



2 October 2025

(25-6316)

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Committee on Technical Barriers to Trade

Original: English

NOTIFICATION

Revision

The following notification is being circulated in accordance with Article 10.6.

1. Notifying Member: UNITED STATES OF AMERICA If applicable, name of local government involved (Articles 3.2 and 7.2): State of California
2. Agency responsible: Environmental Protection Agency, California Air Resources Board (CARB); State of California
3. Notified under Article 2.9.2 [], 2.10.1 [], 5.6.2 [], 5.7.1 [], 3.2 [X], 7.2 [], Other:
4. Products covered (HS codes or national tariff lines. ICS numbers may be provided in addition, where applicable): Heavy-duty engines; Environmental protection (ICS code(s): 13.020); Air quality (ICS code(s): 13.040); Special purpose vehicles (ICS code(s): 43.160)
5. Details of notified document(s) (title, number of pages and languages, means of access): Proposed Amendments to the On-Road Heavy-Duty Engine and Vehicle Omnibus, Low Carbon Fuel Standard Regulations, and to Permanently Adopt the Emergency Vehicle Emissions Regulations; (171 page(s), in English), (39 page(s), in English) Link to notified document(s) and/or contact details for agency or authority which can provide copies upon request: https://members.wto.org/crnattachments/2025/TBT/USA/25_06642_00_e.pdf https://members.wto.org/crnattachments/2025/TBT/USA/25_06642_01_e.pdf
6. Description of content: The proposal for the On-Road Heavy-Duty Engine and Vehicle Omnibus regulation (called "Omnibus" because it contains many elements) was presented at the August 2020 Board Hearing of the California Air Resources Board (CARB or Board). Given that the trucking sector was the largest contributor to smog forming oxides of nitrogen (NOx) emissions in California, the proposal included a comprehensive set of requirements to reduce emissions from heavy-duty (HD) trucks. These requirements included many elements such as more stringent NOx and particulate matter (PM) emission standards, enhanced in-use testing procedures, a new certification test cycle representative of stop and go operations in heavy traffic conditions, longer useful life (UL) periods that better represent real life trucking operations, and longer warranty periods that would ensure more reliable trucks operating on California roadways. The Omnibus regulation established a significant set of requirements designed to ensure that NOx emissions from heavy-duty engines (HDE) are significantly reduced from the time the vehicle/engine is first sold until the end of its UL.

The Omnibus regulation was designed to implement stringency in three separate steps. The first set of emission standards and requirements were designed to go into effect in model year (MY) 2024. The second set of requirements would become effective in 2027 MY, and the final step of the regulation would be implemented in 2031 MY. With each step of the program, the stringency of the emission standards and other requirements would increase.

CARB is proposing these Omnibus amendments, LCFS amendments, and permanent adoption of its Emergency Vehicle Emissions Regulations together as one rulemaking for administrative efficiency, but the Omnibus and Associated Amendments, LCFS Amendments, and Emergency Vehicle Emissions Regulations are three separate regulatory items proposed for approval.

CARB will conduct a public hearing at the date and time noted below to consider approving proposed amendments to the On-Road Heavy-Duty Engine and Vehicle Omnibus Regulation, the Low Carbon Fuel Standard (LCFS), and to propose permanently adopting the Emergency Vehicle Emissions Regulations that CARB previously noticed as an emergency rulemaking on 15 September 2025.

Date: 20 November 2025

Time: [9:00 a.m. \(Pacific Time\)](#)

In-Person Location: California Air Resources Board Byron Sher Auditorium 1001 I Street, Sacramento, California 95814

Remote Option: Zoom This public meeting may continue at [9:00 a.m. \(Pacific Time\)](#) on 21 November 2025.

Please consult the public agenda, which will be posted ten days before the 20 November 2025, Board Meeting, for important details, including the day on which this item will be considered and how the public can participate via Zoom if they choose to be remote.

The public comment period for this regulatory action will begin on 26 September 2025. Written comments not submitted during the hearing must be submitted on or after 26 September 2025, and received no later than 10 November 2025. Comment form at <https://carb.commentinput.com/?id=6947kUZ3F>

7. Objective and rationale, including the nature of urgent problems where applicable: Protection of the environment

8. Relevant documents:

On-Road Heavy-Duty Engine and Vehicle Omnibus, Low Carbon Fuel Standard, and Emergency Vehicle Emissions Regulations:
<https://ww2.arb.ca.gov/rulemaking/2025/orhdomnibus>

Notice of Public Hearing to Consider Proposed Amendments to the On-Road Heavy-Duty Engine and Vehicle Omnibus, Low Carbon Fuel Standard Regulations, and to Permanently Adopt the Emergency Vehicle Emissions Regulations:
<https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2025/orhdlcfs/notice.pdf>

[Notice of Public Hearing \(Deadline to Submit Public Comments: 10 November 2025, or at the Public Hearing.\)](#)

[Staff Report: Initial Statement of Reasons](#)

[Appendix A-1: Proposed Amendments to Omnibus Title 13 Regulation Order](#)

[Appendix A-1-1: ~\(accessible Word version\)~](#)

[Appendix A-2: Proposed New Section to Omnibus Title 13 Regulation Order](#)

[Appendix A-3: Proposed Amendments to Title 13 Sections for the Emergency Vehicle Emissions Regulation](#)

[Appendix A-3-1: ~\(accessible Word version\)~](#)

