

# Trucking Industry Perspective on Decarbonization

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# Economic Importance in Maryland

- 116,000 jobs
- \$6.6 billion wages
- Essentiality of industry
  - 96% of manufactured freight
  - 93% of Maryland communities have no other options to get food, fuel, medical supplies, clothing



# Trucking is Fuel Neutral

- Available
  - No disruptions in supply
- Affordable
  - Reasonable in cost and marketplace ready
- No negative operational impacts
  - Equipment
  - Ability to make deliveries

# Federal Action – What's Happening?

- NOx & PM emissions reductions
  - 2010 - 98% for NOx and particulate emissions
    - Maryland is 9<sup>th</sup> in adoption
  - EPA Clean Trucks Plan
    - Expected to be finalized this year.
    - Will further reduce NOx and PM starting 2027.
- EPA's GHG plans
  - Phase 1 lowered 23% versus since 2010.
  - Phase 2 will further lower GHGs by 25%. 3 rounds thru 2027.
  - Phase 3 expected to be finalized by 2024
    - National zero emission truck program starting in 2030.

# NESCAUM Report

- Realistic snapshot of issues & challenges

Battery life/disposal	Reliability
Grid impacts	Cost
Maintenance/servicing	Weather impacts
Charging infrastructure	Charging time
Weight	Additional trucks & drivers
Range	First responders
Tire wear	Precious metals
Vehicle availability	Parking

# Practical Considerations – Electric Trucks are Not Big Electric Cars

- Traffic
  - 1 additional truck for every 6 loads (battery weight alone)
- Parking
  - 313,000 spaces nationally for 3.5 million drivers
- Service reductions
  - e.g., Transit cutbacks
  - Supply chain fragility
- Grid demand
  - 1 tractor = 20 households
- Pass-through state – GHG impacts

# Recommendations

- Federal leadership
  - Do not support state specific mandates
  - CA vs. MD
- Consider medium vs heavy-duty truck plans separately
  - Maryland registrations = 136,000 med; 26,000 heavy
  - Not one size fits all
- Infrastructure investment
  - Grid (CA, IL, China) impacts
  - Parking
  - Private investment from manufacturers
- Incentivize adoption
  - Financial (point of sale)
  - Bid preferences

# Recommendations

- Align mandates with availability of renewable electricity
  - An electric truck is not zero emission
- Allow increased vehicle weights for ZEV
- Tie mandates to charging development & product availability
  - ATRI report coming
- Government vehicles first
- Consider other fuels
  - Bio, natural gas, renewable, and hybrids
  - Accelerate fleet turnover to new models
  - Goal is not to mandate electric trucks, it's to reduce GHGs



# Questions?



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