



## KEEP CALIFORNIA MOTORISTS SAFE

### Opposition to U.S. EPA Waiver for California's Low-Nox Regulations Decision Threatens Towing Jobs and Emergency Services

**December 18, 2024 (Sacramento):** In response to the U.S. Environmental Protection Agency's decision to grant California a waiver to enforce its Omnibus Low-NOx regulations, the following statement was released by a coalition of California towing and recovery truck businesses.

"California's heavy-duty truck regulations are not functioning as intended. Many towing services in California don't have access to new combustion engines, which will force many of them out of business as the production and sale of tow trucks comes to a full stop," said Marko Mlikotin, spokesperson for a coalition of towing and recovery truck business owners. "The Biden Administration's decision to grant California a waiver will come at the expense of jobs in states that have adopted technologically and economically infeasible regulations, and millions of motorists that depend on the towing industry for emergency roadside services."

There are [movements in ten states](#) that adopted California's Advanced Clean Trucks (ACT) regulation or Omnibus regulation to delay the implementation or forgo enforcement of rules for medium-duty (MD) and heavy-duty (HD) trucks. In November, Oregon delayed its Omnibus regulation under an emergency rule from 2025 to 2026. The New Jersey legislature is reviewing bi-partisan measures to delay the Omnibus Rule to 2027.

In 2023, the California Air Resources Board (CARB) approved what the Newsom Administration characterized as a ["nation-leading regulation"](#) to phase out the sales of medium—and heavy-duty combustion engines, which took effect in January 2024. The regulation began a several state effort to transition America's trucking industry to Zero-Emission Vehicles (ZEVs) by 2035. Since the ACT and Omnibus regulations increased stringency this year, the importation of medium—to heavy truck combustion engine chassis to California has [declined dramatically](#). The ACT and Omnibus regulations cut off the supply of combustion engine trucks before truck manufacturers produced alternatives that meet a tow truck's range, performance, and safety standards.

In a [September 25, 2024 memo](#), CARB staff acknowledged that the regulations affect the importation of combustion engine chassis. The impact to the market is so severe that CARB's Executive Officer announced to the CARB Board that they would not be

enforcing major provisions of the Omnibus regulation. However, no change in the market for trucks has occurred, leading other states to reexamine their willingness to place their small businesses in the same situation as what California's small businesses are suffering.

The lack of inventory is more acute for approximately 4,700 towing and recovery truck companies in California. When tow and recovery trucks constitute less than 1% of California's commercial truck sales, truck manufacturers do not prioritize producing such highly specialized trucks.

Public safety agencies widely recognize California towing and recovery drivers as part of the roadway safety network that supports motorists and first responders. They prioritize motorists' safety by providing reliable roadside assistance 24/7, helping first responders, and clearing over 1,200 road accidents and 2,400 mechanical breakdowns daily. Their public importance was underscored during the COVID-19 pandemic when Governor Newsom deemed towing and recovery truck workers part of California's "Essential Critical Infrastructure Workforce."

Keep California Motorists Safe is a coalition of small businesses, truck drivers, and motorists. To view an explainer video and to learn more, visit [www.casaferoads.com](http://www.casaferoads.com).

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