

STATE OF CALIFORNIA

PETE WILSON, GOV

AIR RESOURCES BOARD

1102 O STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

June 18, 1991

Mr. Richard M. Cooke, President
Omstar Products, Inc.
126 Marine Avenue
Wilmington, California 90744

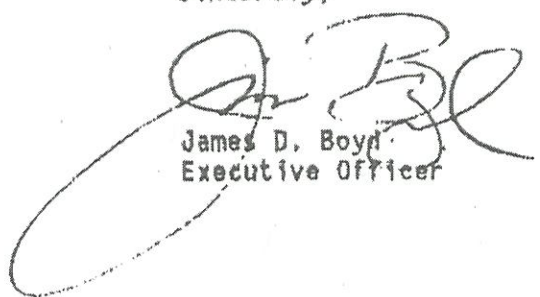
Dear Mr. Cooke:

Thank you for your letter dated April 30, 1991, wherein you requested a copy of the Air Resources Board's (ARB's) in-house statistical analysis of Omstar's D-1280X fuel additive.

Please find enclosed the information you requested. This is a summary of the analysis we performed which was incorporated in the ARB's final report. This memo also compares the ARB's analysis with Mr. H. T. McAdams (statistical consultant) analysis of the fuel additive.

Should you have any questions please contact Mr. Rod Summerfield, Assistant Division Chief, Mobile Source Division, at (818) 575-6152.

Sincerely,


James D. Boyd
Executive Officer

Enclosure

n Du

State of California

M E M O R A N D U M

To : Rod Summerfield
Assistant Division Chief

Date : March 1, 1990

Subject : Omstar Statistical
Analysis

Thu Vo, Assoc. ARE *TV*
Advanced Engineering Section
From : Air Resources Board

At your request I have performed statistical analysis of the "official" Omstar data provided by Robert Kou of the After Market Parts Section. An analysis of variance method was used to determine whether the effect of the additive is statistically significant. The model adjusts the emissions for various factors, variation between vehicles, variation due to mileage accumulation and variation due to the additive. To test the statistical significance of the additive effect, the probability of random variation is calculated. If the variation due to the additive is significantly greater than random variation, the probability of that variation being random would be low. Consequently, the additive effect is concluded to be significant at a high confidence level. Two separate analyses were performed for the two fuel types: certification and commercial, and one analysis was performed on the whole data set in which there was no distinction made between the two fuels. The results are shown below.

Results of ANOVA for Effect of Additive
(Probability of random variation)

	<u>Certification</u>	<u>Commercial</u>	<u>No Distinction Between Fuel</u>
FTP_HC	0.0023**	0.0570*	0.0003**
FTP_CO	0.2938	0.4865	0.2672
FTP_NOx	0.8601	0.1491	0.3158
FTP_FE	0.0790*	0.7159	0.0797*
FTP_PART	0.3447	0.4825	0.2668
HFET_HC	0.0448**	0.0038**	0.0012**
HFET_CO	0.0512*	0.4586	0.0946*
HFET_NOx	0.5416	0.4440	0.3498
HFET_FE	0.3819	0.8252	0.6848

** Significant at 95% confidence level

* Significant at 90% confidence level

The significant results at the 95% confidence level are in boldface. The additive had significant effect on FTP_HC and HFET_HC emissions when tested with certification fuel. When tested with commercial fuel, only HFET_HC emissions were significantly affected by the additive. In addition, the additive appears to affect FTP_FE and HFET_CO emissions when tested with certification fuel, and FTP_HC and FTP_NOx emission when tested with commercial fuel, though the effect does not reach the 95% confidence level.

The magnitudes of the additive effect were also estimated for the high confidence level results. The estimated means of various emissions are shown below.

