



Maryland Energy Administration

TO: Members, House Environment & Transportation Committee
FROM: Paul Pinsky - Director, MEA
SUBJECT: HB 230 - Department of the Environment - Zero-Emission Medium- and Heavy-Duty Vehicles - Regulations (Clean Trucks Act of 2023)
DATE: February 8, 2023

MEA Position: FAVORABLE

House Bill 230 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.

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.

Manufacturers who sell Class 2b-8 MHD will be required to sell zero-emission vehicles as an increasing percentage of their annual sales through 2035. By 2035, 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 doing so, it is estimated that Maryland can save 46.45 million metric tons of CO2e by 2050 when compared to “business as usual”.¹ This is equivalent to removing the annual emissions produced by more than 10,000,000 passenger vehicles.

This bill doesn’t single Maryland out. Rather, by joining with other Advanced Clean Truck Regulation states Maryland will be contributing to a critical mass of political support and market share, and we will hopefully inspire others to join as well. It is this aggregate influence that will reshape the American MHD vehicle market to be world-leading in terms of its emissions standards

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

¹ ICCT Fact Sheet, theicct.org/wp-content/uploads/2022/09/HDV-fact-sheet-MD-092122.pdf