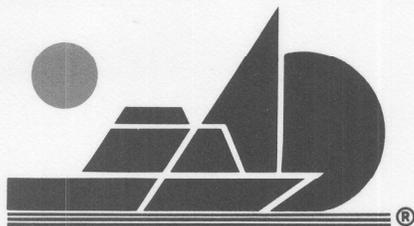


Patrick Moran
08-7-5



**SOUTHERN
CALIFORNIA
MARINE
ASSOCIATION**

SCMA POSITION STATEMENT

Agenda Item #4

New CARB Emission Standard for In-Board/ Sterndrive Gasoline Marine Engines in Excess of 500 Horsepower California Air Resources Board Meeting July 24, 2008

Good morning/afternoon members of the California Air Resources Board. I'm Patrick Moran, from Aaron Read & Associates, the legislative advocacy company representing the Southern California Marine Association, the largest regional marine trade association in the country with over 600 member companies.

The SCMA has been actively involved in the process of helping to create new standards of exhaust emissions for recreational marine engines, which will result in cleaner water and air for California's future generations. SCMA strongly supports CARB's long-term goal of making our environment a more pleasant and healthy place to live.

Today, we stand on the threshold of deciding a new exhaust emissions standard for inboard and stern-drive gasoline engines in the over 500 horsepower category. On March 18, 2008, at the El Monte, California offices of CARB, concerned marine industry leaders met with CARB staff during a public workshop to discuss these proposed standards.

At that meeting it was the consensus of opinion that one of the important elements of the new proposed standard would be the creation of a level playing field for all companies engaged in the manufacturing and distribution of high performance marine engines in California. The new standards presented and discussed at that meeting clearly met that criteria, and it was indicated by CARB staff that the proposed regulations were headed in that direction.

Unfortunately that "consistent standard for all" concept now appears to have been abandoned for a more complicated multi-level approach, segregating companies into different categories based upon the number of engines produced and the horsepower mix of their product lines.

The SCMA does not have a dog in this fight. It represents and is concerned for the well being of all its member companies regardless of their size. SCMA does not want to see any rules passed that would impose restrictions preventing its members from fair and equitable competition in the general recreational boating marketplace now or in the future.

For that reason, we ask that Board members carefully consider the comments of the companies represented here today and evaluate the impact that the new emissions standards might have on an already very fragile boating economy.

If there is a reasonable solution to achieving the level of emission reductions that CARB has deemed necessary utilizing the original proposal set-forth at the March 18, 2008, public workshop meeting, SCMA would whole-heartedly support that measure rather than the proposal now before you.

If that option has been thoroughly researched and found not viable at this time, then the next best alternative would be to make every possible effort to ensure that these new standards do not pose in any way a deterrent to companies from entering the marketplace or conducting business in a fair and equitable manner.

The SCMA wishes to express its appreciation to the CARB staff for its professional administration and execution of its duties. Our association stands ready to assist in the implementation of these new regulations and look forward to the improvement of our environment and quality of life in California.

Respectfully submitted,

David Geoffroy
Executive Director, SCMA