	Emission Means (grams per mile)		
	<u>Certification</u> (No Add./Add.)	<u>Commercial</u> (No Add./Add.)	<u>No Distinct</u> <u>Between Fuel</u> (No Add./Add.)
FTP_HC	0.20/0.10	0.20/0.16	0.20/0.13
FTP_NOx	--	3.74/3.90	
FTP_FE	14.5/15.1	--	14.7/15.1
HFET_HC	0.21/0.15	0.16/0.11	0.19/0.13
HFET_CO	0.99/0.89	--	0.94/0.87

The statistical conclusions presented above were based on the results of a particular analysis method. Other approaches such as the one used by Mr. McAdams, Sierra's statistical consultant, may also be used to perform the analysis. However, one must keep in mind the assumptions associated with each approach. McAdams' method appears to be more "powerful" in that the baseline emissions were normalized so all the test data, both certification and commercial fuel data, can be included in the analysis. Including more data in the analysis would reduce the estimated random error, thus increase the power of the statistical test. However, in Mr. McAdam's method the variation between vehicles was treated as random error. If that variation was large, it could confound other effects. The approaches used by ARB staff and Mr. McAdam are similar in principle. The conclusions generated by the two methods are probably very similar. The important issue is the scope of the test program that would ensure at a reasonable probability that the effect the additive would be detected.

ROEHL CORPORATION

September 15, 1986

Richard Skaggs
c/o Omstar Inc.
2156 El Anita Drive
Rancho Palos Verdes Estates,
Ca., 90732

Dear Mr. Skaggs:

I don't usually write this type of letter, in fact, I have never before written this type of letter concerning a product I have tried but because the results I have witnessed are so impressive I feel compelled to do so. We are in the business of Hazardous Waste Transportation and Treatment. We operate 12 diesel engine (350 cummins) powered vehicles and all are licensed to haul hazardous waste. We use these vehicles to transport hazardous waste from our 4000 customers statewide to our Treatment Facility in Los Angeles.

Due to the nature of our business and the strict regulations imposed on us by The Department of Transportation and The California Highway Patrol, our vehicles have to be rigorously maintained and in top shape in order to minimize any chance of breakdown or accidents on the highway. Needless to say, we spend an enormous amount of money to keep our trucks in top shape.

Consequently, we are always looking for products that will help reduce this expense without sacrificing the condition of our vehicles. Not only do your products achieve this, but they have actually improved the condition of our vehicles.

For the last nine months we have used your "OIL SHIELD" and "DIESEL FUEL CONDITIONER" in half of our fleet. The results are hard to believe.

-1-

Richard Skaggs
c/o Omstar Inc.

-2-

September 15, 1986

Over a six month period (50,000 miles) we have saved PER TRUCK
the following:

Injector Change	\$ 900.00
Fuel Pump Rebuild	550.00
Fuel Filters/Changes	300.00
Fuel Saved	<u>1,300.00</u>

Total saved per "Treated" Truck	\$3,050.00
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Also, due to your "OIL SHIELD" our mechanics predict that the "in frame" overhaul of the engine which normally occurs at the 300,000 mile mark won't need to be done until the 500,000 to 600,000 mile mark which means an additional savings of \$5,000.00 per vehicle.

This all adds up to a phenomenal savings of \$.076 per mile per vehicle, or \$7,600.00 per vehicle per year, or \$45,600.00 per vehicle over the life of the vehicle.

In closing I would like to express my gratitude for your introduction to these products. We will continue to use these products as long as they are available.

Yours truly,

ROEHL CORPORATION



Paul DeVries,
Vice President

PD:al



RICHARD ALATORRE
COUNCILMAN
FOURTEENTH DISTRICT

April 12, 1988

Ms. Jan Sharpless
Chairwoman
California Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

Dear Ms. Sharpless:

In response to your agency's request, I am working to have the City of Los Angeles provide the eight diesel trucks the ARB needs to further test Renergy's D-1280 fuel additive for its potential in reducing harmful emissions from diesel powered vehicles.

The City, of course, is interested in doing everything possible to reduce air pollution emanating from its vehicles as well as any other source under its control that is contributing to the area's air quality problem.

I do, however, have a concern with the test program your agency is proposing in that it will take 9.5 months to obtain the results. Given the severity of our air quality problem and at a time when we are talking about restricting the movement of trucks on our freeways and aggressively citing them for smoke, shouldn't this test be given a very high priority by your agency?

After all, if this additive continues to perform as it has in all of its previous tests, the City and other governmental entities should then take immediate steps to utilize this additive to reduce pollution from the thousands of diesel powered vehicles in their fleets, thus helping the region move more rapidly toward the air quality goals recently established by the AQMD.

Your assistance in moving this test up in your agency's priorities so that it can be completed within 3 months would be greatly appreciated as would your assistance in expediting a test of the Wynn gasoline additive that was requested in the middle of last year.

If I can be of any further assistance, please let us know.

