

From: [Irvin Dawid](#)
To: [ARB Clerk of the Board](#)
Subject: Public Comments on Proposed Advanced Clean Truck Regulation
Date: Monday, December 9, 2019 1:39:22 PM

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Dec. 9.

Hello,

The [online comment form](#) rejected my comments, so I am emailing them to you as directed.

Thank you for accepting comments from the public on the [Proposed Advanced Clean Trucks Regulation](#).

I hope that CARB adopts the regulation and it proves to have the same national impact as the Advanced Clean Cars program, which has been [adopted by 13 states](#).

California's biggest climate challenge is reducing transportation emissions. Medium and heavy trucks are responsible for 8.4% of statewide GHG emissions. Furthermore, they account for [82% of California's diesel particulate matter](#) (PM 2.5), a carcinogenic and toxic air contaminant, and 58% of the harmful oxides of nitrogen (NOx) emissions from mobile sources.

Therefore, reducing GHGs from the heavy truck sector will be of great benefit for improving air quality and thus public health.

The Legislative Analyst's Office report released last December, "[Assessing California's Climate Policies—Transportation](#)," lists four target areas:

- (1) reducing emissions from light-duty vehicles,
- (2) reducing emissions from heavy-duty vehicles,
- (3) increasing the use of lower-carbon fuels, and
- (4) reducing the number of vehicle miles traveled.

This new regulation will hopefully prove to be a valuable addition to the second target noted above.

I recognize that requiring the trucking sector to achieve lower emissions than current regulations will undoubtedly impose hardships so it would be good to see CARB and the trucking industry work cooperatively to enable companies and individuals to meet the new targets.

Thanks for considering my comments and I look forward to seeing the new regulation. If successful, other states should follow in our footsteps.

Sincerely,

Irvin Dawid
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