[Appendix A-4-1: Proposed Adoption of Title 13 Sections for the Emergency Vehicle Emissions Regulation](#)

[Appendix A-4-2: Proposed Adoption of Title 13 Sections for the Emergency Vehicle Emissions Regulation](#)

[Appendix A-5: Proposed Amendments to Title 17 Sections for the Emergency Vehicle Emissions Regulation](#)

[Appendix A-5-1: ~\(*accessible Word version*\)~](#)

[Appendix A-6: Proposed Adoption of Title 17 Sections for the Emergency Vehicle Emissions Regulation](#)

[Appendix A-7: Proposed LCFS Amendments to Title 17 Regulation Order](#)

[Appendix A-7-1: ~\(*accessible Word version*\)~](#)

[Appendix B-1: Proposed Amendments to California Exhaust Emission Standards and Test Procedures for 2004 Through 2026 Model Heavy-Duty Diesel Engines and Vehicles](#)

[Appendix B-1-1: ~\(*accessible Word version*\)~](#)

[Appendix B-2: Proposed Amendments to California Exhaust Emission Standards and Test Procedures for 2004 Through 2026 Model Heavy-Duty Otto-Cycle Engines and Vehicles](#)

[Appendix B-2-1: ~\(*accessible Word version*\)~](#)

[Appendix B-3: Proposed New California Exhaust Emission Standards and Test Procedures for 2027 and Subsequent Model Heavy-Duty Engines, Vehicles and Hybrid Powertrains](#)

[Appendix B-3-1: ~\(*accessible Word version*\)~](#)

[Appendix B-4: Proposed Amendments to California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles, amended October 21, 2014](#)

[Appendix B-4-1: ~\(*accessible Word version*\)~](#)

[Appendix B-5: Proposed Amendments to California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Otto-Cycle Engines and Vehicles, amended October 21, 2014](#)

[Appendix B-5-1: ~\(*accessible Word version*\)~](#)

[Appendix B-6: California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles, amended December 6, 2012](#)

[Appendix B-7: California Test Procedures for Evaluating Substitute Fuels and New Clean Fuels in 2015 and Subsequent Years, adopted March 22, 2012](#)

[Appendix B-8: California 2015 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, amended December 6, 2012](#)

[Appendix B-9: California Exhaust Emission Standards and Test Procedures for 2018 and Subsequent Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes, amended September 3, 2015](#)

[Appendix B-10: California Refueling Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles, amended March 22, 2012](#)

[Appendix B-11: California Non-Methane Organic Gas Test Procedures for 2017 and Subsequent Model Year Vehicles, adopted September 2, 2015](#)

[Appendix B-12: California Greenhouse Gas Exhaust Emission Standards and Test Procedures for 2014 and Subsequent Model Heavy-Duty Vehicles, adopted October 21, 2014](#)

[Appendix B-13: California Interim Certification Procedures For 2004 and Subsequent Model Hybrid-Electric and Other Hybrid Vehicles in the Urban Bus and Heavy-Duty Vehicle Classes, amended October 21, 2014](#)

[Appendix B-14: California Non-Methane Organic Gas Test Procedures for 1993 Through 2016 Model Year Vehicles, amended September 2, 2015](#)

[Appendix C-A-1: Purpose and Rationale for Proposed Amendments to Title 13 Regulation Order for Omnibus](#)

[Appendix C-A-2: Purpose and Rationale for Proposed New Section to Title 13 Regulation Order for Omnibus](#)

[Appendix C-B-1: Purpose and Rationale for Proposed Amendments to the Heavy-Duty Diesel Engine Test Procedures: California Exhaust Emission Standards and Test Procedures for 2004 Through 2026 Model Heavy-Duty Diesel Engines and Vehicles](#)

[Appendix C-B-2: Purpose and Rationale for Proposed Amendments to the Heavy-Duty Otto Cycle Engine Test Procedures: California Exhaust Emission Standards and Test Procedures for 2004 Through 2026 Model Heavy-Duty Otto-Cycle Engines and Vehicles](#)

[Appendix C-B-3: Purpose and Rationale for Proposed New Heavy-Duty Engine Test Procedures: California Exhaust Emission Standards and Test Procedures for 2027 and Subsequent Model Heavy-Duty Engines, Vehicles and Hybrid Powertrains](#)

[Appendix D: Costs and Economic Impacts Assessment](#)

[Appendix E: Emissions Inventory Methods and Results](#)

[Appendix F: Supplement to Initial Statement of Reasons – Proposed Low Carbon Fuel Standard Amendments \(includes Purpose and Rationale for Proposed Amendments to the Low Carbon Fuel Standard Regulation\)](#)

[Appendix G: Supplement to Initial Statement of Reasons – Proposed Emergency Vehicle Emissions Regulations](#)

9. Proposed date of adoption: To be determined

Proposed date of entry into force: To be determined

10. Provision of comments

Final date for comments: 10 November 2025

[] 60 days from notification

WTO Members and their stakeholders are asked to submit comments to the [USA TBT Enquiry Point](#) by or before [4pm Eastern Time](#) on 10 November 2025. Comments received by the USA TBT Enquiry Point from WTO Members and their stakeholders will be shared with CARB if received within the comment period.

Contact details of agency or authority designated to handle comments regarding the notification:

Please submit comments to: USA WTO TBT Enquiry Point, Email: usatbtep@nist.gov