Sincerely,


RICHARD ALATORRE

cc: K.D. Drachand
Richard Skaggs✓

CITY HALL, 200 N. SPRING STREET, LOS ANGELES, CA 90012 (213) 485-3335

5. Fuel economy, in miles per gallon.
6. Per-mile capital and operating costs.
7. Bus life, in years.
8. Interval between overhauls, in miles.
9. Bus application, e.g., airport shuttle, tours, excursions, commuter shuttle, etc.

Additionally, any list of companies and contact persons ~~to be included~~ in a mailing list for a planned public workshop would also be greatly appreciated.

Our intent is to consider all the parameters that impact any decisions or actions we may take in fulfilling our legislated mandate to clean the air we all breathe. Buses draw a special focus in that they present a greater tendency to be in close proximity to people congregated near them, resulting a greater chance of exposure to the highest concentrations of their toxic exhaust elements. Therefore, any assistance you can provide in the gathering of this bus fleet data and information will be greatly appreciated. If you have any questions, please contact me at (909) 396-3166.

Sincerely,



Larry Irwin
Air Quality Specialist
Mobile Source Regulations

Inspection and Maintenance Review Committee

November 1996 marked the first meetings of the newly-created Inspection and Maintenance Review Committee. The Committee was established to evaluate the Inspection and Maintenance program by gathering, analyzing, and reviewing information pertaining to vehicle emissions and air quality. Nine of the 13 committee members are appointed by the Governor, two are appointed by the Senate Committee on Rules, and two are appointed by the Speaker of the Assembly.

The Governor's nine appointees are industry and public policy experts, including one air pollution control officer from an enhanced program nonattainment area, one expert in air quality, one economist, one social scientist, one inspection and maintenance industry representative, and one stationary source emissions representative, along with three public members. Lynn Scarlett, a social scientist with the Reason Foundation, was selected as Committee Chair. Donald Bea of

Chevron U.S.A. Products Company serves as the stationary source emissions member. Norman Covell of the Sacramento Metro AQMD was selected as the air pollution control officer from an Enhanced Area. Dennis DeCota of the California Service Station and Repair Association represents the inspection and maintenance industry, while Joseph Norbeck from the University of California, Riverside, serves as an air quality expert. Richard Kesterke of CSAA's Automotive Technical Services and Jonathan Sanchez from Eastern Group Publications, Inc. both serve as public members. One public member position and the economist position are currently vacant.

The Senate Committee on Rules appointments include an environmental member with air quality expertise and one representative from the inspection and maintenance industry. ARCO's Jim Di Tota represents the inspection and maintenance industry, and

Elizabeth Deakin, a UC Berkeley professor with air quality expertise, serves in the environmentalist slot.

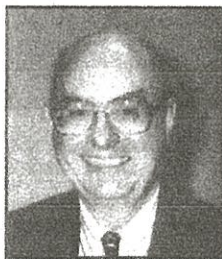
The Assembly Speaker's appointees must include a local law enforcement agency representative as well as another environmental representative with air quality expertise.

Bob Gannon, the Supervising Deputy District Attorney of Orange County, represents law enforcement, and Richard Skaggs of Omstar Environmental Products serves as the final environmental/air quality expert.

The Committee is required to submit reports on the program's performance and to provide recommendations to the Governor and the Legislature on at least an annual basis. In order to accomplish this task, the Committee will also consult with pertinent agencies, including the California Highway Patrol, Air Resources Board, and Department of Motor Vehicles for their comments and suggestions about the program.



Lynn Scarlett



Donald Bea



Norman Covell



Dennis DeCota



Joseph Norbeck



Richard Kesterke



Jonathan Sanchez



Jim Di Tota



Elizabeth Deakin



Bob Gannon



Richard Skaggs



South Coast AIR QUALITY MANAGEMENT DISTRICT

21865 E. Copley Drive, Diamond Bar, CA 91765-4182 (909) 396-2000

February 18, 1994

Richard Skaggs
Chairman, Environmental Committee
California Bus Association
126 Marine Avenue
Wilmington, CA 90744

Dear Mr. Skaggs:

I enjoyed talking with you on the telephone Tuesday morning and want to thank you for volunteering your assistance in generating a current bus inventory for the South Coast Air Basin. The South Coast Air Quality Management District (District) is currently considering developing one or two types of regulations to reduce bus emissions. One type would be credit programs, whereby stationary sources of air pollution would be allowed to buy Emission Reduction Credit from mobile sources, such as bus fleet operators, who, upon purchase or overhaul, select buses or engines certified to emission standards lower than legal requirements. This is possible as a result of new California Air Resources Board (ARB) regulations and guidelines on new and retrofit buses using cleaner burning fuels, such as methanol, natural gas, or propane.

