



# Clean Truck Rules Forum

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Eric Feeley, Air Quality Planner

# Overview

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- Summary of Planned Action
- Background
- New Diesel Engine Requirements
  - Applicability and Legacy Engines
- Proposed rule updates – CARB Amendments
- Next Steps
- DEQ Fleet Transition Support Overview
- Questions and Answers

# Summary of Planned Action

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- DEQ will propose to postpone Heavy-Duty Low NOx Omnibus rule implementation until 2025
- Rationale for proposing this action:
  - Timing of final CARB amendments
  - Lack of legacy engine offset project criteria
  - Uncertainty over compliant engine availability
  - Ease ongoing restrictions on truck supply
- DEQ will propose a permanent rule to adopt the final CARB amendments in 2024

# Background

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



# New Diesel Engine Requirements (Omnibus)

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Lowers oxides of nitrogen (NOx) and Particulate Matter (PM) emissions

- First phase scheduled to start with engine model year 2024
  - DEQ temporary rule proposal would delay implementation until engine model year 2025
- Second phase scheduled to start with engine model year 2027
  - Clean Truck Partnership agreement aligns with EPA for 2027

# Who do these rules apply to?

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- 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

# Proposed Amendments – Legacy Engines

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- CARB proposed Omnibus amendments Aug 2023
- Current proposed changes/flexibilities:
  - Emissions neutral
  - Legacy engine offsets remain in place
  - Ability to certify and sell legacy engines prior to certifying an Omnibus compliant engine family
  - Can start any proposed and approved offset projects as early as 2024

# Next Steps

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- Formal notification
- Propose temporary rules to delay implementation of the Low NOx Omnibus rules until 2025
- Continue to work with CARB and engine manufacturers on the final CARB amendments
- Propose permanent rules in 2024 to:
  - solidify the temporary rule
  - adopt the final CARB amendments
- Track any CARB amendments to the ACT rules



# DEQ Transition Support

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- Diesel Emission Mitigation Grants – through 2027
- Diesel Emission Reduction Act (US EPA) Grants – ongoing
- Congestion Mitigation Air Quality Grants – ongoing
- Clean Fuels Program – credit market
- Oregon Zero Emission Fund – ZE infrastructure grants
- Future: Medium-duty vocational vehicle incentives (HB 2714)

Website: <https://www.oregon.gov/deq/air/programs/Pages/Diesel-Grants.aspx>

# Discussion

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Q and A

# Low NOx Omnibus Rule – Agency Contact

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Eric Feeley

Air Quality Planner

[eric.feeley@deq.oregon.gov](mailto:eric.feeley@deq.oregon.gov)

# Legacy Engine Sales – Current Rules

- Legacy engine provision for the transition to 75% lower NO<sub>x</sub>
  - 0.20g NO<sub>x</sub>/bhp-hr legacy (meets current 2023 standard) engines can be sold
  - Number of engines that can be sold is based on the fraction of total sales in Oregon
  - Additional emissions from these legacy engines must be offset
- Offsets would be applied in the following way:
  - ZEV credits can be used for MY 24 and 25.
  - Natural gas engine credits or other NO<sub>x</sub> credits
  - Other projects that reduce NO<sub>x</sub> that would have otherwise been emitted

# Legacy Engine Sales – Current Rules

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- Caps on allowable legacy engines
  - MY 2024: Up to 45% of total sold
  - MY 2025: Up to 25% of total sold

# Proposed CARB Amendments

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- Proposed new legacy engine caps (Option 1)
  - MY 2024: Up to 45% of total sold
  - MY 2025: Up to 25% of total sold
  - MY 2026: Up to 10% of total sold

# Proposed CARB Amendments

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- Proposed new legacy engine caps (Option 2)
  - Manufacturers that sell medium heavy-duty diesel engines
    - MY 2024 & 2025: Up to 60% of total sold
    - Combined cap for light heavy-duty and heavy heavy-duty diesel engines
      - MY 2024: Up to 15% of total sold
      - MY 2025: Up to 8% of total sold

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Contact: 800-452-4011 | TTY: 711 | [deqinfo@deq.state.or.us](mailto:deqinfo@deq.state.or.us)