Zero-Emission Truck Act of 2023

HB 230 (Del. Sara Love) and SB 224 (Sen. Malcolm Augustine)

Trucks and other large vehicles account for **9% of vehicles on the road but contribute [21% of carbon pollution and 48% of particulate matter pollution](#)** (PM2.5) emitted by the entire transportation sector in Maryland. People who are heavily exposed to PM2.5 and other toxic truck emissions like nitrogen oxides are at a greater risk for developing asthma and other lung diseases like chronic obstructive pulmonary disease and lung cancer.

To help meet its long-term climate, air quality, and public health goals, Maryland should pass legislation to adopt the [Advanced Clean Truck (ACT) Rule](#). The rule requires that vehicle **manufacturers sell an increasing percentage of new zero-emission trucks and school buses** through 2035. By requiring the electrification of school buses and large pickup, delivery, drayage, and semi-trucks, the Advanced Clean Truck Rule is a critical tool in the effort to combat toxic air pollution that makes us sick and contributes to climate change.

What Would This Bill Do?

- The Zero-Emission Truck Act of 2023 would require the Maryland Department of Environment to adopt the Advanced Clean Truck Rule by the end of 2023. The rule requires vehicle manufacturers to sell [an increasing annual percentage](#) of zero-emission trucks and school buses that varies by size beginning in Model Year 2027. The rule increases sales targets at a pace that is gradual and technologically feasible.

- The Advanced Clean Truck rule has a one-time reporting requirement for all fleets. The collected data will help **identify areas with high rates of freight traffic and consequently, diesel pollution.** In 2022, the Maryland Commission on Climate Change included a recommendation in its [annual report](#) that Maryland adopt the Advanced Clean Truck Rule.

Did You Know?

- According to data from a report by the International Council on Clean Transportation, if Maryland adopts the Advanced Clean Truck Rule, the state would avoid more than **116,000** cases of respiratory illnesses like asthma cumulatively through 2050.

- Electric trucks and school buses produce no tailpipe emissions and are increasingly available. There are over 100 models from more than 30 manufacturers that are either currently on the market or will be before 2024.

- Companies across the nation are increasingly demanding clean trucks and vans to help them meet their climate and pollution goals, and to **save on the costs of fuel and maintenance.** Over 70 major companies — including fleet operators like IKEA and Nestlé — signed a letter urging governors across the country to accelerate the growth of clean trucks by adopting the Advanced Clean Truck Rule.

States Lead the Way

In 2020, California set the first Zero Emission Vehicle truck sales standards in the nation by adopting the Advanced Clean Truck Rule. **Massachusetts, New York, New Jersey, Oregon, Vermont, and Washington have already joined California in adopting these standards**, and now Maryland can too! Maryland, D.C., and over a dozen other states also signed a joint memorandum of understanding in 2020 committing to truck electrification and eliminating 30% of toxic air pollution from medium- and heavy-duty trucks and buses by 2030. The Zero-Emission Truck Act of 2023 can build upon this effort by codifying sales standards and providing a timeline.

Addressing Truck Traffic & Pollution

Residential neighborhoods located near major roads and highways face disproportionate burdens from traffic and transportation pollution. These neighborhoods are far more often communities of color due to decades of residential segregation, and bear a burden of unsafe pedestrian conditions, higher rates of asthma and other health conditions, and unremitting noise pollution. Additional policies are needed to help promote the creation of high-quality green jobs and ensure that electric trucks and school buses are deployed in communities that need relief most.

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