This SETTLEMENT AGREEMENT AND RELEASE (hereinafter "Agreement") is entered into between the STATE OF CALIFORNIA AIR RESOURCES BOARD (hereinafter "ARB") 1001 I Street, Sacramento, California 95814, and Vigold Transport Systems, Inc. (hereinafter "Vigold"), 1202 Piper Ranch Rd., San Diego, California 92154

I. RECITALS

(1) Health and Safety Code, Section 39650-39675 mandates the reduction of the emissions of substances that have been determined to be toxic air contaminants (TACs). In 1998, following an exhaustive 10-year scientific assessment process, the Air Resources Board identified particulate matter (PM) from diesel-fueled engines as a toxic air contaminant. Transport Refrigeration Units (TRUs) are powered by diesel fueled engines that emit toxic particulate matter. TRUs are controlled under Title, 13 California Code of Regulations (CCR), section 2477.

(2) CCR, Title13, section 2477.5 (a) states: No owner/operator shall operate a TRU or TRU generator (gen) set in California unless it meets the in-use emission category performance standard.

(3) The ARB Enforcement Division has documented that Vigold, failed to bring their fleet of TRUs in compliance with the applicable in-use performance standard.

(4) CCR, Title13, section 2477.6 (a) (2) states: The Operator Report shall be updated within 30 days when any changes to information occur.

(5) CCR, Title13, section 2477.6 (a) (3) states: Failure to report or submittal of false information is a violation of state law subject to civil penalty.

(6) The ARB Enforcement Division has documented that Vigold, failed to update their Operator Report within 30 days of changes to their TRU fleet information, resulting in false information.

(7) Health and Safety Code, Sections 39674 (a) and (b) authorize civil penalties for the violation of the programs for the regulation of toxic air contaminants not to exceed one thousand dollars ($1,000.00) or not to exceed ten thousand dollars ($10,000.00) respectively, for each day in which the violation occurs.

(8) California Health and Safety Code (HSC) section 44011.6 established the Heavy Duty Vehicle Inspection Program (HDVIP). It authorizes ARB to inspect on-road heavy-duty vehicles for excessive smoke emissions and engine tampering and to issue citations, accordingly. The program also requires the vehicle owner to repair its engines that exceed the prescribed ARB smoke opacity standards, perform a post-repair opacity test, and submit proof of repairs and any assessed penalties under the Regulations

of the Heavy-Duty Smoke Inspection Program, chapter 3.5, sections 2180-2188, title 13 California Code of Regulations (CCR).

(9) HSC section 43701 provides that ARB shall adopt regulations that require owners or operators of heavy-duty diesel motor vehicles to perform regular inspections of their vehicles for excessive smoke emissions.

(10) Title 13 CCR, section 2190 *et seq*. was adopted under the authority of HSC section 43701 and, with limited exceptions, which are not applicable here, apply to all heavy-duty diesel powered vehicles with gross vehicle weight ratings greater than 6,000 pounds that operate on the streets or highways within the State of California.

(11) Title 13 CCR, section 2190 *et seq*. authorize the Periodic Smoke Inspection Program (PSIP) which requires the owners and operators of California based vehicle fleets of two or more heavy duty diesel motor vehicles with gross vehicle weight ratings greater than 6,000 pounds that operate on the streets or highways within the State of California to conduct annual smoke opacity inspections of their vehicles that are four years older than the model year of the vehicle's engine.

(12) Title 13 CCR, section 2192(a) requires inter alia that the owner of the vehicle "[t]est the vehicle for excessive smoke emissions periodically according to the inspection intervals specified in section 2193(a), (b), and (c)", "[m]easure the smoke emissions for each test…", "[r]ecord the smoke test opacity levels and other required test information as specified in section 2194…" and "[k]eep the records specified in section 2194 for two years after the date of inspection."

(13) HSC section 43016 states, "Any person who violates any provision of this part, or any order, rule, or regulation of the state board adopted pursuant to this part, and for which violation there is not provided in this part any other specific civil penalty or fine, shall be subject to a civil penalty of not to exceed five hundred dollars ($500.00) per vehicle."

(14) The ARB considers testing, measuring, recording, and recordkeeping to be critical components in reducing excessive smoke emissions from these heavy-duty vehicles.

