



**Testimony of DANA A. DORAN
Executive Director
Professional Logging Contractors of the Northeast**

**Before the Joint Standing Committee on Environment and Natural Resources on
LD 1808, An Act to Enact the Maine Climate Superfund Act, and LD 1870, An Act
to Establish a Climate Superfund Cost Recovery Program to Impose Penalties on
Climate Polluters**

Monday, May 5, 2025

Senator Tepler, Representative Doudera, and members of the Joint Standing Committee on Environment and Natural Resources, my name is Dana Doran, and I am the Executive Director of the Professional Logging Contractors of the Northeast (PLC). The PLC is a regional non-profit organization that educates the public on logging and trucking issues throughout the Northeast, predominately in the state of Maine.

As background, the PLC was created in 1995 to give logging and associated trucking contractors a voice in a rapidly changing forest products industry. As of 2021, logging and trucking contractors in Maine employed over 3,000 people directly and were indirectly responsible for the creation of an additional 2,500 jobs. This employment and the investments that contractors make contributed \$582 million to the state's economy. Our membership, which includes over 200 contractor members in the state of Maine and an additional 125 associate members, is responsible for more than 80% of Maine's annual timber harvest.

Thank you for providing me with the opportunity to testify on behalf of our membership in opposition to LD 1808, An Act to Enact the Maine Climate Superfund Act, and LD 1870, An Act to Establish a Climate Superfund Cost Recovery Program to Impose Penalties on Climate Polluters. While we respect the sponsors' intent to mitigate carbon emissions and reduce the amount of greenhouse gases in the atmosphere, these bills certainly are not the answer and will undoubtedly do more harm than good to hard working Mainers.

LD 1808 and LD 1870, retroactively, impose strict liability on entities that extract fossil fuels or refine crude oil going back almost three decades. While there is no extraction or refining of fuel in Maine, this will undoubtedly lead to added fuel cost to consumers, many of which are part of our industry. These increased costs are something the logging industry simply cannot afford right now.

As you know, the forest products industry has a long and proud heritage in Maine and remains a significant economic driver in the state's economy. However, over the last decade, the industry has gone through significant change. Since 2020, we have lost about 40% of the logging capacity across the state as a result of mill closures and market retraction as a result of

high interest rates. Adding insult to injury, inflation on equipment, parts, wages and labor over the last five years has been upwards of 40%. And currently, with the added tariff threats, contractors are also now reporting that they are experiencing further inflation on fuel and equipment, in the amount of an additional 25%. A majority of contractors are questioning the economic viability of their businesses and their path forward.

In addition, logging and trucking contractors are already paying significantly higher costs for equipment aimed at lowering emissions as a result of legislative action. In 2014, Congress mandated the use of Tier IV heavy duty engines. These engines have reduced emissions by 98%, which is vitally important to environmental protection. However, that has come at a significant cost as heavy-duty trucks and equipment have nearly doubled in price over the last 10 years.

Legislation like what is before you today, will do nothing more than shifting cost from manufacturers to end consumers in an unfunded mandate. While the Legislature believes it will curb behavior, it will not. Unless there are incentives to change behavior with the same efficiency and productivity at a similar price, this legislation will do nothing but create a carbon tax that our members will have to pay.

Logging and trucking companies are struggling to survive on razor thin margins. Retroactively penalizing companies for emissions that occurred decades ago, under different regulatory standards, sets a dangerous precedent. Now is not the time to add further cost to an industry struggling to survive.

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