

Testimony in support of HB-3119

A commercial truck towing two trailers can weigh as much as 80,000 lbs. Heavy equipment haulers have a gross vehicle weight of 105,000 lbs. (52 tons) The ability to run countless hours without interruption and tremendous torque capability set diesel engines apart from all other sources of propulsion.

There was a time when diesel engines filled the air with thick smokey hydrocarbons. Today's diesel burning engines have eliminated that unhealthy scenario. Tremendous advances in fuel technology have occurred, including creation of the growing biofuels industry. Engine improvements such as fuel injection, and tuned exhaust have dramatically reduced emissions. Better mileage has come with it.

I was a distributor of Linde Forklifts during my years in the material handling industry. A fuel injected Linde diesel forklift can be operated inside an enclosed boxcar. Modern diesel engines burn cleaner than their propane powered counterparts. The days of belching smoke are only a memory.

Although the State's goal is to reduce carbon emissions, shutting down the most reliable and necessary fuel for essential distribution and manufacturing is not viable. California recently eliminated a similar mandate. No doubt others have referred to the decision in their support for HB-3119. A brief review of testimony and reasoning for California's decision provides a plethora of evidence to delay implementation of the rule.

I urge all Committee members and legislators to vote Yes on HB-3119. Allowing it to die in a committee is not an option.

Thank you,
Les Poole