

**TESTIMONY OF
Brian Parke
L.D. 1429, “An Act To Implement the Most
Time-sensitive Recommendations of the
Maine Climate Council”**



Good morning, Senator Brenner, Representative Tucker, and members of the Environment and Natural Resources Committee. My name is Brian Parke and I am the President and CEO of the Maine Motor Transport Association and a resident of Brunswick. Our Association is comprised of almost 1,600 member companies, whose employees make up a large portion of the 32,000 people who make their living in the trucking industry in Maine.

I am submitting written testimony in the “neither for nor against” category because the bill does many things beyond the scope of our organization’s expertise. However, we would like to add our support for the FREIGHT TRANSPORTATION FUEL EFFICIENCY CREDIT component of the bill (starting on page 7 line 18) having to do with the EPA’s SmartWay Transport Partnership Program.

In a nutshell, [EPA’s SmartWay program](#) helps companies advance supply chain sustainability by measuring, benchmarking, and improving freight transportation efficiency. MMA, and many of our members, joined this voluntary program many years ago in an effort to take a leadership role when it comes to investing in today’s cleaner technologies to move tomorrow’s freight. As active and engaged participants on the Transportation Working Group of the Maine Climate Council, we recognize the trucking industry’s role in the environment, which is why we brought the idea of encouraging SmartWay participation to the TWG.

Broadly speaking, there are 12 individual strategies that SmartWay has identified having differing CO2 savings. Some of these strategies can be implemented immediately such as Low Rolling Resistance Tires, Improved Aerodynamics and Automatic Tire Inflation Systems. While others would be longer-term strategies that have additional public policy implications such as Longer Combination Vehicles and Intermodal Shipping.

Which is why we support creating a fuel efficiency tax credit for those taking the active steps to make investments in CO2 emission reduction strategies. We agree that this will produce a financial incentive beyond those generated by fuel consumption reductions and the lessening of our industry's impact on the environment.

Thank you for your consideration and for allowing me to submit written testimony. I would be happy to answer any questions the committee may have at the Work Session.