Maine Conservation Voters

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Testimony of Kelt Wilska, Energy Justice Manager, Maine Conservation Voters
Before the Board of Environmental Protection
In Support of Draft Rule Chapter 128
Advanced Clean Trucks Program
August 17, 2023

Good evening. My name is Kelt Wilska and I am the Energy Justice Manager at Maine Conservation Voters, a nonprofit organization dedicated to protecting Maine's environment, democracy, and climate future. Thank you for the opportunity to testify today in support of Draft Rule Chapter 128, the *Advanced Clean Trucks Program.*

Maine's transportation sector accounts for 49% of the state's greenhouse gas emissions.[1] According to the *Maine Clean Transportation Roadmap*, while buses and medium- and heavy-duty (MHD) trucks represent just 5 percent of vehicles on the road, they account for close to 27 percent of total transportation sector greenhouse gas emissions.[2] MHD trucks are the fastest growing source of greenhouse gas emissions, and truck miles are only forecast to increase over the coming decades. Accordingly, Maine has set statutory cross-sector emissions reduction goals for 45% by 2030 and 80% by 2050.[3] In order to meet these statutory targets, Maine must implement the Advanced Clean Trucks (ACT) regulations referenced as an emissions reductions strategy in the *Maine Clean Transportation Roadmap*.

ACT will require automakers to gradually increase their sales of new zero-emission trucks, vans, and buses in Maine, reducing the carbon emissions that are doing immense damage to our planet's climate, reducing unhealthy air pollution, and saving Mainers money due to avoided health costs. MHD trucks in the shipping, freight, and delivery industries are a major source of harmful smog-forming pollution, particulate matter, and air toxics. The transition to clean trucks is without question an environmental justice issue, with low-income communities and communities of color often located near major trucking corridors, ports, and distribution hubs suffering disproportionately from these emissions. Simply put, adopting ACT will save lives,

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[1]https://www.maine.gov/climateplan/sites/maine.gov.climateplan/files/inline-files/9th_GHG_Report_FINAL%20%282%29.pdf at 2
[2]https://www.maine.gov/future/sites/maine.gov.future/files/inline-files/Maine%20Clean%20Transportation%20Roadmap.pdf at 1
[3]https://www.maine.gov/climateplan/sites/maine.gov.climateplan/files/inline-files/MaineWontWait_December2020_printable_12.1.20.pdf at 6

with Maine's most vulnerable communities benefiting greatly from cleaner air. According to a study from the International Council on Clean Transportation, Maine could reduce medium- and heavy-duty emissions of nitrous oxides by 20,440 tons, particulate matter emissions by 182 tons, and well-to-wheel carbon dioxide emissions by 22.13 million metric tons by 2050 if it adopted ACT regulations.[4]

Moreover, health benefits for Mainers will lead to significant cost savings and benefits for Maine's economy. According to a Clean Air Task Force analysis, by adopting ACT and reducing toxic diesel air pollution from MHD vehicles, Maine will save $290,634,197 in health care costs, 1,032 lost work days, and 6,194 days where poor air quality restricts activity each year.[5] Another recent report found that the projected total cost of ownership in 2027 for many electric transit and school buses, shuttles, delivery vehicles and refuse haulers is cheaper than their gas-powered counterparts.[6]

Implementing ACT will mitigate the effects of climate change that have been widely felt in Maine this summer, reduce unhealthy air pollution that inequitably burdens our state's most vulnerable communities, and save Mainers money. Increasing the sale of zero-emission trucks, vans, and buses in Maine represents a just transition to a cleaner and healthier future for all Mainers. Thank you for your time.

[4] https://theicct.org/wp-content/uploads/2022/09/HDV-fact-sheet-ME-092122.pdf at 3
[5] https://www.catf.us/deathsbydiesel/
[6]https://www.edf.org/media/new-study-finds-rapidly-declining-costs-zero-emitting-freight-trucks-and-buses