

# AGTC Annual Meeting

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Class	CARB ACT			EPA GHG 3				
	Vocational		Tractor	Vocational			Tractor	
	2b-3	4-8	7-8	2b-5	6-7	8	Day Cab	Sleeper
2024	5	9	5	<i>Effective MY 2027</i>				
2025	7	11	7					
2026	10	13	10					
2027	15	20	15	17	13	0	0	0
2028	20	30	20	22	16	0	8	0
2029	25	40	25	27	19	13	12	0
2030	30	50	30	32	22	15	16	6
2031	35	55	35	46	31	23	28	12
2032	40	60	40	60	40	30	40	25
2033	45	65	40	60	40	30	40	25
2034	50	70	40	60	40	30	40	25
2035	55	75	40	60	40	30	40	25
2036	100	100	100	60	40	30	40	25

Source: EMA, EPA, CARB

# Manufacturer Standards

- Truck manufacturers mandated by California to sell zero-emission (ZE) trucks starting 2024
  - **100% ZE sales by 2036**
- Federal rule less stringent for large trucks and stops short of total ban on internal combustion



# Advanced Clean Fleets

- Beginning January 1, 2024
  - All additions are ZEVs
  - Retire legacy trucks at end of their useful life
- Useful life is the later of 13 years or 800,000 miles but no more than 18 years

## High Priority Fleets

(>50 trucks or \$50m revenue that operate even a single truck in CA)

Zero-Emission Fleet Percentage	10%	25%	50%	75%	100%
Box trucks, vans, two-axle buses, yard trucks	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

## Drayage

(Fleets of any size operating at ports and Class I railyards)

<b>Beginning in 2024</b>	Any drayage truck added to the CARB Online System must be a Zero-Emission Vehicle
<b>Beginning in 2035</b>	All drayage trucks entering seaports and intermodal railyards must be Zero-Emission Vehicles

## Overview of Current Status

- Four lawsuits filed against ACF, including CTA
  - Decision likely late 2025
- ACF Regulation currently not being enforced per agreement between CTA and CARB until Federal EPA issues necessary waiver



# Questions?

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