

Submitter: Annelisa Zander

On Behalf Of:

Committee: House Committee On Climate, Energy, and Environment

Measure, Appointment or Topic: HB3119

Testimony in Support of HB3119

Berger International LLC

January 30, 2205

Chair, Vice-Chair, and Members of the Committee,

I appreciate the opportunity to submit testimony in strong support of HB3119. As many of you know, the Advanced Clean Truck (ACT) rule, which took effect on January 1, 2025, is already having a significant and detrimental impact on the trucking and agricultural industries in Oregon. While well-intentioned, this mandate is outpacing the reality of our industry's ability to transition to electric trucks due to a lack of necessary infrastructure, technology, and financial feasibility. HB3119 is a necessary and pragmatic step that will allow the trucking and agricultural industries time to transition in a way that is both sustainable and realistic.

The ACT mandate is already affecting our ability to purchase new trucks in Oregon, creating major disruptions in industries that rely on efficient and affordable transportation, including agriculture. Farmers and ranchers depend on heavy-duty trucks to transport crops, livestock, and essential supplies across the state and beyond. However, the lack of sufficient infrastructure to support electric truck fleets, coupled with the significantly higher cost, lower range, and reduced payload capacity of electric trucks due to battery weight, makes compliance with the ACT nearly impossible for many agricultural producers. These added costs and operational challenges threaten to drive up food prices and hurt Oregon's agricultural economy, which is already under pressure from labor shortages, rising input costs, and supply chain disruptions.

The trucking and agricultural industries have collectively invested billions in cleaner technologies and are committed to moving toward zero-emission vehicles, but the timeline imposed by the ACT is simply too short. Other states have recognized the economic impact of this transition and have prudently delayed their ACT implementation dates to allow industries time to adapt. Oregon should do the same. Without this delay, businesses across the state—both large and small—will suffer from increased costs, reduced efficiency, and limited transportation options, which will have a ripple effect across the broader economy.

I urge you to support HB3119 to provide both the trucking and agricultural industries

with the time needed to develop and adopt the necessary technology and infrastructure for a successful transition. Please delay the ACT until these critical components are in place, ensuring a responsible and sustainable shift toward cleaner transportation solutions without crippling essential industries that Oregon depends on.

Thank you for your time and consideration.

Sincerely,
Annelisa Zander
Berger International LLC