



Revised ACT Language Increases Electric Truck Sales Targets Amidst Pandemic

The California Air Resources Board (CARB) last week issued revised [Advanced Clean Trucks \(ACT\) rule language](#), which increases the percentage of zero-emission vehicle sales in California across all vehicle groups from 2024 to 2030 and increases the percentage requirements from 2030 to 2035, rather than keeping them constant during that period. [In a recent interview](#), Chris Shimoda, CTA's VP of Government Affairs said there are looming questions about how the pandemic will impact businesses and their ability to invest in green fleets.

“There are some fears that this is going to be a lengthy recovery with depressed demand for some time,” Shimoda said of what he calls mostly a mom-and-pop owned trucking world. “There's just simply going to be less money in private budgets to make these kinds of expenditures and that does need to be reflected in CARB's planning.” He says it also may be unrealistic for the trucking industry to go electric so quickly, given that it's taken decades for passenger car sales to rise. The state has a goal of 5 million zero emission cars on roads by 2030, and as of February just over [700,000](#) had been sold since 2011. For the proposal to work, Shimoda says the trucking industry is “going to need state support, by way of incentives to buy what's going to be initially a more expensive truck.”

“It's disheartening to see regulations get stricter when the economy is in freefall and businesses are in survival mode,” Shimoda said, referring to the economic downturn prompted by the restrictions put in place to slow the spread of the coronavirus. “In the face of a generational recession, we'd urge the Air Board to exercise caution ([The New York Times](#)).” The rule is open for [public comment](#) through **May 28** and is expected to come up for a vote at CARB's June board meeting.