



Maryland
Department of
the Environment

Advanced Clean Trucks



July 29 2024 AQCAC Meeting
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Advanced Clean Trucks

- The Clean Trucks Act of 2023 required the Department to adopt California's Advanced Clean Trucks (ACT) Program in 2023.
- ACT is one of California's vehicle emission regulations.
 - California is the only state authorized to set vehicle emission standards
 - Section 177 of the Clean Air Act allows other states to adopt California's standards if they are identical.
- The regulation is currently set to take affect for the 2027 Model Year. The Clean Air Act requires two MY lead time for vehicle manufacturers.
 - Adopted through Incorporation by Reference the same way Clean Cars Program was adopted.

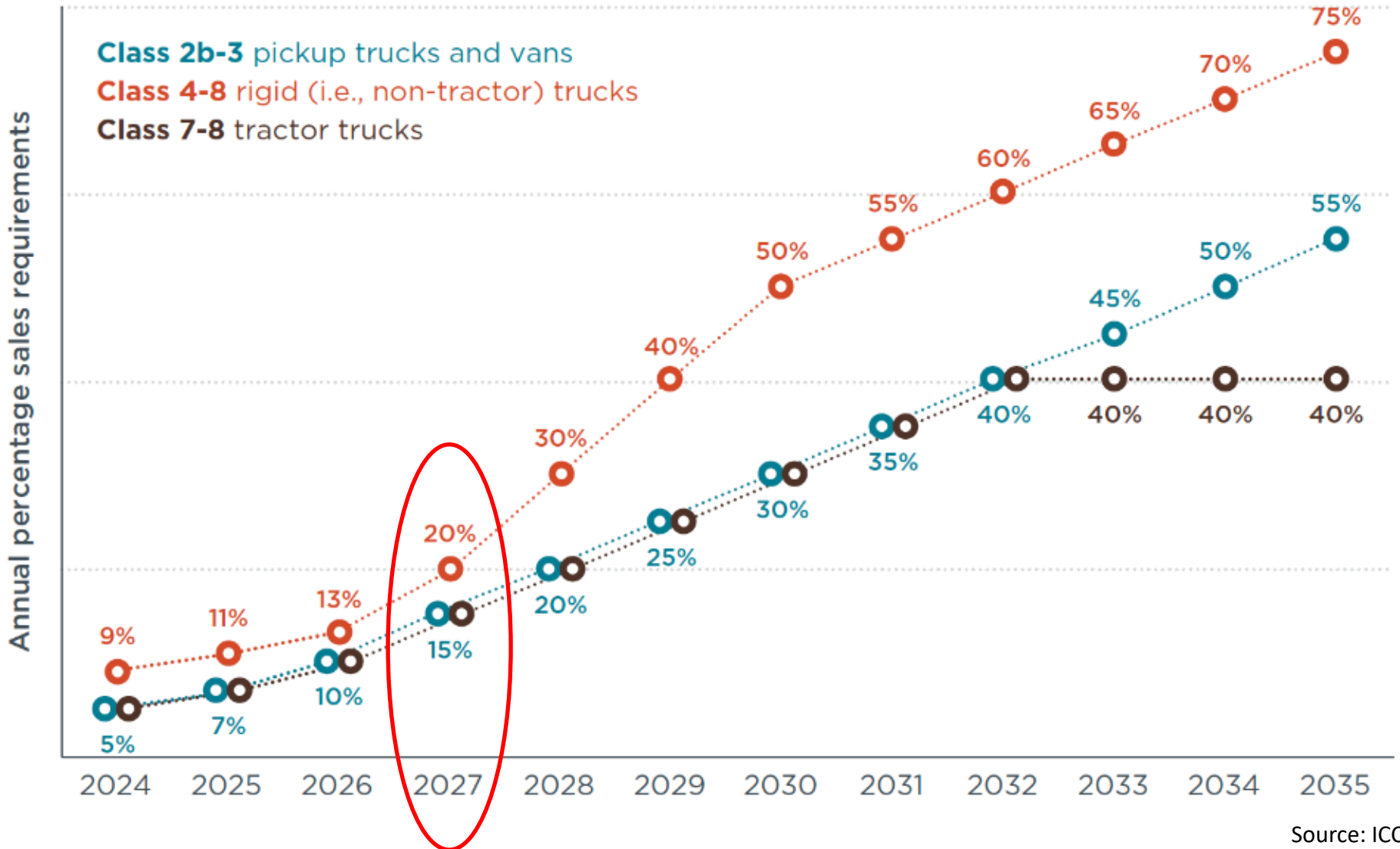


California ACT

- The Advanced Clean Truck (ACT) Regulation requires a growing percentage of medium- and heavy-duty vehicle sold to be zero emission.
 - Vehicles with a GVWR over 8,500 lbs.
 - Class 2b – Class 8 vehicles.
- ZEV sales are phased-in beginning in MY 2024 (2027 for MD) and increase through MY 2035, remaining constant thereafter.
- Similar credit, banking, and trading program as light-duty manufacturers have under the Advanced Clean Car.
















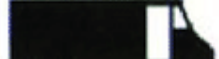










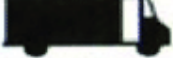




Advanced Clean Truck (ACT) Program





Medium/Heavy-Duty Trucks

 Minivan	 Utility van	CLASS 1 6,000 lb & less	 Bucket	CLASS 5 16,001 to 19,500 lb		
 Multi-purpose	 Full-size pickup		 City delivery		 Large walk-in	
 Minivan	 Utility van		 Beverage		 Single-axle van	
 Full-size pickup	 Step van		 School bus		 Rack	
 Walk-in	 Conventional van	CLASS 3 10,001 to 14,000 lb	 Refuse	CLASS 7 26,001 to 33,000		
 City delivery			 Furniture		 City transit bus	 Medium conventional
 Conventional van	 City delivery		 Dump		 Cement	
 Large walk-in		CLASS 4 14,001 to 16,000 lb	 Heavy conventional	CLASS 8 33,001 lb & over		
			 COE sleeper			



Regulatory Update

- As adopted, the ACT Regulation provided OEMs the opportunity to earn early action credits one year prior to implementation.
- The Department received comments expressing a desire for more lead-time to earn early action credits.
- CARB has also expressed a desire for adopting states to have additional lead-times beyond one year.
 - Most other 177 ACT states allow OEMs to earn credits at least two years prior to implementation.
- Regulatory change will allow OEMs to earn ZEV Credits under ACT for an additional year – starting with MY2025.



Regulatory Update

- Stakeholders asked for this change to allow them more opportunity to build up credit banks before program begins.
- Adding this flexibility will encourage OEMs to sell more EV trucks in Maryland starting with the 2025MY instead of prioritizing their deployment to other ACT states.
- Doesn't reduce the number of EV trucks required under the program.



COMAR 26.11.43.04

- MDE proposes to amend COMAR 26.11.43.04
- **.04 Applicability and Exemptions.**
 - A. Applicability.
 - (1) (text unchanged)
 - (2) Beginning with model year [2026] **2025**, any manufacturer that produces on-road vehicles over 8,500 pounds GVWR may generate, bank, and trade ZEV and NZEV credits pursuant to 13 CCR §1963.2, as incorporated by reference in this chapter.
 - (3) (text unchanged)
 - B. (text unchanged)



QUESTIONS?