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Oregon Progressive Party Position on Bill at 2019 Session of Oregon Legislature:

HB 2007: Support but Needs a Lot of Improvement

Dear Committee:

The Oregon Progressive Party supports this bill, which should be made stronger.

The bill unfortunately directs all of the "Clean Diesel Engine Fund" (1) into subsidizing the purchase of more diesel engines. This is a dead end approach that is doomed to failure. HB 2007 would unnecessarily perpetuate the use of inherently polluting fossil fuel technology. The fund should be used to subsidize the purchase and use of actually clean engines (electric) for the movement of cargo and in particular the purchase and use of vehicles that are correctly sized for the cargo they carry.

The typical urban diesel delivery truck weighs between 8,000 and 15,000 pounds empty. In theory such trucks can carry cargo that weighs between 50% and 100% of the empty weight. But most of the time these trucks in urban areas are carrying far less. These trucks violate the "Golden Rule" that the cargo should weigh a lot more than the vehicle. Using such trucks in dense urban areas causes pollution, traffic congestion, and parking problems. Using "clean diesel" trucks will reduce pollution somewhat but not the traffic congestion or parking problems.

Instead, the funds should be used to facilitate greater use of transportation methods that are less polluting, including e-tricycles, for transporting cargo in urban areas. Dozens of European cities are now using e-trikes (human and electric-powered tricycles) for cargo deliveries in urban areas. DHL, Inc., claims this system is 30 times more energy efficient than diesel trucks and even 16 times more efficient than electric cargo vans. DHL uses e-trikes to deliver cargo in 80 European cities and has replaced 60% of its urban vehicle routes in some of those countries. See:

http://www.dhl.com/en/press/releases/releases_2017/all/express

[/dhl_expands_green_urban_delivery_with_city_hub_for_cargo_bicycles.html](#)

Heavy-duty cargo e-trikes can carry up to 600 pounds of cargo but weigh only about 150 pounds. They satisfy the Golden Rule.

UPS is operating a nationwide total of about a dozen e-trikes in Seattle, Portland, Pittsburgh, Ft. Lauderdale, and a few other cities (built by Stites Design, Inc., a Portland company). Compared with the other 120,000 UPS vehicles, this is a drop in the bucket. Still, it is better than FedEx, which operates zero e-trikes in the United States (but many in Europe), and far better than Amazon, which operates zero e-trikes and recently ordered 20,000 new diesel vans. Oregon could become a leader in clean urban cargo transport by supporting the purchase and operation of cargo e-trikes.

We also support the recommendations of Neighbors for Clean Air. HB 2007 should:

- establish 2023 deadline for all trucks to meet the 2010 emissions standards
- require that an owner or operator of a diesel vehicle be required to carry proof that the *vehicle* meets federal emissions standards for the model year in which the *vehicle* was manufactured or assembled
- direct DEQ to develop sticker identification program for all construction related equipment to help fleet managers and local governments meet clean diesel construction standards

1. "Clean Diesel" is sort of like "Clean Coal." It is a slogan, not a reality.

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