(15) ARB contends Vigold failed to test, measure, record, and maintain records of smoke emissions from its fleet of heavy-duty diesel vehicles for years 2010 and 2011 in violation of title 13 CCR, sections 2190 *et seq*.

(16) Health and Safety Code, Section 39650-39675 mandates the reduction of the emissions of substances that have been determined to be toxic air contaminants (TACs). In 1998, following an exhaustive 10-year scientific assessment process, the Air Resources Board identified particulate matter

(PM) from diesel-fueled engines as a toxic air contaminant. In-use On-Road diesel vehicles are powered by diesel fueled engines that emit toxic particulate matter. On-Road vehicles are controlled under section 2025 within title 13 of the California Code of Regulations (CCR).

(17) Title 13 CCR, section 2025(e)(1)(B) states: "Starting January 1, 2012, for all vehicles with GVWR greater than 26,000 lbs, excluding school buses, fleets must meet the requirements of section 2025(g) or fleets that report may instead comply with the phase-in option of section 2025(i).

(18) Failure to comply with the requirements of title 13 CCR, section 2025 is a violation of state law resulting in penalties. California HSC sections 39674(a) and (b) authorize civil penalties for the violation of the programs for the regulation of toxic air contaminants not to exceed one thousand dollars ($1,000) or ten thousand dollars ($10,000), respectively, for each day in which the violation occurs.

(19) Vigold has elected to meet the requirements of the Engine Model Year Compliance Schedule provided for in title 13 CCR, section 2025(g).

(20) Title 13 CCR, section 2025(g) requires that owners of diesel vehicles with a GVWR greater than 26,000 lbs. meet PM BACT requirements for all 1996 through 1999 engine model years by January 1, 2012.

(21) The ARB has documented that Vigold failed to meet PM BACT requirements for all 1996 through 1999 engine model years by January 1, 2012.

(22) Failure to meet PM BACT requirements for all 1996 through 1999 engine model years by January 1, 2012 is a violation of state law resulting in penalties. HSC, section 39674, authorize civil or administrative penalties not to exceed one thousand dollars ($1,000) or ten thousand dollars ($10,000) for each day that the violation occurs.

(23) In order to resolve these alleged violations, Vigold has taken, or agreed to take, the actions enumerated below under "RELEASE". Further, the ARB accepts this Agreement in termination and settlement of this matter.

(24) In consideration of the foregoing, and of the promises and facts set forth herein, the parties desire to settle and resolve all claims, disputes, and obligations relating to the above-listed violations, and voluntarily agree to resolve this matter by means of this Agreement. Specifically, the ARB and Vigold agree as follows:

II. TERMS AND RELEASE

In consideration of the ARB not filing a legal action against Vigold for the alleged violations referred to above, and Vigold's payment of the penalties set forth in Section 1 below, the ARB and Vigold agree as follows:

(1) Upon execution of this Agreement, Vigold shall pay a civil penalty of $11,025.00. Payment shall be made in check form as described below, and payments shall be made in four quarterly payments, as agreed to during a settlement conference held on February 19, 2013, beginning **April 1, 2013**.

SETTLEMENT AGREEMENT AND RELEASE ARB AND Vigold:

Payment Due Date:		In the Amount of and Paid to:
(1)	April 1, 2013	**$2,756.25** paid to **Peralta Colleges Foundation**
(2)	August 1, 2013	**$2,756.25** paid to **California Air Pollution Control Fund**
(3)	December 1, 2013	**$2,756.25** paid to **California Air Pollution Control Fund**
(4)	April 1, 2014	**$2,756.25** paid to **California Air Pollution Control Fund**

(2) Effect of Untimely Payment. If any payment is more than 15 days late, the entire remaining balance becomes immediately due and payable. In addition, if the Attorney General files a civil action to enforce this settlement agreement, Vigold shall pay all costs of investigating and prosecuting the action, including expert fees, reasonable attorney's fees, and costs.

