

Clean Truck Rules Forum

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Overview

- Summary of Planned Action
- Background
- Temporary Rule versus Permanent Rule
- Proposed Temporary Rule Amendments
 - Heavy-Duty Omnibus Rule
 - Advanced Clean Truck Rule
- Next steps
- DEQ fleet transition support overview
- Questions and answers

Summary of Planned Action

- Temporary rule proposal – Nov. 21-22, EQC meeting
 - DEQ will propose to postpone Heavy-Duty Omnibus rule implementation until 2026
 - DEQ will propose to adopt recent California amendments to the Advanced Clean Truck (ACT) Rule
- DEQ will propose a permanent rule to adopt the above changes in 2025

Background

- What are the Clean Truck Rules?
- Why were these rules adopted?
- What has happened since the rules were adopted?



Who do these rules apply to?

- Manufacturers that offer new medium- and heavy-duty trucks and engines for sale in Oregon
- The rules do not apply to fleets
 - No specific fleet purchasing requirements

Temporary Rule versus Permanent Rule

- Temporary rule
 - Lasts for 180 days from effective date
 - No public notice, hearing or comment period
- Permanent rule
 - Requires public notice, hearing and comment period
 - Would replace temporary rule
- Why is DEQ proposing a temporary rule?
 - Remain consistent with California for the 2025 model year

Proposed Heavy-Duty Omnibus amendments

- Delay rule implementation until 2026
- Addresses manufacturer plans to severely restrict supply of new diesel engines
- Provides manufacturers and buyers compliance certainty in 2025
- Allows time for more Omnibus certified compliant engines to reach the market

Proposed Advanced Clean Truck Amendments

- California adopted Advanced Clean Truck rule amendments on 10/24/2024
- Proposed changes/flexibilities include:
 - Extends the compliance makeup period from one year to three years
 - Manufacturer compliance to be based on reported sales of vehicles delivered into the state instead of when vehicles reach the ultimate purchaser
- Allows manufacturers to certify to the Zero Emission Powertrain requirements

Next steps

- Convene rulemaking advisory committee in early 2025 to permanently adopt:
 - The ACT amendments
 - Omnibus delayed implementation until 2026
- Track any future California amendments to the Omnibus and Advanced Clean Truck rules

Medium and Heavy-Duty Vehicle Fleet transition support in 2025

Total medium- and heavy-duty incentives – \$35 million

- [Diesel Emissions Mitigation Grants](#) – \$8 million
- [Zero Emissions Rebates for Oregon Fleets](#) – \$17 million
- [Zero Emissions Vehicle Scrap and Replace](#) – \$6 million
- [Diesel Emission Reduction Act Grants](#) – \$1 million
- [Congestion Mitigation Air Quality Grants](#) – \$500,000
- [Clean Fuels Program](#) – market incentive for charging
- [Oregon Zero Emission Fueling Grants](#) – \$3 million

Discussion

Questions and answers

Truck Sales in Oregon

Reported Number of 2023 Vehicle Sales in Oregon

Manufacturer	Total Vehicle Sales in 2023	Total ZEV Sales in 2023	Total Tractor Sales in 2023	Total ZEV Tractor Sales in 2023
Autocar	55	-	-	-
Blue Bird	149	5	-	-
Daimler	332	17	968	6
Ford	4857	461	-	-
General Motors	2672	25	-	-
Green Power	-	3	-	-
Isuzu	576	-	-	-
Lightning eMotors	-	1	-	-
Mercedes	844	-	-	-
PACCAR	782	1	740	3
Rivian	-	1213	-	-
Stellantis	3008	-	-	-

Agency contacts

- Heavy-Duty Omnibus Rule:

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