

DRAFT - CA PHASE 2 PROPOSED CREDIT TRACKING

CA Proposed Credit Tracking Template

Possible Cases	Description	CA tracking required
1	Differences A to C do not apply to mfr	None required - using federal volumes, credits is sufficient
2	Difference A applies to mfr	In addition to federal report, CA-specific credit tracking is required - Credits generated from CA difference to be used for averaging, banking and trading (ABT) in CA only
3	Difference B applies to mfr	In addition to federal report, CA-specific credit tracking is required - Deficit due to CA difference could be compensated by use of ABT of CA credits or ABT of federal credits (federal credits could be impacted by CA deficit resolution)
4	Difference C applies to mfr	

Potential CA Differences

A-Low GWP refrigerant extra credit available

B-Custom chassis option not available for transit buses

C-Additional requirement to get hybrid advanced tech credits (no NOx increase, meet AER/HVIP ePTO)

EXAMPLE CALIFORNIA ABT Report
(For Model year 2023)

Case 2 - Low GWP Refrigerant Extra Credit
Each manufacturer enters a row for each family/subfamily produced in CA, where the credits are generated

MODEL YEAR 2023 ABT SUMMARY

** "Subfamily" is a group of vehicle configurations that have the same FEL

Vehicle Family	Subfamily	Ave Set	MY	Subcategory	CA Projected Sale Volume (Units)	Useful Life (years)	Low GWP Refrigerant Credit (Mg)	CREDIT BALANCE FAMILY (Mg)	COMMENT
									These low GWP refrigerant credits can be used for ABT in CA

NET BALANCE OF CALIFORNIA EMISSION CREDITS

2022 CREDIT BALANCE (FINAL)				
Averaging Set	2021 CA BANKED CREDITS	2022 CA BANKED CREDITS	2023 CA CREDIT BALANCE	COMMENT
				These 2023 MY GWP refrigerant credits can be used in CA only

CA CREDIT BALANCE (FINAL)			
Averaging Set	2021 CA BANKED CREDITS	2022 CA BANKED CREDITS	2023 CA BANKED CREDITS
HHDV			

These banked low GWP credits will follow credit banking expiration provision specified in federal Phase 2: Low GWP credits have an expiration date of five model years after the year in which the credits are generated

DRAFT - CA PHASE 2 PROPOSED CREDIT TRACKING

EXAMPLE CALIFORNIA ABT Report
(For Model year 2023)

Case 3 - Custom Chassis Option not Available for Transit Buses
Each manufacturer enters a row for each family/subfamily produced in CA affected by this CA difference (i.e., transit bus families that are certified to federal custom chassis provisions)

MODEL YEAR 2023 ABT SUMMARY

**Emission credits (Mg)=(Std-FEL) x (Payload) x (volume) x (UL) / (1x10^6)
** "Subfamily" is a group of vehicle configurations that have the same FEL

Vehicle Family	Subfamily	Ave Set	MY	Subcategory	Standard (g/ton-mile)	CO2 FEL (full GEM) (g/ton-mile)	CA Projected Sale Volume (Units)	Useful Life (miles)	Conventional Credit / Deficit (Mg)	CREDIT BALANCE FAMILY (Mg)	COMMENT
											Deficit - transit buses certified with more stringent std in CA (primary fed. vocational std)

Federal Custom Chassis Provision (Transit Buses)				COMMENT
Custom Chassis Std g/ton-mile	CO2 FEL (Simplified GEM) g/ton-mile	Fed. Custom Chassis Credit Mg	Total Fed. Custom Chassis Credit Mg	
				Mfr has to retire these custom chassis credits in the federal report

NET BALANCE OF CALIFORNIA EMISSION CREDITS

CA BANKED CREDIT (Pre-CA Deficit Resolution)					
Averaging Set	2021 CA BANKED CREDITS	2022 CA BANKED CREDITS	2023 CA BANKED CREDITS	2023 CA CREDIT BALANCE	COMMENT

Federal Credit (Pre-CA Transaction)	2022 MY			2023 MY		
	Generated federal credits	Purchased federal credits	Total	Generated federal credits	Purchased federal credits	Total
Averaging Set						

Federal Custom Chassis Credit (Pre-CA Transaction)		
Transit Bus Custom Chassis Category	2022 MY	2023 MY
Other Bus HHD		

Credit Transfer Record				
Averaging Set	Credit Transfer	Comment (where to where)	2023 MY Credit Balance	Comment
2022 MY				
				Mfr is required to show proof of banked federal credits used and traded (if purchased credits, show from what mfr, trading paperwork) - Federal credits that would not be allowed under CA program (such as those generated through custom chassis provisions, or PHEVs that have NOx increase and/or do not meet AER requirement) cannot be used to offset CA deficits - The federal credits used to compensate for CA deficit need to be retired in the federal report
Total				
2023 MY				
Total				

