



OREGON TRUCKING ASSOCIATIONS, INC.

## Vote "Yes" on Senate Bill 844

Oregon has established a goal to reduce greenhouse gas emissions by 75%, from 1990 levels, by 2050. The transportation sector currently contributes approximately 34% of the greenhouse gas emissions in Oregon. Of that, heavy trucks are responsible for 16%.

There are essentially three ways to reduce greenhouse gases from heavy trucks:

1. Replace petroleum based fuels with non-petroleum fuels.
2. Reduce consumption of petroleum fuels.
3. Change the engine technology used to propel heavy trucks.

The following regulations have been adopted to reduce greenhouse gas emissions from heavy trucks operating in Oregon:

1. EPA pollution control technology on 2010 and newer truck engines that reduces particulates and NOx by approximately 95% compared to engines built in 2001.
2. EPA regulation requiring a 20% improvement in heavy truck MPG by 2018.
3. EPA Renewable Fuel Standard requiring increased use of biofuels.
4. EPA SmartWay program that encourages fuel savings technologies.
5. EPA SuperTruck program. EPA has provided grants to heavy truck manufacturers in the amount of \$115 million to reduce fuel consumption by 50%.
6. Oregon Renewable Fuel Standard requiring diesel blends that include 5% biodiesel.
7. Oregon truck idling regulation that sets a basic standard of 5 minutes of idling or less in any given 60-minute period.

Additional Greenhouse gas emission reductions in the trucking industry are difficult given existing technologies. Until new technologies can be developed, switching heavy trucks from diesel to natural gas is viewed as the best approach to achieve significant emission reductions. Senate Bill 844 would authorize the PUC to consider voluntary arrangements between natural gas utilities and their customers to reduce greenhouse gases. **Senate Bill 844 is an attractive option to develop natural gas fueling infrastructure for the trucking industry.** The Oregon Trucking Associations strongly supports Senate Bill 844.

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