



Maryland
Department of
the Environment

The Clean Car Program 2022 Regulation Update



The Air Quality Control Advisory Council
June 13, 2022



The Maryland Clean Car Program

- Adopted in 2007 as required by passage of The Clean Cars Act of 2007.
- Adopts the California Advanced Clean Car Program (formerly known as the Low Emission Vehicle Program) in Maryland through Incorporation by Reference of the California Regulations.
- Applies to new motor vehicles registered in Maryland.



Regulatory Changes

- California is in the process of adopting new and more stringent light-duty vehicle emission standards.
 - Changes impact COMAR 26.11.34.02 Incorporation by Reference.
- The new standards build on the previously adopted Advanced Clean Car (ACC I) Standards (Model Year (MY) 2015 through 2025) that Maryland and several other states adopted in 2012.
 - Currently, 17 states have adopted all or part of California's Low Emission Vehicle (LEV) regulations.
- California's Advanced Clean Cars II (ACC II) standards focus on increasing the requirement for Zero Emission Vehicles (ZEVs) while providing flexibility for manufacturers to meet the program.



Regulatory Changes

- ACC II, like ACC I, includes emission standards for criteria pollutants from internal combustion engines (ICE).
 - Criteria pollutant standards prevent the potential backsliding that could occur in ICE vehicles as a result of more ZEVs in the fleet.
- ACC II will cover MY26-35 light-duty vehicles.
- The regulatory standards are not yet set by the California Air Resources Board (CARB). CARB held a public Board hearing on June 9, 2022.
 - A second Board hearing is scheduled for August 11, 2022 to finalize the regulations.



Regulatory Changes

- The Clean Air Act allows states to adopt California's vehicle emission standards so long as they are identical and are adopted with at least two MYs lead time.
- In order for Maryland to meet the two MYs lead time, Maryland must adopt ACC II by January 1, 2023.
- Once California has finalized the regulatory language for ACC II, Maryland can begin the process of adopting the regulation.



ZEV Program Flexibilities

- CARB plans to streamline the compliance approach to make it easier for manufacturers to comply with the more stringent requirements.
- ZEVs (Battery Electrics and Fuel Cells) and Plug-in Hybrid Electrics, with at least 50 miles of range, will earn ZEV credits.
- Manufacturers can take advantage of early action and historical credits, as well as a pooling mechanism to allow credits from one state to meet requirements in another.
- Banking and trading of credits is still allowed to provide more flexibility.
- No manufacturer has been fined for failing to meet the ZEV program credit requirement in any ZEV state. Many manufacturers currently have a surplus of credits available in the ZEV Credit Accounts.



Next Steps

- Once finalized by CARB, the Maryland Department of Environment (MDE) plans to bring the regulation back to AQCAC for approval this fall.
- MDE will move forward with a goal of adopting ACC II by the end of the calendar year to avoid missing the first year of implementation.
- Questions?