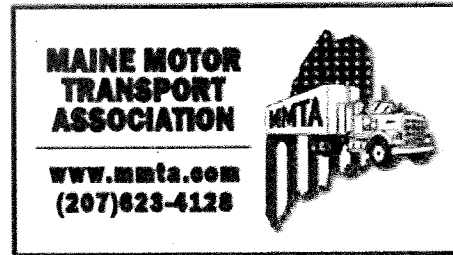


**TESTIMONY OF
Brian Parke**

**L.D. 122, "An Act to Authorize the Efficiency
Maine Trust to Establish a Program to
Support the Uptake of Medium-duty and
Heavy-duty Zero-emission Vehicles by
Maine Businesses and to Establish a
Medium-duty and Heavy-duty Zero-
emission Vehicle-to-grid Pilot Project"**



Good afternoon, Senator Lawrence, Representative Zeigler, and members of the Committee on Energy, Utilities and Technology. My name is Brian Parke and I am the President and CEO of the Maine Motor Transport Association and a resident of Brunswick. The Association is comprised of more than 1,700 member companies, whose employees make up a large portion of the 32,000 people who make their living in the trucking industry in Maine.

We are testifying today to generally support LD 122 in the context that it addresses one of our long-standing concerns about the trucking industry's adoption of Medium and Heavy Duty Zero-emission Vehicle technologies.

As a backdrop to our testimony on this bill, the MMTA understands the trucking industry's role in finding solutions to address climate change and we want to be a proactive participant. We have been active and engaged contributors on the Transportation Working Group of the Maine Climate Council and our industry remains committed to investing in cleaner technologies to move tomorrow's freight.

The caveat to our support is that our members continue to express a desire to find voluntary free market solutions that encourage our industry to be proactive and that funding for programs like the one being proposed here considers the big picture when it comes to Maine's necessary infrastructure funding as well.

So we are optimistic about the promise of ZEV's for commercial trucking applications, but the practical reality is that the technology and availability aren't there yet. We are hopeful for a future that starts with electric trucks for local deliveries and transit buses, or maybe hydrogen

or CNG trucks for regional haulers. While there won't be widespread use in Maine tomorrow, ZEV's are definitely in the future for many commercial freight transport applications once the barriers and hurdles are able to be overcome and the economics improve for broader implementation.

However, we see there being a number of obstacles for our industry to overcome – and, to be clear, there are a lot of smart people working on these problems in an effort to minimize the time to deploy in order to maximize the positive impact on the environment.

- The first obstacle is grid investment. What is needed, how much is it going to cost and who is going to pay for it?
- Second is charging infrastructure and how that is going to work for the variety of commercial trucking applications, whether it is an over-the-road trucker, or a package delivery operation, or a logger in the middle of the woods, or a dump truck that goes to and from a remote quarry every day. In Maine, and in most places, almost every trucker hauls different commodities that weigh different amounts to different places at different times. This makes predictability and consistency hard to calculate for charging and investment.
- There are also questions like battery life, the weight of the batteries taking away from payload, cold climate applications, range anxiety and then the exponentially higher cost of ZEV trucks, which this bill seems to broach. All of these things need to be answered before we get the cart before the horse on widespread adoption.

As you know, we are in what a lot of experts call the “Messy Middle” where an emissions solution (or a set of solutions) have been identified as the beginning, we know where we would like to be in the end, but getting there is clunky and messy and fraught with twists and turns that make it seem like we will never get there. But we will, eventually. And LD 122 may be a good place to start.

Thank you for your consideration and for allowing me to testify. I would be happy to answer any questions the committee has now or at the Work Session.