



May 12, 2022

Subject: Supporting Incentives for Commercial Transportation Electrification

Honorable Members of the Conference Committee:

On behalf of Sysco Corporation (Sysco), I am writing today to urge the committee to incorporate support for Medium to Heavy Duty Zero Emission Vehicles in the final energy bill. As one of the largest Massachusetts heavy-duty commercial fleet operators, we applaud the Commonwealth of Massachusetts for their commitment to reduce greenhouse gas emissions in the transportation sector.

Sysco is the global leader in selling, marketing, and distributing food and food-related products to restaurants, healthcare, and educational facilities, lodging establishments and other customers who prepare meals away from home. In Massachusetts, our broadline distribution facility in Plympton services thousands of Massachusetts customers each year, delivered by our fleet of nearly 500 heavy-duty trucks and trailers to ensure our customers' orders are fulfilled to their exact specifications.

Sysco has developed several ambitious corporate social responsibility priorities that will assist Massachusetts in achieving their carbon reduction goals. Electric vehicles are expected to have a major impact on the transportation industry to reduce carbon emissions, and at Sysco we continue to test technologies and forge new partnerships to achieve **our target of electrifying 35% of our nationwide diesel commercial fleet by 2030**. We are starting our fleet electrification efforts in California, but desire to expand to the East Coast, specifically Massachusetts, in the coming years.

While Sysco is committed to reducing transportation emissions, the upfront capital costs for purchasing electric trucks, trailers, and charging infrastructure in the current marketplace are prohibitive absent sufficient and sustainable public cost-sharing. **One Class 8 electric truck costs at least 300% more than a similar Class 8 diesel truck, and the affiliated on-site charging infrastructure adds approximately 20% to the final price tag.**

Due to the high-cost differential between these technologies, public grant incentive programs play a critical role in the development and deployment of Medium and Heavy-Duty Zero Emissions Vehicles across the transportation sector. A similar program in CA offers a \$200,000 voucher per vehicle for heavy-duty zero emission replacements, allowing Sysco to prepare for the electrification of our California sites. We appreciate the \$100 million investment in electrification efforts drafted in the Senate Energy Bill. However, the provision currently sets a cap for medium- and heavy-duty vouchers at \$6,000 per truck, which is not nearly enough to effectively incentivize electrification. In addition, it is not clear if that \$6,000 would be stackable with the existing vouchers available through the MOR-EV Trucks program, which would bring the maximum total to \$96,000 per vehicle. **We strongly urge the conference committee to bring MA in line with CA by increasing the total possible incentive to \$200,000 per truck.**

Removing just one older Class 8 diesel truck from the road and replacing it with a Class 8 electric truck is the equivalent of reducing greenhouse gas emissions from 10 passenger cars. With increased investment, MA has the potential to reduce the equivalent of greenhouse gas emissions from over 12 million miles



driven by an average passenger vehicles and carbon dioxide emissions from over 5.5 million pounds of coal burned.

Additional benefits of electric truck deployment include:

- Reducing noise and air pollution at the home sites for commercial fleets and throughout their entire service areas, including in many environmental justice communities;
- Increasing worker health, satisfaction, and safety for drivers and others who are employed in loading and maintaining commercial fleets; and
- Removing older diesel vehicles from the roads, greatly reducing carbon dioxide emissions.

We have an opportunity to make MA a leader by investing in fleet electrification. Sysco looks forward to a long-term partnership with Massachusetts in deploying our future electric vehicle fleet.

If you have any questions or concerns, please feel free to reach out using the contact information below. Thank you for the opportunity to provide comments, and we look forward to working with the Massachusetts Legislature and the Massachusetts Department of Energy Resources throughout this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad Christie", is positioned below the "Sincerely," text.

Brad Christie
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