

**Oral Comments of Tom Swenson
Director, Global Regulatory Affairs, Cummins Inc.**

**Public Hearing to Consider Amendments to the Advanced Clean Trucks Regulation and
the Zero-Emission Powertrain Certification Test Procedure
California Air Resources Board Meeting, October 24, 2024**

Chair Randolph and members of the Board, thank you for the opportunity to provide comments on the proposed amendments. My name is Tom Swenson, and I am a Director in Global Regulatory Affairs at Cummins. Cummins is committed to partnering with CARB and all stakeholders as we all work together to transition toward a zero emissions future.

In 2022 Cummins was the first company to receive a CARB Executive Order for a 50 mg NOx Omnibus-compliant engine family, and in 2023 we received our first of a series of CARB “ZEP Certs” for our Accelera battery-electric zero-emissions powertrains. This summer we added another engine family to our 50 mg lineup, and we are on track for additional medium- and heavy-duty 20-50 mg engine families in 2025, 2026, and 2027. Under CARB’s Omnibus Legacy engine emissions offset provisions, we have been successful at purchasing California ZEV-generated NOx and PM emissions credits from about half a dozen different ZEV OEMs, and we appreciate CARB’s October 10th, 2024 approval of our mitigation plan for California disadvantaged community projects to offset Legacy engine emissions. The regulatory certainty of that approval already has allowed us to improve engine availability in California for 2025.

Cummins supports the package of amendments proposed today. The amendments will improve engine availability for 2025 and 2026. However, we believe additional actions will be necessary to help ensure *sufficient* engine availability. Cummins offers the following recommendations:

- In today’s ACT proposal, expansion of the cleanest engines amendment to all 50 mg engines for 2025 in addition to 2026.
- Additional action to provide ACF fleets flexibility to preferentially operate vehicles with those cleanest engines within their California fleets. That would drive additional reductions from in-state and out-of-state fleets operating in California.
- Additional action to extend the Omnibus Legacy cap adjustments through 2026, which will help ensure sufficient medium-heavy engine availability without increasing emissions.
- Additional action to allow all manufacturers to CARB-certify Legacy engines in 2026 for out-of-state sales. That would drive additional CARB Emissions Warranty and CARB Clean Idle compliance, which would benefit communities nationwide.

Finally, we urge CARB to continue the practice of meeting with engine manufacturers, vehicle OEMs, dealers and fleets to understand the practical implementation issues we are facing, as we all work to comply with the recent suite of CARB on-highway engine, vehicle, and fleet regulations. Please also consider scheduling an early 2025 Board Meeting in case any additional actions would require near-term Board approval. Thank you for your consideration. #partnership