

Submitter: Landon Pegg
On Behalf Of:
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Diesel Truck Ban in Oregon is A Threat to Manufacturers and Shippers

Oregon's proposed diesel truck ban is poised to have severe consequences for manufacturers and shippers, threatening supply chains, increasing costs, and limiting economic growth. While the intent behind the ban is to reduce emissions, the real-world implications for businesses that rely on diesel-powered freight transportation could be devastating.

Supply Chain Disruptions

Manufacturers depend on diesel trucks to transport raw materials and finished goods efficiently. A ban on diesel trucks would force companies to transition to electric or alternative-fuel vehicles, many of which lack the range and infrastructure to meet the demands of long-haul transportation. Oregon's manufacturing sector, which relies on just-in-time delivery systems, could experience severe disruptions if trucks are unable to complete deliveries in a timely and cost-effective manner. This would not only slow production but also increase downtime and reduce competitiveness.

Higher Costs for Businesses

The transition to electric or alternative-fuel trucks is an expensive endeavor. Electric semi-trucks currently cost significantly more than their diesel counterparts, with limited availability and long wait times for production. Additionally, the infrastructure required to support electric fleets—including charging stations and grid upgrades—represents a massive financial burden for businesses. Small and mid-sized manufacturers, in particular, may struggle to absorb these costs, forcing some to relocate operations or shut down altogether.

For shippers, higher transportation costs mean increased expenses that will ultimately be passed on to consumers. The cost of shipping goods to and from Oregon could rise substantially, putting the state's economy at a competitive disadvantage compared to regions with more flexible transportation policies.

Lack of Alternative Infrastructure

Oregon lacks the charging infrastructure necessary to support a large-scale transition away from diesel trucks. Long-haul routes across the state, including those through

mountainous and rural regions, currently do not have reliable charging stations to sustain electric freight vehicles. Without significant investment in infrastructure, electric trucks will be unable to meet the demands of manufacturers and shippers, leading to bottlenecks in the supply chain.

Banning diesel trucks without viable, cost-effective alternatives will severely impact Oregon's manufacturers and shippers. The state must prioritize investment in alternative fuel infrastructure before implementing such a drastic policy. Otherwise, the economic fallout will harm businesses, increase costs, and disrupt the supply chain, ultimately making Oregon a less attractive place for industry and commerce. A balanced approach that considers both environmental and economic concerns is the best path forward.