

**Statement  
Of  
Johnson Matthey  
On The  
California Air Resources Board  
Hearing Agenda Item 06-3-2**

**Public hearing to consider regulatory amendments to  
the verification procedure, warranty and in-use compliance requirements  
for in-use strategies to control emissions from diesel engines**

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Johnson Matthey appreciates the opportunity to provide comments on the verification procedure, warranty and in-use compliance requirements for in-use strategies to control emissions from diesel engines

Johnson Matthey is a technology company that has been providing advanced catalytic solutions to reduce emissions for over thirty years. We have worked with both the ARB and EPA to develop and provide these ever increasingly advanced technology solutions to reduce emissions from both mobile and stationary sources. Johnson Matthey fully supports the goal of the ARB's Diesel Risk Reduction Program to significantly reduce particulate matter from California's inventory of existing diesel engines.

Johnson Matthey has been involved with the Diesel Risk Reduction Program since its inception. We have provided technology, our expertise in applying this technology along with a willingness to demonstrate the effectiveness of our technology as a partner with the ARB. JM has committed considerable resources to this program over the last six years.

Johnson Matthey fully supports the proposed regulatory amendments to the verification requirements limiting NO<sub>2</sub> emissions. We concur with the proposed limits of a maximum 30 percentage point NO<sub>2</sub> increase effective January 1, 2007. As well as a 20 percentage point NO<sub>2</sub> increase effective January 1, 2009.

Johnson Matthey has been working diligently for the last several years with multiple programs designed to minimize NO<sub>2</sub> slip and meet the proposed Diesel Risk Reduction NO<sub>2</sub> goals. This accomplishment has proven more challenging and costly than originally anticipated. Nonetheless, Johnson Matthey is committed to meeting these CARB's goals.

While JM is committed to cleaning up emissions and limiting NO<sub>2</sub> slip from diesel engines, we however are not in agreement with any legal revisions re-designating its current definition of BACT to include language assigning preference, such as a "Plus designation", beyond these proposed NO<sub>2</sub> emissions

amendments. JM would encourage ARB to continue to verify product on a level basis without regard to NO<sub>2</sub> enabling competitive technologies to compete on a fair playing ground.

Thank you.

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