



## Facts About ...

### Adoption of COMAR 26.11.43

### Advanced Clean Trucks Program

6/16/25

Adoption of California's Advanced Clean Trucks Rule.

#### Purpose

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The purpose of this proposed action is to adjust language which clarifies compliance determinations and sales reporting requirements for vehicle manufacturers and add an additional certification pathway for medium-duty zero-emission vehicles. This will result in increased time for manufacturers to make up deficits, and prevent earned credits from being double counted under both the Advanced Clean Cars II and Advanced Clean Trucks rule.

#### Submission to EPA as Revision to Maryland's State Implementation Plan (SIP)

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The Advanced Clean Trucks Program will be submitted to the U.S. Environmental Protection Agency (EPA) for approval as part of Maryland's State Implementation Plan (SIP).

#### Background

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The Clean Air Act established the framework for controlling harmful emissions from mobile sources. At the time, California had already established its own emission standards for mobile sources, and so was granted the sole authority to continue adopting vehicle emission standards, so long as they were at least as protective as the standards set by EPA.

The harmful emissions from Medium- and Heavy-Duty Trucks (MHD) pose a serious threat to both public health and climate change. Recognizing this, California has adopted the Advanced Clean Trucks regulation that aims to reduce on-road emissions from the MHD Truck sector to a greater extent than the current EPA standards.

Section 177 of the Clean Air Act allows other states to adopt the California standards if they are identical. The Clean Trucks Act of 2023 requires the Maryland Department of the Environment (MDE) to exercise this authority and adopt regulations implementing the California Advanced Clean Truck Program in Maryland. MDE has adopted implementing regulations through incorporation by reference of the applicable California regulations.

There are several changes which MDE intends to adopt. Definitions under the program are specified, including battery-electric vehicles, hydrogen fuel-cell electric vehicles, incomplete vehicles, and secondary vehicle manufacturer. A vehicle is eligible to generate a deficit only once, which addresses the double-counting of Class 2b-3 vehicles under ACC II and ACT. Next, manufacturers are given a consecutive three-model year flexibility to make up a deficit for credits earned under the programs. Reporting and recordkeeping specifications are updated: data such as vehicle weight class, family name, identification of an incomplete/complete vehicle, and others are



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required. There is additional documentation required for retention of records, such as certain invoices, receipts, contracts, or purchase orders, registration information, and statements from secondary vehicle manufacturers. An additional flexibility asked for by the truck manufacturers allows vehicles to generate ZEV Credits when delivered for sale instead of when delivered to the ultimate purchaser as currently adopted. Last, the Zero-Emission Powertrain Certification Standard would be an optional certification pathway for medium-duty zero-emission vehicles.

#### Sources Affected and Location

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This regulatory program will apply to manufacturers that sell vehicles in Maryland that have a gross vehicle weight rating over 8,500 pounds.

#### Requirements

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Manufacturers are required to specify the vehicles counted towards compliance with each program so they are not double counted. Certain sales and vehicle data will be required for reporting and recordkeeping purposes.

#### Projected Emission Reductions

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There are no projected emission reductions associated with these proposed amendments.

#### Economic Impact on Affected Sources, the Department, other State Agencies, Local Government, other Industries or Trade Groups, the Public

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The Department does not believe this minor amendment will have any economic impact.

#### Economic Impact on Small Businesses

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The Department does not believe this minor amendment will have any economic impact.

#### Is there an Equivalent Federal Standard to this Proposed Regulatory Action?

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No.

#### Documents to be Incorporated by Reference

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The "California Standards and Test Procedures for New 2021 and Subsequent Model Heavy-Duty Zero-Emission Powertrains" procedure is incorporated by reference.