



GOBIERNO DEL ESTADO
LIBRE Y SOBERANO
DE BAJA CALIFORNIA

EJECUTIVO

No. de Oficio 204
No. Expediente 109/09

Mexicali, Baja California, Mexico
October 12, 2022

Ms. Liane Randolph
Chair, California Air Resources Board
1001 I Street #2828
Sacramento, CA 95814

Dear Ms. Randolph,

I am writing to you regarding the Advanced Clean Transportation Act (ACT) Regulation which will require an increasing percentage of trucks sold in California to be zero emissions by 2024 to help your state meet emission reduction targets.

The Mesa de Otay region in Tijuana and its next-door neighbor, Otay Mesa in California, are home to our states' largest commercial land port of entry with an estimated 7,000-8,000 truck crossings per day (northbound and southbound). Otay Mesa has a unique trucking community on both sides of the border, which travels to the maritime ports in the Los Angeles area and works with large manufacturers in our state. This dynamic makes some of our truckers -even small fleet operators- fall under the high priority fleet category and/or drayage categories which has ambitious transition timelines.

Baja California trade stakeholders have reached out to the State Government to express their concerns about the new regulation. We know that any manufacturer with its own truck fleet reporting annual revenues above \$50 million, and any carrier that services manufacturers in our state with over \$50 million in annual revenue, must add Zero Emission Trucks to their fleet starting in January of 2024. Most of the hundreds of manufacturers in our area have revenues above the \$50 million threshold.

Trucks that belong to manufacturers or carriers in our state and enter the maritime ports of Los Angeles and Long Beach, regardless of the fleet size, must comply with the drayage regulations that require new trucks to be Zero Emission by January 1, 2024.



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Many fleet operators use natural gas in Baja California. They did this in part to comply with the existing Truck and Bus Rule. However, natural gas-powered trucks are not considered ZE vehicles in the proposed legislation.

From the charging infrastructure perspective, we have a great challenge in front of us because there are currently no ZEV charging stations in Baja California. It is our intent to work with private enterprise to ramp up this infrastructure effort, but it will require many months of planning and investment.

The Baja California Government is a proponent of the transition to ZEVs. I believe in incorporating renewable energy into our supply chains, our industries, and our communities in the coming years and decades. Our push for creative industry growth is part of our commitment to healthy innovation for all.

I believe it is important to enhance our collaboration with California on such an important topic by generating additional invaluable dialogue with regional binational organizations and business associations in Baja California that will be directly affected by ACT. We are confident that these organizations' questions, requests, and proposals will be constructive and thereby enrich our binational dialogue so that the transition to ZEVs is done in the most practical and efficient way.

I would truly appreciate your willingness to discuss this very important topic with the Baja California Government and important stakeholders whose livelihood depends on trade. Managing our supply chains with California will be critical to our competitiveness as a state and as a binational region.

Sincerely,


Marina Del Pilar Avila Olmeda
Governor of the State of Baja California

Gobierno del Estado de Baja California
Coordinación de Gabinete

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C.c. Alfredo Álvarez Cárdenas, Gabinete Coordinador Estado de Baja California
C.c. C.c. Kurt Honold Morales, Secretary of the Economy and Innovation
C.c. Archivo