



Zero-Emission Truck Act of 2022

Del. Sara Love (HB 829) and Sen. Ronald Young (SB 687)



Trucks account for **10% of vehicles on the road but contribute 30% of carbon emissions and 57% of particulate matter** (PM2.5) emitted by the entire transportation sector in the United States. 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 many lung diseases like chronic obstructive pulmonary disease and lung cancer.

To help meet its long-term climate, air quality, and public health goals, Maryland must pass legislation to adopt the [Advanced Clean Trucks \(ACT\) 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. It could also create high quality green jobs in the process.

What Will This Bill Do?

- The Zero-Emission Truck Act of 2022 would require the Maryland Department of Environment to adopt the Advanced Clean Truck Rule by the end of 2022. The rule requires all manufacturers that sell trucks and school buses in the state to sell [an increasing annual percentage](#) of zero-emission trucks and school buses beginning in Model Year 2026 that varies by size. The rule increases sales targets at a pace that is gradual and technologically feasible.
- The Zero-Emission Truck Act of 2022 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**. Additional policies are needed to ensure that electric trucks and school buses are deployed in communities that need relief most.

Did You Know?

- According to a [report](#) by the International Council on Clean Transportation, if Maryland adopts the Advanced Clean Truck Rule, the state would **avoid 7.2 million metric tons of cumulative carbon pollution** between 2020 and 2050, the equivalent emissions created from nearly 8 billion pounds of coal being burned.
- 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 Nestle — [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. In 2021, **Massachusetts, New York, New Jersey, Oregon and Washington 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](#) committing to truck electrification and eliminating toxic air pollution from medium and heavy-duty trucks and buses by 2050. The Clean Trucks Act can build off of 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. In addition to accelerating the electrification of trucks through the Advanced Clean Truck Rule, more actions are needed to address the impact of truck traffic in communities.

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