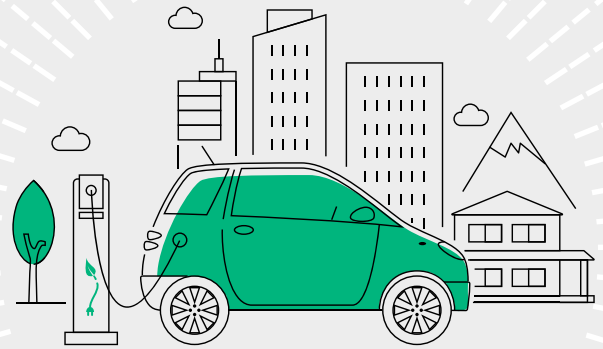


## California:

# Raising ZEV ambition and streamlining the infrastructure permitting process



**100% ZEV sales target for  
all passenger vehicles  
by**

# 2035

**California has a long history of strong leadership in climate action and the deployment of zero emission vehicles. A low-carbon transport system is essential to ensure that California meets its ambitious climate and air quality goals, as transport is the largest contributor to the emission of greenhouse gases and harmful pollutants in the jurisdiction.**

The COVID-19 pandemic has brought many challenges, including rising unemployment and a massive reduction in public budgets. Prior to COVID-19, California's budget was on track to accelerate public investment into zero emission vehicle deployment, but times have changed and California is having to adapt. In spite of the clear challenges, Governor Gavin Newsom announced on 23 September ([Executive Order N-79-20](#)) new ambitious targets to reach 100% ZEV for in-state sales of all passenger vehicles by 2035; 100% of all medium and heavy-duty vehicles are ZEVs by 2045, where feasible, and by 2035 for drayage trucks; and 100% ZEV off-road vehicles and equipment by 2035, where feasible. This will have



**California**  
Population: 39,560,000  
GDP: \$3,000 billion



We are not being serious about the issue of climate change unless we are serious about radically changing our transportation system... We've got to implement, we've got to manifest... 'Later' is over.

**Gavin Newsom,**  
Governor of California

a significant impact on the reduction of localised greenhouse gas emissions and harmful air pollutants.

Increasing ZEV roll out means there must be an associated investment in supportive infrastructure, and California is prioritising the development of charging and fuelling points at gas stations and other strategic locations across the state. In July 2019, the California Governor's Office of Business and Economic Development (GO-Biz) released the [Electric Vehicle Charging Station Permitting Guidebook](#), followed soon after by the September 2020 [Hydrogen Station Permitting Guidebook](#). Both documents strive to create streamlined approaches to the planning, permitting, installation, and operation of electric vehicle charging stations, hydrogen fuelling stations, and other supporting equipment.

These approaches are applicable to cities, counties, and developers, setting guidelines to help them work together, minimising costs as much as possible and ensuring faster deployment to pave the way to increasing ZEV adoption. The state continues to work proactively with all stakeholders to implement best practice.

**Following the COVID-19 crisis, California is raising its ambition but also focusing on more low-cost solutions to electric vehicles. While the goal of 100% ZEV sales by 2035 is still front of mind, it is essential that the state also deals with the immediate effects of the pandemic and assists residents in getting back to work.**

Making the installation of ZEV charging and fuelling infrastructure as straightforward and consistent as possible is key to helping ZEVs reach their true market potential and improving the challenging regulatory constraints on California for environmental change.

