



TESTIMONY of Megan Diver
Vice President
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**BEFORE THE JOINT STANDING COMMITTEE ON
Environment and Natural Resources
In Support to LD 2261
An Act Designating New Motor Vehicle Emissions Rules as Major Substantive Rules**

Senator Brenner, Representative Gramlich and members of the Joint Standing Committee on Environment and Natural Resources. I am Megan Diver, I am the Vice President of the Maine Energy Marketers Association (MEMA) and I am here to testify in support of LD 2261.

MEMA is a trade association composed of approximately 300-member companies and over 5,000 direct and 5,000 indirect people working in energy delivery and servicing businesses delivering heating oil, biofuels, motor fuels, propane, pellets and kerosene and offering service and installations on the equipment that operates these fuels. MEMA members sell more than one billion gallons of gasoline and diesel fuel each year as well as more than 90% of all the heating oil and propane sold in our state every year.

While the California Advanced Clean Trucks regulation might sound good on the surface, they are not good for Maine. For years, the Maine Energy Marketers Association and its members have worked to ensure that Mainers have the type of heating equipment and fuels to keep them warm and protect our environment. Highly efficient oil heat and propane boilers and furnaces are now the norm along with low sulfur heating oil and renewable propane. Bioheat and biodiesel are available now and their use reduces GHG emissions by as much as 70% in diesel trucks - **without requiring new infrastructure or truck equipment.**

If Maine were to implement the California Clean Trucks regulations, there are a lot of questions to be answered and a lot of factors to consider.

- The cost will be a significant barrier – a new Class 8 diesel truck tractor costs between \$135k-\$150k. A new Class 8 BEV costs upwards of \$450k
- Refueling Infrastructure – there is currently no Maine, or U.S., “network where over-the-road trucks can stop for rest breaks and recharging at the same time.”
- Battery Life – battery degradation is “greatly influenced by the number of charge cycles” which in Maine would be significant.
- Battery capacity or charge rates, Battery Electric Vehicle (BEV) charging will be limited by state and federal Hours-of-Service rules for drivers.
- Electricity Needs are significant and more than 60% of electricity currently available in Maine will be needed to meet vehicle travel needs under full electrification of all vehicles.

- Battery size and weight. The size and weight of the batteries that will be required to for heavy duty trucks not only will increase the price of the trucks but will decrease the amount of cargo able to be carried – meaning more BEV trucks will be needed to deliver the same amount of cargo.
- Increased vehicle weight also significantly reduces range of travel - particularly in the winter months when cold weather and hazardous driving conditions are the norm and delivery of necessities like heating fuel and gasoline must continue, especially to our most vulnerable citizens.
- Who will service and repair these vehicles – particularly in the rural areas of Maine?
- Will there be enough vehicles available to dealers to sell?

These are questions which demand not only answers- but solutions - before consideration is given to such a far-reaching proposal and a proposal that should have full legislative review and be considered major substantive rules. This issue is complex and controversial. When a provisionally adopted major substantive rule is properly submitted and then referred to the committee of jurisdiction it serves as the vehicle through which the committee recommends whether and how the rule should be adopted. This allows the public to be properly notified of a public hearing. This allows the people we as Mainer's elect to the Legislature to represent our communities the ability to vote on a matter that is important and affects all Maine citizens. I hope that this Committee sees the importance and value of designating new motor vehicle emissions rules as major substantive rules.

Thank you for your time and I will be happy to answer any questions that you may have.