



H.R. 6323 – To establish a research, development, demonstration, and commercial application program to promote research of appropriate technologies for heavy duty plug-in hybrid vehicles, and for other purposes

FLOOR SITUATION

H.R. 6323 is being considered on the floor under suspension of the rules and will require a two-thirds majority vote for passage. This legislation was introduced by Representative James Sensenbrenner (R-WI) on June 19, 2008. The Committee on Science and Technology ordered the bill to be reported, as amended, by voice vote on September 16, 2008.

H.R. 6323 is expected to be considered on the floor of the House on September 22, 2008.

SUMMARY

H.R. 6323 requires the Secretary of Energy to establish a competitive grant program to carry out demonstration projects to advance the research and development of technologies for heavy duty hybrid vehicles.

Note: Advanced heavy duty hybrid vehicles weigh between 14,000-33,000 pounds and are fueled in part by a rechargeable energy storage system.

The program must make between three and seven grants, at least half of which must be for plug-in hybrid technology. Grant funding may not exceed \$3 million per year.

This legislation directs the Secretary to research alternative power train designs for use in advanced heavy duty hybrid vehicles. The Secretary must report to Congress regarding grant-funded programs within 60 days of receiving the information from grant recipients. H.R. 6323 also directs the Secretary to create a pilot program to test the widespread use of plug-in hybrid vehicles on the domestic electric power grid.

The bill authorizes the appropriation of \$16 million for each of the fiscal years 2009-2011.

BACKGROUND

High fuel prices have raised interest in the development of new heavy duty hybrid truck systems. The majority of Federal funding for hybrid vehicle research and development is focused on passenger vehicles. However, in the United States there are 90,000 garbage trucks alone which consume as much fuel as 2.5 million passenger vehicles. Such large, heavy duty trucks rely on diesel or gasoline combustion engines and have low fuel efficiency and high emissions.

It has been noted that switching a portion of heavy duty truck power systems from combustion engines to alternative power sources would lead to fuel savings and emissions reductions. According to the Environmental Protection Agency (EPA), an average delivery truck using a hybrid power system would save around 1,000 gallons of diesel per year. Although the commercial and defense sectors have invested significantly in heavy duty hybrid trucks, the sale price of such vehicles remains prohibitively high.

COST

The Congressional Budget Office (CBO) estimates that implementing H.R. 6323 “would cost \$41 million over the 2009-2013 period, with additional spending occurring in later years.”

[Full CBO Cost Estimate](#)



LEGISLATIVE DIGEST

HOUSE REPUBLICAN CONFERENCE | CHAIRMAN ADAM PUTNAM

1420 LONGWORTH HOB, WASHINGTON, DC 20515

www.GOP.gov

PHONE 202.225.5107

FAX 202.226.0154

STAFF CONTACT

For questions or further information contact Adam Hepburn at 6-2302.