# Comment 1 for Clean Fuels Outlet Regulation (cfo2013) - 45 Day.

First Name: Nino
Last Name: Santis
Email Address: aquahol.energy@gmail.com
Affiliation:

Subject: Aquahol
Comment:

```
Alcohols and water injection need to be implemented because they
have cleaner emissions.
```

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2013-03-01 04:23:25

No Duplicates.

## Comment 2 for Clean Fuels Outlet Regulation (cfo2013) - 45 Day.

First Name: Kent
Last Name: Greer
Email Address: kent@bannerair.com
Affiliation:

Subject: CNG conversions
Comment:

```
Hello why is carb against retrofitting older vehicles to CNG
i also understand that carb has issues about CNG/gas in new
vehicles  Why
```

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2013-04-17 19:06:41

No Duplicates.

## Comment 3 for Clean Fuels Outlet Regulation (cfo2013) - 45 Day.

First Name: kate
Last Name: wilson
Email Address: kathylohan1191@gmail.com
Affiliation:

Subject: Clean Fuels outlet Regulation
Comment:

```
For this regulation,there must be some focus on green <a
href=" http://www.myrealdata.com/remote-quickbooks.html
">Green</a>technology.
```

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2013-05-09 00:22:26

No Duplicates.

# Comment 4 for Clean Fuels Outlet Regulation (cfo2013) - 45 Day.

First Name: Israfil
Last Name: Haniff
Email Address: imghaniff@hotmail.com
Affiliation:

Subject: Logistics/ Companies to have a scale for pallets/Overloading of pallets
Comment:

Shippers love to overload a containers. The max gross load over any western division states is 80,000 lbs max on the road surface. When trucks usually go pickup loads, the shippers sometimes overload the truck. I wouldn't say all, but there are some that would love to squeeze more, sometimes to a gross load of 84,000lbs. The truck usually has to go several miles to get to the nearest scale to scale and weigh, and in some cases having to go back to the shipper to unload, because they have overloaded the trailer. The shipper should have knowledge on how much a container can take, if they didn't know, a miniature scale would be handy to be able to measure the weight of each pallet of goods. To my experience, I find problems in the area of produce logistics since there is non uniform products we are dealing with. Non-uniform products such as heavy fruits (ie., fruits: melons, oranges, taro, potatoes and of the like), that usually have to go long distances. My concern is the number of trips a truck must make before he/she can really get the product to the destination on the path of work. Sometimes it can take nearly half a day(Note: A driver can only be on-duty for 14 hours, 11 hour driving period) because a shipper didn't load the product properly because it was overweight. If you can imagine hundreds of trucks running to the scale and having to go back to the shipper because they were overweight, and/or improperly loaded, is a lot of pollution entering our atmosphere. Now there are 53' containers, particularly refrigerated containers, to my knowledge that can take over 44,000lbs max in the container (utility trailer, 3000R). I think every shipper should have a guarantee that they won't overload, because overloading causes unnecessary pollution.

I believe a system needs to be established in order to load the trucks the right way, the first time, so pollution can be minimized. Sometimes the scales are far in distance and the produce is not getting any closer to the customer. I believe the Air Resource board should also be looking at what's going on in the shipment department as well. I'm not going to get into the science or statistics of how much more pollutants can be entered into our air due to these problems, but it can be reduced by some mandation. If you have any feed back and/or comments, please contact me.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2013-05-20 10:48:10

No Duplicates.

# Comment 5 for Clean Fuels Outlet Regulation (cfo2013) - 45 Day.

First Name: jeff
Last Name: mays
Email Address: j18jb36@yahoo.com
Affiliation:

Subject: cng fule
Comment:

Hi, My name is Jeff. I live in the high dessert and am wondering why cng fuel is not made a available to California yet when so many other states are going that route. We have a abundance of it here in the united states It burns so much cleaner then gasoline, better for are cars. There is so many people where i live and commute down the cajon pass  to La every day.I wanted to start my own  business installing cng kits On cars creating jobs for people up here where jobs are hard to find,but ran into a road block when I contacted the State referee and told me that Arb would not Allow It and that the cars would not pass smog who have this kit on them.Can you tell me is there anything In the works?I see Honda as a cng car out,and now ford has one out to.I went to trade school to learn this technology so I could Install these kits.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2013-08-04 19:09:41

No Duplicates.

**There are no comments posted to Clean Fuels Outlet Regulation (cfo2013) that were presented during the Board Hearing at this time.**