(3) It is agreed that if Vigold, including its subsidiary or parent company, at any time becomes insolvent, or makes an assignment for the benefit of creditors or similar action adversely involving Vigold, its subsidiary, or parent company, or a proceeding or petition under any bankruptcy, reorganization, arrangement of debt, insolvency, readjustment of debt, or receivership law or statute is filed by or against Vigold, its subsidiary, or parent company, or a trustee in bankruptcy, custodian, receiver or agent is appointed or authorized to take charge of any of Vigold's, its subsidiary, or parent company's properties, or if any deposit account or other property of Vigold, its subsidiary, or parent company be attempted to be obtained or held by writ of execution, garnishment, attachment, condemnation, levy, forfeiture or other legal process, or Vigold, its subsidiary, or parent company takes any action to authorize any of the foregoing, the entire remaining balance becomes immediately due and payable without notice or demand.

(4) It is further agreed that the penalties described in "Terms and Release", paragraph 1 are punitive in nature, rather than compensatory. Furthermore, the penalty is intended to deter and punish Vigold for violations of state environmental statutes, and these penalties are payable to and for the benefit of ARB, a governmental unit. Therefore, it is agreed that these penalties imposed on Vigold by ARB arising from the facts described in recital paragraphs 1 – 24 are non-dischargeable under 11 United States Code § 523 (a)(7), which provides an exception from discharge for any debt to the extent such debt is for a fine, penalty or forfeiture payable to and for benefit of governmental unit, and is not compensation for actual pecuniary loss, other than certain types of tax penalties.

(5) Vigold shall not violate HSC sections 43701 *et seq.*, 44011.6 *et seq.*, and title 13 CCR, sections 2477 *et seq.*, 2180 *et seq.*, 2190 *et seq.*, 2025 *et. seq.*, and 2485 *et seq.*

(6) Vigold shall comply with one or both of the following options to attend the California Council on Diesel Education and Technology (CCDET I) class, (SAE J1667 Snap Acceleration Smoke Test Procedure for Heavy-Duty Diesel Powered Vehicles) as described on the ARB webpage at http://www.arb.ca.gov/enf/hdvip/ccdet/ccdet.htm. This class is conducted by various California Community Colleges and instructs attendees on compliance with the PSIP, ECL and the HDVIP.

(a) Vigold shall have the fleet maintenance manager (or equivalent) and all staff performing opacity tests for compliance with PSIP and the HDVIP attend the CCDET I class. Proof of CCDET I completion shall be provided to ARB within six months of the date of this Agreement and be maintained in each applicable employee's file for the term of his or her employment.

(b) If Vigold uses a contractor to perform the annual smoke opacity testing required under the PSIP, Vigold shall obtain proof that the contractor's staff conducting the smoke opacity tests completed the CCDET I course within the past four years. This proof of CCDET I completion shall be provided to ARB with PSIP records as required by this Agreement and be maintained with the annual PSIP records.

(7) Vigold shall comply with one or both of the following options to attend the CCDET II class (Diesel Exhaust After Treatment and Maintenance), described on the ARB's webpage http://www.arb.ca.gov/enf/hdvip/ccdet/ccdet.htm. This class is conducted by various California Community Colleges and instructs attendees on California's emission regulations and the proper care and maintenance of diesel exhaust after-treatment systems (DEATS).

(a) Vigold shall have the fleet maintenance manager (or equivalent) and all staff responsible for maintenance of DEATS attend the CCDET II class. Proof of CCDET II completion shall be provided to ARB within six months of the date of this Agreement and also be maintained in each applicable employee's file for the term of his or her employment.

(b) In case Vigold uses a contractor for the maintenance of DEATS, Vigold shall obtain proof that the contractor's staff maintaining the DEATS device(s) completed the CCDET II course within the last four years. This proof of the CCDET II completion shall be provided by Vigold to the ARB within six months of the date of this settlement and be maintained with the DEATS installation and maintenance records.

(8) As is typically required, Vigold shall submit copies of all PSIP compliance records for the two years after the close of the audit to the ARB by January 31 of the following year. ARB acknowledges that Vigold has already submitted copies of all PSIP compliance records for year 2013 and has therefore complied with that requirement. Vigold must still submit copies of all PSIP compliance records for year 2014 to the ARB by January 31 of the following year. Copies shall be addressed to the attention of Mr. Eric Bissinger at the California Air Resources Board, Enforcement Division, P.O. Box 2815, Sacramento, CA 95812. The ARB reserves the right to visit any Vigold fleet location at any time to conduct compliance audits for the HDVIP and PSIP, or any other applicable ARB program.

