



15 July 2025

(25-4545)

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Committee on Technical Barriers to Trade

Original: English

NOTIFICATION

Addendum

The following communication, dated 14 July 2025, is being circulated at the request of the delegation of the United States of America.

Title: 2025 Updates to Oregon's Clean Truck Rules

Reason for Addendum:	
<input type="checkbox"/>	Comment period changed - date:
<input checked="" type="checkbox"/>	Notified measure adopted - date: 10 July 2025
<input type="checkbox"/>	Notified measure published - date:
<input checked="" type="checkbox"/>	Notified measure enters into force - date: 10 July 2025
<input checked="" type="checkbox"/>	Text of final measure available from ¹ : https://ormswd2.synergydcs.com/HPRMWebDrawer/RecordView/6332814 https://members.wto.org/crnattachments/2025/TBT/USA/final_measure/25_04590_00_e.pdf
<input type="checkbox"/>	Notified measure withdrawn or revoked - date: Relevant symbol if measure re-notified:
<input type="checkbox"/>	Content or scope of notified measure changed and text available from ¹ : New deadline for comments (if applicable):
<input type="checkbox"/>	Interpretive guidance issued and text available from ¹ :
<input type="checkbox"/>	Other:

Description: On 10 July 2025, the [Environmental Quality Commission](#) (EQC), the policy and rulemaking board for the [Oregon Department of Environmental Quality](#) (DEQ), adopted permanent rules for new medium- and heavy-duty vehicles across the state. This action replaces and ensures Oregon is aligned with recent changes to [California Air Resources Board](#) (CARB) [regulations](#). Oregon has chosen to follow California's [medium- and heavy-duty vehicle emission standards](#). The permanent rules take effect immediately.

The Clean Truck Rules were [originally adopted](#) in 2021. They are composed of two separate regulations:

- **[Oregon's Advanced Clean Trucks Rule:](#)** Also known as the "ACT Rule," it requires manufacturers to gradually sell a greater percentage of medium- and heavy-duty zero-

¹ This information can be provided by including a website address, a pdf attachment, or other information on where the text of the final/modified measure and/or interpretive guidance can be obtained.

emission vehicles in the state each year, starting with 2025 model year vehicles. Additional updates include the following:

- Increased Deficit Makeup Period – Manufacturers now have three years instead of one year to balance their zero-emission vehicle (ZEV) deficits (deficits accrued due to insufficient sales of ZEVs under the rules).
- New definition for how credits are generated – Manufacturers can now generate a credit based on a vehicle delivered for sale rather than to the ultimate purchaser in Oregon.
- Additional flexibility in 2026 for the cleanest Heavy Heavy-Duty (HHD) Engines - Specific HD Omnibus certified engines would not generate deficits in 2026 under the ACT Rule, easing compliance for manufacturers of the subject heavy heavy-duty internal combustion engine (ICE) trucks
- **Oregon's Heavy-Duty Engine and Vehicle Omnibus Rule:** Frequently referred to as the "Heavy-Duty Low NOx Omnibus Rule," it lowers emission standards for on-road, conventionally fueled, new heavy-duty vehicles and engines, specifically for oxides of nitrogen and fine particulate matter. It will now begin with engine model year 2027. At that time, DEQ will require engines in these vehicles to emit 90% fewer NOx emissions and 50% fewer PM5 emissions compared with 2023 engines.

The permanent rules do not ban the sale of new conventional diesel trucks, nor do they require dealers or businesses to purchase ZEV trucks.

In May of this year, DEQ [announced](#) it will use its enforcement discretion for the ACT Rule. The directive's goal is to provide temporary relief to manufacturers facing challenges in meeting zero-emission vehicle sales targets, and to businesses and fleet owners across the state in need of new conventional and ZEV trucks. It ensures continued availability of internal combustion engine trucks to meet market demands, while maintaining progress toward Oregon's environmental goals. The enforcement discretion does not affect the Heavy-Duty Low NOx Omnibus Rule.

Sign up through [DEQ's GovDelivery system](#) to receive the latest information on the Clean Truck Rules by email.
