



NOTIFICATION

Addendum

The following communication, dated 12 August 2024, is being circulated at the request of the delegation of the United States of America.

Title: Heavy-Duty Engine and Vehicle Omnibus Rule Update 2024

| Reason for Addendum: | |
|-------------------------------------|---|
| <input type="checkbox"/> | Comment period changed - date: |
| <input checked="" type="checkbox"/> | Notified measure adopted - date: 15 July 2024 |
| <input checked="" type="checkbox"/> | Notified measure published - date: 15 July 2024 |
| <input checked="" type="checkbox"/> | Notified measure enters into force - date: 15 July 2024 |
| <input checked="" type="checkbox"/> | Text of final measure available from ¹ : https://www.oregon.gov/deq/rulemaking/Pages/hddiesel2024.aspx https://members.wto.org/crnattachments/2024/TBT/USA/final_measure/24_05275_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 | Notified measure withdrawn or revoked - date: Relevant symbol if measure re-notified: |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 checked="" type="checkbox"/> | Other: Oregon's Department of Environmental Quality (DEQ) will hold a virtual meeting on Monday, 19 August 2024 to briefly describe the amendments, temporary use of enforcement discretion/no penalty justification, and DEQ's plan to propose new rule amendments. There will be an opportunity for the public to ask questions. |

Description: On 3 July 2024, Oregon DEQ Director Leah Feldon approved to delay implementation of the Heavy-Duty Low NOx Omnibus Rules for one year. The original Heavy-Duty Low NOx Omnibus Rules were adopted as part of the Clean Truck Rules by the Environmental Quality Commission in November 2021. They require conventionally fueled heavy-duty vehicle and engine manufacturers to meet tougher NOx and particulate matter emission standards, overhaul engine testing procedures and further extend engine warranties to ensure NOx and PM emissions are reduced over the lifetime of each new vehicle and engine. The Omnibus Rules will now go into

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.

effect with engine model year 2025. This action makes permanent a similar [temporary rule](#) the Environmental Quality Commission adopted on 16 November 2023.

Also, the new amendments include adoption of recent California [updates](#) that provide additional compliance flexibility to engine manufacturers. They include allowing engine manufacturers to sell a larger volume of new federally certified internal combustion engines, referred to as "legacy engines" in the rule. As one of 17 states that has adopted California's new on-highway vehicle and engine emission standards, Oregon DEQ must periodically and routinely align its rules to remain identical to California's as required by the federal [Clean Air Act](#).

The amendments went into effect on 15 July 2024.

As part of this announcement DEQ would like to share three additional items:

1. On a temporary basis, DEQ will not pursue enforcement or assess civil penalties for new school bus and solid waste collection vehicle engines that are sold or delivered for sale in Oregon in violation of:

- [OAR 340-261-0040](#) Requirement to Meet California Vehicle Emission Standards
- [OAR 340-261-0050](#) Incorporation by Reference, section (1), (2) and (3)
- [OAR 340-261-0070](#) Recalls

For more details on DEQ's use of enforcement discretion in this case, please see the recent [enforcement discretion and no penalty justification memorandum](#) and associated [Frequently Asked Questions](#).

2. DEQ intends to propose new rule amendments to create additional exemptions under the Omnibus Rules for school bus and solid waste collection vehicle engines.

During the recently completed rulemaking process, DEQ received comments regarding exempting certain vehicle sectors from the rules. The agency's decision to consider proposing new exemptions was informed by the following:

- Critical services provided by certain specialty sectors
- Current specialty vehicle market dynamics
- Historically low sales volumes within specialty sectors
- Engine manufacturer product plans and announcements
- Current and future supply of Omnibus-certified, heavy-duty engines
- Ability of specialty sector fleets to acquire legacy engines
- Delayed adoption of engine manufacturer emission upgrades within specialty vehicle sectors

DEQ plans to propose these amendments by the first quarter of 2025.

3. Oregon DEQ will hold a virtual meeting to briefly describe the amendments, its temporary use of enforcement discretion/no penalty justification and its plan to propose new rule amendments. There will be an opportunity for the public to ask questions on any of the above.

The meeting will be open to all members of the public.

Heavy-Duty Engine Emission Standard Updates (Omnibus Rule) Forum

Monday, 19 August 2024, [3:00 p.m. - 4:30 p.m.](#), [Pacific Time](#)

[Join via Zoom](#)

Join by phone: +1 253 215 8782 US (Tacoma) Toll Free: [888 475 4499](#)

Meeting ID: 811 3051 4480, Passcode: 051271

Instructions for joining webinar or teleconference: [Instructions](#)

Additional Information:

- Heavy-Duty Engine and Vehicle Omnibus Rule Update 2024 Rulemaking [webpage](#)
- Heavy-Duty Engine and Vehicle Omnibus Rule Update 2024 Rulemaking [Staff Report](#)

- Updated Medium- and Heavy-Duty Vehicle [FAQ](#) document
- [Oregon DEQ Clean Truck Rules 2021](#) web page

For more information about the recently adopted amendments or the public forum, please contact:

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