

# ADVANCED CLEAN FLEETS REGULATION

The ACF Regulation is the California Air Resources Board's overall strategy to accelerate a large-scale transition to zero-emissions medium- and heavy-duty (M/HD) vehicles.

Which fleets does the ACF regulation affect?

- Trucks performing drayage operations at seaports and railyards
- State and local government agencies that own, lease, or operate one or more vehicles that have a gross vehicle weight rating (GVWR) greater than 8,500 pounds
- Federal government agencies that own, operate, or direct the operation of 1+ M/HD vehicle in California
- High priority fleets
  - Entities that own, operate, or direct at least one M/HD vehicle in CA, and that have either \$50 million+ in gross annual revenue, or that own, operate, or have common ownership or control of a total of 50+ vehicles

## ZEV Milestones

Percentage of Fleet Vehicles Required to be Zero-Emission	10%	25%	50%	75%	100%
Group 1: Box Trucks, Vans, 2 Axle Buses, Yard Tractors, Light-Duty Package Delivery Trucks	2025	2028	2031	2033	2035
Group 2: Work Trucks, Day Cab Tractors, 3 Axle Buses	2027	2030	2033	2036	2039
Group 3: Sleeper Cab Tractors & Specialty Vehicles	2030	2033	2036	2039	2042

What is the Model Year Schedule?

*Model Year Schedule:* Fleets must purchase only ZEVs beginning 2024 and, starting January 1, 2025, must remove internal combustion engine (ICE) vehicles at the end of their useful life as specified in the regulation.

What is the ZEV Milestone Option?

*ZEV Milestones Option (Optional):* Instead of the Model Year Schedule, fleets may elect to meet ZEV targets as a % of the total fleet starting with vehicle types that are most suitable for electrification.

- Allows fleets full flexibility to manage their fleet composition over the phase-in period.
- State & local government fleets may keep their existing vehicles past the end of the vehicle's useful life but must either follow a default zero-emissions purchase requirement or opt-in to the ZEV Milestones Option.
- As drayage trucks reach their minimum useful life, they will be required to transition to zero-emissions. All drayage trucks will be required to be zero-emissions by 2035.

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## WHAT ARE THE DIFFERENT COMPONENTS?

### High Priority & Federal Fleets

- May purchase either ZEVs or near-ZEVs, or a combination until 2035. Starting in 2035, only ZEVs will meet the requirements.
- These fleets must initially submit a compliance report by February 1, 2024, and comply with the Model Year Schedule or may elect to use the optional ZEV Milestones Option.

### Manufacturers Sales Mandate

- Manufacturers may sell only zero-emission medium- and heavy-duty vehicles starting in 2036.



### Drayage Fleets

- Beginning January 1, 2024, trucks must be registered in the CARB Online System to conduct drayage activities in California.
- Starting January 1, 2024, only zero-emission drayage trucks may register in the CARB Online System.
- All drayage trucks entering seaports and intermodal railyards will be required to be zero-emission by 2035.

### State & Local Government Fleets

- Including city, county, special district, and State agency fleets, are required to ensure 50% of vehicle purchases are zero-emission beginning in 2024 and 100% of vehicle purchases are zero-emission by 2027. An initial compliance report must be submitted by April 1, 2024.
- Small government fleets ( $\leq 10$  vehicles) and those in designated counties must start their ZEV purchases beginning in 2027.
- State and local government fleets may purchase either ZEVs or near-ZEVs, or a combination of ZEVs and near-ZEVs, until 2035. Starting in 2035, only ZEVs will meet the requirements.