

Submitter: Christine Lam

On Behalf Of:

Committee: House Committee On Climate, Energy, and Environment

Measure, Appointment or Topic: HB3119

Oregon enacted the Advanced Clean Truck Rule ("ACT") on Jan. 1, 2025. Businesses in Oregon are already seeing the detrimental effects of this misguided rule, which is prematurely forcing an unachievable transition to electrification. Commercially viable Class 8 electric truck technology and the required charging infrastructure do not exist today, and it is unlikely they will exist in the next few years.

The ACT is already limiting the purchase/sale of new internal combustion engine ("ICE") trucks in Oregon, negatively impacting Oregon's economic activities while not achieving the emissions reductions targeted by the ACT.

Purchasing/upgrading to new commercially available low-emission diesel engines would have a more significant environmental impact than continuing with the ACT. Converting to compressed natural gas (CNG), another commercially viable technology accessible today, is also being inhibited by the ACT. Utilization of CNG would provide even more meaningful emissions reductions, including negative carbon emissions from a wholistic well-to-wheel analysis when renewable natural gas (RNG) is used as fuel. ACT is constraining the sale of these CNG trucks even as CNG with RNG outperforms electric trucks from a sustainability perspective.

Oregon can achieve significantly more environmental benefits and maintain economic activity without increasing the costs of goods, by encouraging the adoption of these commercially available ICE engines instead of electrification through ACT.

For these reasons, I write in support of HB3119.