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Oregon's Diesel Truck Ban: A Disaster for Manufacturers and Shippers

Oregon's diesel truck ban is yet another example of government overreach that prioritizes radical environmental policies over economic reality. This short-sighted plan threatens to cripple manufacturers, destroy small businesses, and drive up costs for everyone. While the left pushes for an all-electric future, they ignore the disastrous consequences this ban will have on hardworking Oregonians who rely on diesel trucks to keep our economy running.

Manufacturers and shippers depend on diesel-powered trucks because they are reliable, efficient, and cost-effective. Diesel engines have powered American industry for decades, enabling businesses to transport raw materials and finished goods across long distances without interruption. The proposed ban would force companies to either buy expensive electric trucks—many of which have limited range and performance issues—or move their operations out of Oregon. This is a job-killing policy that will push businesses to other states with more reasonable regulations.

The cost of electric semi-trucks is astronomical, often double or triple that of diesel models. Even if a company could afford to replace its entire fleet, there is nowhere near enough charging infrastructure to support them. Instead of encouraging economic growth, Oregon's leadership is actively making it more expensive to do business. These costs won't just hit manufacturers—they'll trickle down to consumers, who will see higher prices for everything from groceries to construction materials.

Oregon simply does not have the infrastructure to support an all-electric trucking fleet. Long-haul trucking requires reliable refueling options, and right now, there aren't nearly enough charging stations to sustain heavy freight traffic. The state's push for an electric-only future is unrealistic and ignores the basic logistical challenges of moving goods across a vast, mountainous region. Without a serious plan to build charging stations—at taxpayers' expense, of course—this ban is nothing more than an empty gesture that will grind commerce to a halt.

Instead of forcing an unrealistic transition to electric trucks, Oregon should support innovation in cleaner diesel technologies, natural gas vehicles, and hybrid options that reduce emissions without destroying businesses. The free market—not government mandates—should determine what works best for industry and

consumers.

This diesel truck ban is nothing more than a feel-good policy for environmental extremists at the expense of the working class. Oregon needs leaders who prioritize jobs, economic stability, and real-world solutions—not politicians who impose costly regulations with no regard for the consequences.