



Proposed CARB Advanced Clean Fleets Regulations

November 30, 2022

Major Oxides of Nitrogen (NO_x) and Fine Particulate Matter (PM_{2.5}) Emissions Reductions Needed

- California has the worst air quality in the nation
- Unique challenges in San Joaquin Valley and South Coast
- Heavy-duty trucks and federal sources* remain largest contributors
- More reductions needed to meet 2031 and 2037 attainment
 - Nearly all heavy-duty trucks to have 2010 model year engines by 2023

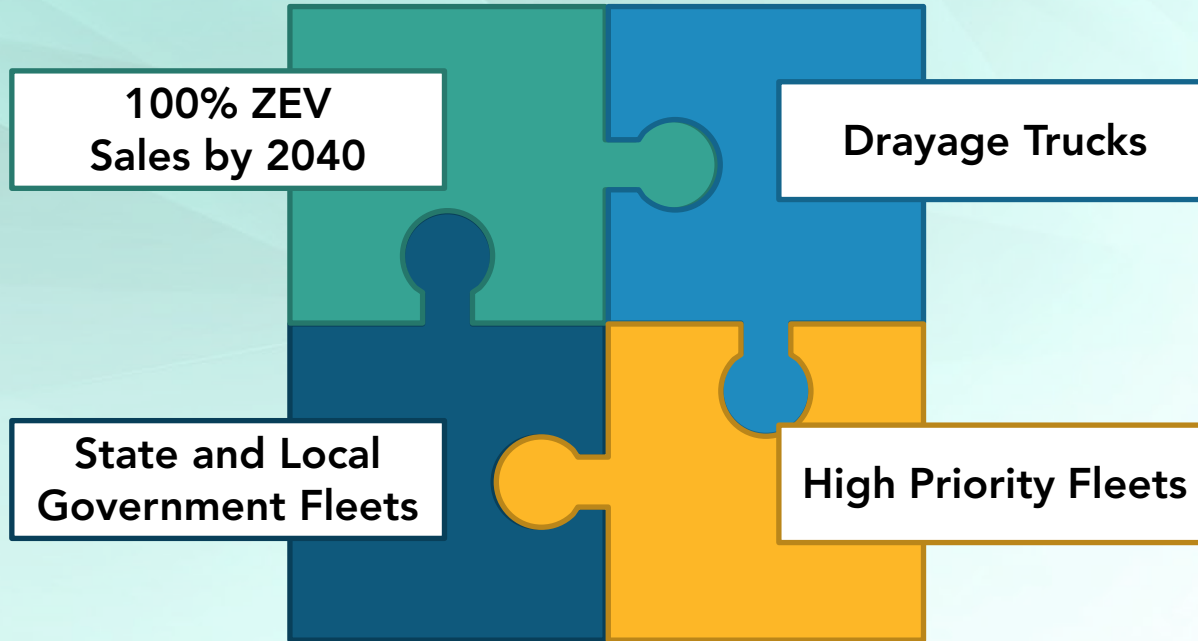
California Ozone Non-Attainment Areas



Applicability

- Public Fleets
- Drayage trucks
- Priority fleets
- All non-zero emission vehicles-hybrids allowed in limited situations
 - Diesel
 - Gasoline
 - CNG
 - Propane

Advanced Clean Fleets Regulation Components



100% ZEV Sales by 2040

Starting 2040, all Class 2b-8 vehicles sold into California must be ZEVs

- Provides certainty to the market and supply chain for manufacturers, fleets, infrastructure providers, service technicians, partner agencies, and local governments
- Expands market choice

State and Local Government Requirements

2024-2026

January 1, 2027

50 percent of additions to the fleet must be ZEV

All additions must be ZEV

- Applies to cities, counties, the state fleet, special districts and public utilities
- Agencies in designated counties exempt until 2027



Drayage Trucks Requirements

Applies to Class 7-8 on-road trucks operating at California's seaports and intermodal railyards



December 31, 2023

Registration required for legacy trucks

January 1, 2024

Newly added drayage trucks must be ZEVs

January 1, 2025

Must annually report mileage for trucks over 12 years

January 1, 2035

All drayage trucks must be ZEVs

Legacy Trucks:

- May operate until the end of their useful life
- Must visit a regulated seaport or railyard at least once a year

High Priority and Federal Fleets

Affected businesses

Affected vehicles

Fleets with 50+ vehicles, including common ownership and control

Class 2b-8 vehicles

Fleets with >\$50 million in annual revenue

Off-road yard tractors

Federal government fleets

Light-duty delivery vehicles

Entities that hire or dispatch fleets



Common Ownership and Control

- Equal treatment for fleets operated under different ownership models
- Controlling party is responsible for compliance and reporting all trucks in the fleet
- Common ownership and control examples
 - Use the same logo
 - Use the same motor carrier number
 - Other factors



Model Year Schedule Requirements

January 2024

Registration required
for legacy trucks

January 1, 2024

Newly added
trucks must be
ZEVs

February 1, 2024

Must annually
report mileage
for trucks over
12 years

Legacy Trucks:

- May operate until the end of their useful life
- May use certain exemptions or extensions



Optional ZEV Milestone Phase-in

- Meet ZEV milestones as a percent of total fleet
- Phase-in based on vehicle type
- Flexibility to meet with any vehicle type

Zero-Emission Fleet Percentage	10%	25%	50%	75%	100%
Box trucks, vans, two-axle buses, yard trucks, light-duty package delivery vehicles	2025	2028	2031	2033	2035
Work trucks, day cab tractors, three-axle buses	2027	2030	2033	2036	2039
Sleeper cab tractors and specialty vehicles	2030	2033	2036	2039	2042

What's Next

- Waste fleet workgroup meeting planned for December 2022
- Infrastructure and ZEV unavailability workgroup planned for Winter 2023
- Proposed 15-day changes prior to second Board hearing
- Second Board hearing for adoption Spring/early-Summer 2023
- Email: zevfleet@arb.ca.gov