

Maryland-Delaware Solid Waste Association
a chapter of the



**National
Waste & Recycling
Association**SM

Collect. Recycle. Innovate.

TO: The Honorable Kumar P. Barve, Chair
Members, House Environment and Transportation Committee
The Honorable Malcolm Augustine

FROM: Pamela Metz Kasemeyer
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DATE: March 29, 2023

RE: **SUPPORT** – Senate Bill 224 – *Department of the Environment – Zero-Emission Medium- and Heavy-Duty Vehicles – Regulations (Clean Trucks Act of 2023)*

The Maryland Delaware Solid Waste Association (MDSWA), a chapter of the National Waste and Recycling Association, is a trade association representing the private solid waste industry in the State of Maryland. Its membership includes hauling and collection companies, processing and recycling facilities, transfer stations, and disposal facilities. MDSWA and its members **support** Senate Bill 224.

MDSWA member companies include waste and recycling haulers with large fleets of hauling vehicles. Especially given our role in promoting recycling and reducing waste, we are generally supportive of efforts to promote sustainability and reduce emissions within our industry. However, while member companies are committed to that objective, it is critical that they have access to fuel supplies that meet their operational needs to provide the essential waste and recycling collection services required by both their public and private sector clients. At this juncture, electric waste and recycling collection trucks are rare, if not completely unavailable for purchase. Furthermore, even if the trucks were available for purchase, there remains significant challenges to their deployment in Maryland, including grid capacity, lack of charging infrastructure, permitting, battery range, weight, and cost.

Senate Bill 224, as amended, provides a path to move the State further toward the objective of electrification of medium- and heavy-duty vehicles. Prior to automatically advancing California's standard, it requires proper study and planning by requiring the State to conduct a multi-agency needs assessment and develop an implementation plan. The Senate version of this bill also allows for the delayed implementation of the Advance Clean Trucks regulation if the needs assessment determines that the state is not prepared for successful implementation of the California rule and manufacturers cannot meet the required sales thresholds.

MDSWA requests that the Committee include the needs assessment and implementation language that the Senate has passed in Senate Bill 224. As the trucking industry is years behind the car industry in achieving electrification of its fleets, it is essential that prior to implementation of the California standards, an assessment of necessary incentives, infrastructure development, and the timeline for a realistic transition must take place. This assessment must include multiple agencies, not just the Maryland Department of the Environment, as the impact of the standards will also have broad implications for multiple agencies. If a mandate is to be successful, proper planning and development as reflected in the amended Senate language must take place prior to adoption. For these reasons, MDSWA requests a favorable report on Senate Bill 224.