(9) Vigold shall complete Low NOx Software Upgrades (reflash) on all applicable heavy-duty diesel engines operating in California and report to the ARB within 45 days of this agreement.

(10) Each 1974 or newer diesel powered heavy-duty vehicle in the Vigold fleet shall comply with the emission control label (ECL) requirements set forth in the title 13 CCR section 2183(c).

(11) Vigold shall instruct all employees who operate diesel-fueled vehicles to comply with the idling regulations set forth in title 13 CCR section 2485, within 45 days of this Agreement.

(12) Vigold shall comply with the Truck and Bus regulation as codified in CCR, title 13, section 2025. Within 30 days of the execution of this Agreement, Vigold shall submit the proof of compliance to Mr. Eric Bissinger, Air Pollution Specialist, ARB Enforcement Division, P.O. Box 2815, Sacramento, CA 95812.

(13) Vigold shall not violate the Truck & Bus regulation as codified in title 13 CCR, section 2025 *et seq*.

(14) Vigold shall not violate the TRU ATCM, as codified in CCR, Title 13, section 2477.

(15) This Agreement shall apply to and be binding upon Vigold, and its officers, directors, receivers, trustees, employees, successors and assignees, subsidiary and parent corporations and upon ARB and any successor agency that may have responsibility for and jurisdiction over the subject matter of this Agreement.

(16) This Agreement constitutes the entire agreement and understanding between ARB and Vigold concerning the subject matter hereof, and supersedes and replaces all prior negotiations and agreements between ARB and Vigold concerning the subject matter hereof.

(17) No agreement to modify, amend, extend, supersede, terminate, or discharge this Agreement, or any portion thereof, is valid or enforceable unless it is in writing and signed by all parties to this Agreement.

(18) Severability. Each provision of this Agreement is severable, and in the event that any provision of this Agreement is held to be invalid or unenforceable, the remainder of this Agreement remains in full force and effect.

(19) This Agreement shall be interpreted and enforced in accordance with the laws of the State of California, without regard to California's choice-of-law rules.

(20) This Agreement is deemed to have been drafted equally by the Parties; it will not be interpreted for or against either party on the ground that said party drafted it.

(21) Senate Bill 1402 (Dutton, Chapter 413, statutes of 2010) requires the ARB to provide information on the basis for the penalties it seeks (see Health and Safety Code section 39619.7). This information, which is provided throughout this settlement agreement, is summarized here:

The manner in which the penalty amount was determined, including a per unit or per vehicle penalty.

Penalties must be set at levels sufficient to discourage violations. The penalties in this matter were determined in consideration of all relevant circumstances, including the eight factors specified in HSC sections 42403 and 43024.

TRU Violations

The per vehicle penalty for the TRU violation involved in this case is a maximum of $1,000 per vehicle per day for strict liability violations or

$10,000 per vehicle per day for negligent or intentional violations. After considering all factors specified in H&SC section 43024, the penalty obtained for the TRU violations involved in this case is $750 for one non-compliant unit at $750 per unit and $2,025 for nine TRU violations or $225 for each TRU entered with false information in the Operator Report. The penalty was discounted based on the fact that this was a first time violation and the violator made diligent efforts to comply and to cooperate with the investigation.

PSIP Violations
The per vehicle penalty for the PSIP violations involved in this case is a maximum of $500 per vehicle per violation per year. The penalty obtained for the PSIP violations involved in this case is $7,500 for 20 violations over two years or $375 per violation after considering the factors specified in H&SC section 43024. The penalty was discounted based on the fact that this was a first time violation and the violator made diligent efforts to comply and to cooperate with the investigation.

Statewide Truck and Bus
The per unit penalty for the Truck and Bus violations involved in this case is a maximum of $1,000 per vehicle per day for strict liability violations or $10,000 per vehicle per day for negligent or intentional violations. The penalty obtained for the Truck and Bus violations involved in this case for failure to meet the requirements of the Engine Model Year Compliance Schedule is $750 or $750 per vehicle per violation for one truck for an unspecified number of days. The penalty was discounted based on the fact that this was a first time violation and the violator made diligent efforts to comply and to cooperate with the investigation.