CA CREDIT BALANCE (FINAL)			
Averaging Set	2021 CA BANKED CREDITS	2022 CA BANKED CREDITS	2023 CA BANKED CREDITS
HHDV			

MANUFACTURER CREDIT BALANCE WITH U.S. EPA: FEDERAL CREDIT BALANCE (FINAL)			
Averaging Set	2021 FED BANKED CREDITS	2022 FED BANKED CREDITS	2023 FED BANKED CREDITS

MANUFACTURER CREDIT BALANCE WITH U.S. EPA: FEDERAL CUSTOM CHASSIS CREDIT BALANCE (FINAL)			
Custom Chassis Category	2021 FED CUSTOM CHASSIS BANKED CREDITS	2022 FED CUSTOM CHASSIS BANKED CREDITS	2023 FED CUSTOM CHASSIS BANKED CREDITS
Other Bus HHD			

EXAMPLE CALIFORNIA ABT Report
(For Model year 2023)

Case 4 - Additional requirement to get hybrid advanced tech credits (no NOx increase, etc.)
Each manufacturer enters a row for each family/subfamily produced in CA affected by this CA difference (i.e., PHEV families that have NOx increase, and/or do not meet AER/HVIP ePTO)

MODEL YEAR 2023 ABT SUMMARY

**Emission credits (Mg)=(Std-FEL) x (Payload) x (volume) x (LU) / (1x10^6)
** "Subfamily" is a group of vehicle configurations that have the same FEL

Vehicle Family	Subfamily	Ave Set	MY	Subcategory	Standard	CO2 FEL	CA Projected Sale	Useful Life	Conventional Credit	NOx Increase?	Meet AER?	Meet HVIP ePTO?	Multiplier PHEV=3.5 (if no NOx increase and meet AER/ePTO), = 1 (if NOx increase), =1.5 (if no NOx increase but do not meet AER/ePTO)	AT Credit (Mg)	AT Credit under CA Program	AT Credit under Federal Program	COMMENT
					(g/ton-mile)	(g/ton-mile)	Volume (Units)	(miles)	(Mg)	(Yes or No)	(Yes or No)	(Yes or No)		(Mg)	(Mg)	(Mg)	
																	There would be less ACT credits than under federal Phase 2 if mfrs do not meet CA requirement for PHEV

NET BALANCE OF CALIFORNIA EMISSION CREDITS

Averaging Set	CA BANKED CREDIT (Pre-CA Deficit Resolution)			2023 PHEV CREDIT DEFICIT DUE TO CA DIFFERENCE	COMMENT
	2021 CA BANKED CREDITS	2022 CA BANKED CREDITS	2023 CA BANKED CREDITS		
					Mfrs have two options - 1) Use CA credits or federal credits to make up for the deficit, -OR- 2) Retire these credits in the federal report. * Example of each option is shown below

OPTION 1 - Use CA credits or federal credits to make up for the deficit

Federal Credit (Pre-CA Transaction)	2022 MY			2023 MY		
	Generated federal credits	Purchased federal credits	Total	Generated federal credits	Purchased federal credits	Total
Averaging Set						

Credit Transfer Record

Averaging Set	Credit Transfer	Comment (where to where)	2023 MY Credit Balance	Comment
	2022 MY			Mfr is required to show proof of banked federal credits used and traded (if purchased credits, show from what mfr, trading paperwork) - Federal credits that would not be allowed under CA program (such as those generated through custom chassis provisions, or PHEVs that have NOx increase and/or do not meet AER requirement) cannot be used to offset CA deficits - The federal credits used to compensate for CA deficit need to be retired in the federal report
Total				
	2023 MY			
Total				

CA CREDIT BALANCE (FINAL)			
Averaging Set	2021 CA BANKED CREDITS	2022 CA BANKED CREDITS	2023 CA BANKED CREDITS
HHDV			

MANUFACTURER CREDIT BALANCE WITH U.S. EPA: FEDERAL CREDIT BALANCE (FINAL)			
Averaging Set	2021 FED BANKED CREDITS	2022 FED BANKED CREDITS	2023 FED BANKED CREDITS
HHDV			

OPTION 2 - Retire CA PHEV credit deficit in the federal report

Federal Credit (Pre-CA Transaction)	2022 MY			2023 MY		
	Accrued federal credits	Purchased federal credits	Total	Accrued federal credits	Purchased federal credits	Total
Averaging Set						

CA CREDIT BALANCE (FINAL)			
Averaging Set	2021 CA BANKED CREDITS	2022 CA BANKED CREDITS	2023 CA BANKED CREDITS

MANUFACTURER CREDIT BALANCE WITH U.S. EPA: FEDERAL CREDIT BALANCE (FINAL)			
Averaging Set	2021 FED BANKED CREDITS	2022 FED BANKED CREDITS	2023 FED BANKED CREDITS