Richard P. Bowling • President

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September 9, 2008

Mr. Stephan Lemieux, Sections Manager
California Air Resources Board
Mobile Source Control Division
9530 Telstar Avenue
El Monte, CA 91731

Re: EJAC-4/ARB2-14
Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Measure
§ 2800(d)(2) Trailer Requirements

Dear Mr. Lemieux;

The Truck Trailer Manufacturers Association is an international trade association representing truck trailer, cargo container, cargo tanks for trucks and container chassis manufacturers. TTMA's Associate Members are suppliers of components, materials and services to our industry. We ask for your consideration of the following comments on the above listed regulatory action being considered by the California Air Resources Board (CARB). For the reasons set forth below we ask that CARB not implement this action as a mandatory regulation for trailers, but rather adopt it as a voluntary program for the trucking industry. Although we agree with and support the overall goals of the proposed regulation, we believe that further testing and analysis needs to be performed before such a drastic measure should be made mandatory. At this time there simply is not enough data available on how the various components of the aerodynamic technologies to be mandated for trailers will perform in real world operations and what the true costs and benefits of each component or combination of components may be.

As you are aware, Section 38560 of the California Global Warning Solutions Act of 2006 requires that all greenhouse gas reduction rules and regulations adopted and implemented by CARB be technologically feasible and cost-effective. Cost-effectiveness deals with several aspects, including the initial cost of the aerodynamic technologies, the costs of maintaining these devices in service, the repair costs due to possible damage while in service and downtime losses during repairs. The costs may also include the added weight to the trailers which would reduce the overall payload capacity and in turn result in additional trucks and trailers on the highways in order to transport the same amount of cargo that is currently being transported, thereby potentially negating fuel savings and greenhouse gas reductions while increasing the potential for more motor vehicle collisions. Instead of the combination of technologies mandated in the proposed regulation, it may be that alternative

combinations of technologies will achieve the best balance of weight savings, fuel savings and greenhouse gas reductions for particular types of trailers and cargos. For these reasons, TTMA submits that a voluntary SmartWay program should continue at this time so that alternative technologies can continue to be developed and additional data on costs and efficiencies can be gathered.

Moreover, the fact that CARB proposes to mandate aerodynamic technologies on all 53-foot or longer box-type trailers that operate in the State of California, and not just on those domiciled within the State, would create an extreme and irrational burden on interstate commerce. Given the necessary volume of heavy truck traffic between ports, farms and manufacturing facilities in California and the rest of the United States, the effect on interstate commerce of this proposed regulation would as a practical matter be to mandate installation of all of these technologies on the vast majority of trailers in use throughout the country regardless of the views of the governing agencies in other states on the issues that CARB is seeking to address. A study of the cost-effectiveness of this proposal should therefore also include the nationwide effects on interstate commerce, and we are aware of no such study to date by CARB. Moreover, within the proposed regulation itself, there are provisions that are not logical given the professed goals of the agency. For example, the 53-foot length threshold is arbitrary, as is the exemption for chassis trailers.

For these reasons, the Truck Trailer Manufacturers Association does not support the proposed Section 2800(d)(2) as a mandatory regulation. We ask that it be adopted as a voluntary program only.

Sincerely,

Jeff Sims
Truck Trailer Manufacturers Association

cc: Richard Holcomb, Esq., General Counsel & Senior Vice President Law & Regulatory Affairs, American Trucking Association
Mr. Michael Campbell, Executive Vice President and C.E.O., California Trucking Association
Ms. Julie Sauls, Vice President External Affairs, California Trucking Association
Mr. Matthew Schrapp, Manager Environmental Affairs, California Trucking Association