The provision of law the penalty is being assessed under and why that provision is most appropriate for that violation.

TRU Violations
The penalty provision being applied for the In-Use Diesel-Fueled Transport Refrigeration Units Regulation (Title 13, CCR, section 2477 et seq.) violations (including labeling) is Health and Safety Code section 39674 because the TRU rule is a Toxic Air Contaminant Control Measure adopted pursuant to authority contained in Health and Safety Code Sections 39650-39675 and because Vigold failed to meet the in-use performance standards set forth by the TRU rule on one unit over an unspecified number of days and because Vigold failed to update changes to their Operator Report within 30 days for nine TRUs in its fleet.

PSIP Violations
The penalty provision being applied to the PSIP violations is H&SC section 43016 because Vigold Transport Systems, Inc. failed to test, measure, record, and maintain records of smoke emissions from its fleet

of heavy duty diesel vehicles for years 2010, and 2011 in violation of the PSIP regulation in Title13, CCR sections 2190 et seq. for 23 violations. Since the PSIP regulation was adopted pursuant to authority granted in Part 5 of Division 26 of the H&SC and since there is no specific penalty or fine provided for PSIP violations in Part 5, H&SC section 43016 is the applicable penalty provision.

Statewide Truck and Bus
The penalty provision being applied for the Truck and Bus regulation (title 13 CCR, section 2025) violations in this case is HSC section 39674 because the Truck and Bus regulation is a Toxic Air Contaminant Control Measure adopted pursuant to authority contained in HSC section 39002 et seq., 39650-39675 and because Vigold Transport Systems failed to bring their diesel fleet into compliance by the deadlines set forth in title 13 CCR, section 2025(g)(1).

Is the penalty being assessed under a provision of law that prohibits the emission of pollution at a specified level, and, if so a quantification of excess emissions, if it is practicable to do so.

TRU Violations
The provisions cited above do prohibit emissions above a specified level of grams/horse power-hour. However, since the hours of operation of the non-compliant TRU involved and its individual emission rate is not known, it is not practicable to quantify the excess emissions.

PSIP Violations
The provisions cited above do prohibit emissions above a specified opacity level. However, since the hours of operation of the non-compliant trucks involved and their individual emission rates are not known, it is not practicable to quantify the excess emissions.

Statewide Truck and Bus
The provisions cited above do prohibit emissions above a specified level of g/hp-hr. However, since the hours of operation of the non-compliant trucks involved and their individual emission rates are not known, it is not practicable to quantify the excess emissions.

(22) Vigold acknowledges that ARB has complied with Senate Bill 1402 in prosecuting or settling this case. Specifically, ARB has considered all relevant facts, including those listed at HSC section 43024, has explained the manner in which the penalty amount was calculated, has identified the provision of law under which the penalty is being assessed and has considered and determined that this penalty is being assessed under a provision of law that prohibits the emission of pollutants at a specified level.

(23) Penalties were determined based on the unique circumstances of this matter, considered together with the need to remove any economic benefit from noncompliance, the goal of deterring future violations and obtaining swift compliance, the consideration of past penalties in similar cases, and the potential costs and risk associated with litigating these particular violations. Penalties in future cases might be smaller or larger on a per unit basis.

(24) The penalty was based on confidential settlement communications between ARB and Vigold that ARB does not retain in the ordinary course of business. The penalty is the product of an arms length negotiation between ARB and Vigold and reflects ARB's assessment of the relative strength of its case against Vigold, the desire to avoid the uncertainty, burden and expense of litigation, obtain swift compliance with the law and remove any unfair advantage that Vigold may have secured from its actions.

(25) Now therefore, in consideration of the payment on behalf of Vigold to the California Air Pollution Control Fund and the Peralta Colleges Foundation, the ARB hereby releases Vigold and their principals, officers, agents, predecessors and successors from any and all claims, the ARB may have or have in the future based on the circumstances described in paragraph (1) through (24) of the Recitals. The undersigned represent that they have the authority to enter into this Agreement

California Air Resources Board

By: _____

Name: James R, Ryden

Title: Chief, Enforcement Division

Date: 4/10/13

Vigold Transport Systems, Inc.

By: _____

Name: Guillermo Gomez

Title: President

Date: 4/1/13