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October 29, 2008

Clerk of the Board  
Air Resources Board  
1001 "I" Street  
Sacramento, CA 95814

VIA FAX SUBMITTAL ONLY

RE: **AB 32 Scoping plan comment TWO - December 11, 2008 meeting**

Dear Board:

On October 16, 2008 a comment was sent of which the board should have before them. A comment was also sent to the chair of the ETAAC committee chair which the clerk called to inform us she has no valid delivery address for.

That letter to Dr. Lloyd made the same points here previously with the exception of adding that while Hydrogen cannot be tamed and bottled to be sold commercially in a bottle or transferred on a viable scale, on the fly use of it is ideal.

This letter is to inform the board that work is being completed on our supplemental Engine Control Module which is designed for bi-fueling with Hydrogen and to which we are adding a GPS component that we are seeking to develop in conjunction with a major software manufacturer for IFTA logging scaled down for personal road tax uses also.

The reason and purpose of this is because our Hydrogen Generator systems can be designed to produce such a reduction in HydroCarbon fuel use, that vehicles can be made to be remanufactured to run solely on Hydrogen made on the fly, and some Diesel modes will be able to achieve up to a 90 percent reduction in use of direct Diesel fuel use.

The corresponding greenhouse gas reductions in these modes is impressive to put it mildly. The business model we use is to *license* these systems and not sell them because the Clean Air Act still reads [and VC 27156(c)] that the OEM is still responsible to maintain the acceptable emissions standard as a manufacturer. Much like the early implementation of the Clean Air Act, many mechanics want to tamper with the systems, modify them and remove safeties. Also theft of these systems became a valid concern as prototype units were attempted to be stolen. Through the implementation of GPS and a licensing scenario we maintain control over quality control and operation of the units and can continue to do research and development of units that fail or malfunction in the field ultimately leading to a more reliable product.

In the early days of the Rotary Drill bit used for oil exploration, Howard Hughes Sr., the inventor, only licensed them so he could get them back to continually refine the product and it led to a very highly refined science of drilling for oil.

California is on the cutting edge of serious modifications to the Clean Air Act and this technology must be coordinated among various state agencies so as to not disrupt current DOT and Highway Vehicle Standards from CADOT, IFTA, NHTSA.DOT.GOV, the NFPA (fire protection safety - re: vehicle fueling ) and the like, so funding is not disrupted.

It is also important, and much so, to limit or restrict use of fresh water use in these systems by law and design. It would QUICKLY put a strain on the fresh water drinking supply, and that is no small matter by *millions of gallons diverted*.

Sincerely  
Reginald P. Burgess CEO  
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