regional neighbor New Jersey) with several other jurisdictions committed to join via Memoranda of Understanding. The purpose of the bill and regulations is to accelerate a transition of zero-emission Class 2b-8 MHD vehicles.

Under the Advanced Clean truck regulation –which this legislation aims to delay or prevent the adoption of– zero-emission MHD requirements will be equal or greater than 55% of Class 2b-3 truck sales, 75% for Classes 4-8 straight truck sales, and 40% of truck tractor sales by 2035. It is estimated that Maryland can save 46.45 million metric tons of CO<sub>2</sub>e by 2050 when compared to “business as usual” by adopting these regulations.<sup>1</sup> This is equivalent to removing the annual emissions produced by more than 10,000,000 passenger vehicles in a single year.

For the forgoing reasons, MEA is asking the committee for an **UNFAVORABLE** report.

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<sup>1</sup> ICCT Fact Sheet, [theicct.org/wp-content/uploads/2022/09/HDV-fact-sheet-MD-092122.pdf](https://theicct.org/wp-content/uploads/2022/09/HDV-fact-sheet-MD-092122.pdf)