

## Breton, Mary B

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**From:** Thomas Kessler <tsk@gwi.net>  
**Sent:** Thursday, August 10, 2023 9:53 PM  
**To:** DEP Rule Comments  
**Subject:** Comment on Chapter 128: Advanced Clean Trucks Program

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Dear Maine Department of Environmental Protection,

I urge the Department of Environmental Protection to move ahead with rules for cleaner trucks through 2035, rather than ending the program in 2032. The toxic air pollution from trucks impairs our health and contributes to the climate crisis.

Heavy duty trucks are significant contributors to air pollution. Longer exposures to elevated concentrations of pollutants like NOx emissions may contribute to the development of asthma, and nitrous oxides react with other chemicals to form particulate matter and ozone.

Scientists have labeled areas with heavy traffic “diesel death zones”, and link exposure to diesel exhaust to more than four dozen toxic air pollutants that cause birth defects, lung damage, and cancer.

Transportation is also the largest source of climate pollution in the United States, accounting for over a quarter of all emissions. Trucks are responsible for 25% of the emissions from the transportation sector.

Vehicle manufacturers have the technology to meet these strong standards. There are electric refuse trucks, electric school and transit buses and shuttle buses, electric terminal trucks for distribution centers, electric postal trucks, and so many more opportunities for clean transportation.

Maine should strengthen the proposed rule to end the sale of diesel trucks by 2035 and regulate NOx pollution from combustion-engine trucks as strictly as possible along the way to 2035. Zero-emission trucks will help address local air pollution problems and meet climate goals.

Sincerely,  
Thomas Kessler