

Oppose HB 2007: Damaging Diesel Regulations Hurt Small Business

Compounding Environmental Regulations Damage Oregon's Economy

House Bill 2007 would place a significant financial burden on company fleets throughout Oregon, especially smaller businesses unable to adapt to new diesel engine requirements. This bill would place regulations on all fleets, regardless of whether the fleets operate primarily in rural areas without the air quality issues that urban areas have. Companies are committed to a clean environment and already comply with a host of state and federal regulations including EPA pollution control mandates, the Oregon Low Carbon Fuel Standard, and statewide idling requirements. In addition, the state is proposing a sweeping and costly Cap and Trade initiative. Before these programs have come to fruition, HB 2007 would place yet another costly burden on all Oregon businesses.

Local Idling Restrictions are Redundant and Unnecessary

Idling regulations make sense when implemented at the federal or state level in order to achieve consistency and encourage competition. HB 2007 creates the potential for a patchwork quilt of inconsistent idling regulations at the local level. While companies have no desire to waste money through unnecessary idling, Oregon statute already addresses this issue under ORS 825.605 which restricts idling to five minutes or less in a 60-minute period.

Public Contracting Requirements Disadvantage Small Businesses

HB 2007 places restrictions on the use of certain off-road equipment on public contracts. This regulation would make it impossible for small business to bid on public projects, given that smaller companies cannot afford the newer equipment that would be required under this law. It also goes into effect in 2020, giving no time for smaller companies to come into compliance. Many smaller companies are in rural areas. These requirements currently apply to any public project in the state, regardless of the ambient air conditions in the area. Any requirements should be tailored to areas where there is ambient air quality issues, not applied with a broad stroke to the entire state.

This regulation would also be on both state and local public projects. Because newer diesel equipment is more expensive, these requirements would make it more expensive to build public projects – a cost that small local governments cannot afford. So it would stunt the ability for local governments to build improvements.

Clean Diesel Inventory Results Pending

Furthermore, the state is currently conducting a comprehensive off-road diesel equipment inventory. This inventory is intended to inform how much off-road diesel equipment there is in Oregon and where that equipment is located. Oregon needs to understand the outcome of this inventory to shape new regulations on off-road diesel equipment, like the public contracting section creates.

For more information, please contact Waylon Buchan (Oregon Trucking Associations) 503-707-5756 or Kirsten Adams (Associated General Contractors) 503-990-2262.



We Feed You



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