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Date: February 6, 2023
To: Members of the House Committee on Environment and Transportation
From: Holly Porter, Executive Director
Re: HB 0230 – Clean Trucks Act of 2023 – **OPPOSE**

Delmarva Chicken Association (DCA) the 1,600-member trade association representing the meat-chicken growers, processing companies, and allied business members on the Eastern Shore of Maryland, the Eastern Shore of Virginia, and Delaware opposes HB 230 as written and urges an unfavorable committee report.

Heavy and medium-duty trucks are integral to every piece of the Delmarva chicken industry. From transporting seed to fields for planting, to taking the broilers to the processing plant, our industry simply cannot function without widespread, reliable means of heavy and medium-duty transport.

We look forward to a time when electric semi-trucks are a logistically sound and comparatively priced alternative to existing diesel vehicles, however that time is far off. Under the most ideal conditions and using the very latest technology, electric semi-trucks are only capable of traveling between 200-300 miles on one charge, compared with the 700-900 miles a conventional diesel truck can travel with one tank of fuel. This means a fully charged electric semi could not even cover some of our truck's daily journeys, to and from. Furthermore, it takes a matter of minutes to fill a diesel tank, compared with 8-12 hours it takes to fully charge an electric semi.

This presents an obvious animal welfare issue. If a truck carrying chicks or full-size broilers cannot make its destination in time, birds will suffer the elements and die in an inhumane manner. Current battery technology used in electric heavy-duty vehicles is not suited to the intemperate climate of the Delmarva peninsula, whose extreme hot and cold temperatures can easily drain a battery and make for an unreliable mode of transportation. Even if the current technology in a perfect setting could provide an entire day's journey, the weather alone could change that. This is simply unacceptable when transporting living animals. Furthermore, our trucks are most often traveling through rural, sparsely populated areas where even a gas station is a rarity. The complete lack of EV infrastructure in these areas alone is enough to warrant great concern for this legislation.

It is not enough to assume that the required technology and infrastructure will be ready, and then give an unreasonable and subjective deadline that our industry and the public must adhere to. If this body is truly interested in moving toward green heavy and medium-duty transportation, we must first seriously investigate the feasibility of this technology in all settings and circumstances. We must also address the lack of grid capacity (particularly in rural areas), and the widespread shortage of EV charging stations for heavy-duty trucks. Unfortunately, this legislation provides for none of those things.



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We urge an **unfavorable** vote on HB 0230.

Should you have any additional questions, please feel free to contact me at porter@dcachicken.com or 302-222-4069 or Grayson Middleton at middleton@dcachicken.com or 410-490-3329.

Sincerely,

A handwritten signature in black ink, appearing to read "Holly Porter".

Holly Porter
Executive Director