



**HB230: Clean Trucks Act of 2023**  
**Environment & Transportation**  
**Feb. 8th, 2023**  
**FAVORABLE**

*Maryland PIRG is a state based, small donor funded public interest advocacy organization with grassroots members across the state. We work to find common ground around common sense solutions that will help ensure a healthier, safer, more secure future*

*Environment Maryland is a citizen-based environmental advocacy organization. We work to protect clean air, clean water, and open space.*

Throughout the state, Maryland children and families are suffering from the damaging effects of living with unhealthy air quality. Maryland PIRG Foundation and Environment Maryland Research and Policy Center released "[Trouble in the Air](#)" in 2021, which outlined elevated air pollution days throughout the state. The Baltimore area experienced 43 elevated air pollution days in 2020, and many metropolitan areas throughout Maryland faced similar levels of air pollution. Elevated air pollution increases the risk of premature death, asthma attacks, cancer and other adverse health impacts.

**And in the [American Lung Association's 2022 State of the State Report](#), six Maryland counties received an "F" for air quality. [[See chart to view your county here](#)]**

The Clean Trucks Act of 2023 will direct the Department of the Environment to adopt new regulations for the sale of zero-emission medium and heavy duty trucks in the state by the end of 2023..

**Diesel fumes from medium and heavy duty trucks on the road is a true health hazard.**

Diesel particulate matter contributes to numerous health impacts including increased hospital admissions, particularly for heart disease, but also for respiratory illnesses, and even premature death.

Diesel trucks, like all fossil fuel vehicles, are also a source of global warming pollution.

Zero-emission trucks provide savings to fleets: many trucks are already cost competitive on a total cost of ownership basis; larger vehicles are expected to achieve parity by 2025, and heavy-duty long-haul vehicles are expected to achieve parity by 2030 (ZEV owners

are anticipated to save \$30,000 over the lifetime and especially after model year 2035).<sup>1</sup> This is largely due to fuel cost savings from charging with less expensive fuel and anticipated lower maintenance costs.

The upfront price of vehicles is also expected to continue to decline significantly as battery prices decline; state action to push towards zero emissions trucks will only further that trend by increasing supply and improving economies of scale in a way that continues to depress prices. That being said, it is important to remember in the nearer term that looking only at these upfront expenses results in a myopic point of view - one that tells only a small part of the story and doesn't take into account public health impacts and related healthcare costs.

States are moving towards cleaner trucks, including California, Massachusetts, New York, New Jersey, Washington, and Oregon. This legislation would also help Maryland follow through on its commitment for 30% of all medium and heavy duty vehicles sales to be electric by 2030.

**We respectfully request a favorable report.**

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<sup>1</sup> North American Council for Freight Efficiency, *Electric Trucks: Where They Make Sense* (May 2019) at 13-14, <https://nacfe.org/emerging-technology/electric-trucks/>; ICF, Comparison of Medium- and Heavy-Duty Technologies in California – Executive Summary (Dec. 2019) at 4, [https://www.caletc.com/assets/files/ICF-Truck-Report\\_Final\\_December-2019.pdf](https://www.caletc.com/assets/files/ICF-Truck-Report_Final_December-2019.pdf).