The other type of program would be a conventional regulation requiring a phase-in of low-emission vehicles when purchasing buses. Also under consideration would be any program combining these two types of regulations.

In any of these cases, the District's programs would be separate from and in addition to other current energy-driven incentives that encourage conversion to domestically available alternative fuels, associated infrastructure, and the vehicles that use them.

Our objective at this time is to gather information regarding companies whose primary business is transporting persons to locations in the District (the counties of Los Angeles, Orange, Riverside, and the nondesert portion of San Bernardino County), for the purpose of developing emissions and cost impacts associated with the types of programs described above. The specific data of interest, for each bus company, is the following.

1. Number of buses that travel any portion of their route within the District boundaries (i.e., counties noted above) and the approximate miles traveled in the District.
2. Length of bus, bus manufacturer and model, engine manufacturer and model, and fuel used.
3. Percent of buses using centralized refueling.
4. Approximate annual miles traveled per bus.

California Environmental Engineering

ENVIRONMENTAL TESTING LABORATORY
1061 N. GROVE ST. ANAHEIM, CA 92806
(714) 630-8555 FAX (714) 630-8014

April 20, 1989

Councilman Richard Alatorre
Los Angeles City Hall
200 N. Spring Street
Los Angeles, CA 90012

Dear Councilman Alatorre,

I am writing to you regarding the three City diesel trucks you sent to us for testing three weeks ago. We were under the impression that as soon as we received the fourth truck from Olson Engineering we would be able to start the testing.

Talking to Mr. Richard Skaggs on Wednesday, April 19th, trying to find out about the status of the fourth truck, Mr. Skaggs informed me that he had a conversation with Mr. Jerry Wendt of the C.A.R.B. on that day in the presence of Mr. Kenneth Boshart of Olson Engineering and Mr. Odus Ross, in which Mr. Wendt made a statement that any test data submitted by C.E.E. would not be accepted by C.A.R.B.

I called Mr. Wendt that same day to try and clarify this statement was made about our lab. Mr. Wendt told me that he did not recall anything in that regard or even remember if our lab was ever mentioned. I called Mr. Ken Boshart of Olson Engineering to see if a third party witness could confirm what was said during that conversation among Wendt, Boshart, Skaggs and Ross. Mr. Boshart told me on the phone that Mr. Wendt said during that conversation that any test data generated by C.E.E. from the four city trucks would not be accepted or considered by C.A.R.B.

Mr. Wendt called me on the phone in the afternoon of the same day, April 19th, and assured me that our lab is a credible lab and listed by the C.A.R.B. among the recognized laboratories, and that he would send a copy of the list to me to prove that. However, Mr. Wendt also mentioned to me that we, (CEE), should stay away from this project, i.e., the testing of City diesel trucks with fuel additive D-1280, because it is a State project and the C.A.R.B. is the only agency who handles such a project. Mr. Wendt also told me that the additive in question did not show any positive results at Olson Labs. At this time in the conversation I suggested to Mr. Wendt that it would have been more credible to have



6715 Sunset

PRODUCTIONS July 15, 1976

press release for THE HOLLYWOOD REPORTER

For years Vid critiques have been saying "there's a lot of junk on television". Now, a new TV series is in production focusing on junk. Omstar Productions in association with H.B. Halicki Mercantile and Junk Yard have created "SARI'S TREASURE CHEST" focusing on how to turn junk into fun and profit. Nationally known TV and radio personality Sari Mitchell will host the half hour daily series that will take viewers on tours of junk yards, swap meets, yard and garage sales, antique shops and any place where great bargains can be had on useful and recyclable items. Each day a celebrity guest will co-host with Sari and give up some of their secrets on money saving ideas for the home.

"SARI'S TREASURE CHEST" is produced by Richard Skaggs and H.B. Halicki, who brought you "GONE IN SIXTY SECONDS". Thom Keith has been set to direct the series.

SAMUEL GOLDWYN STUDIOS

OFFICES:

1041 N. FORMOSA AVE., SUITES 216 & 218, HOLLYWOOD, CA 90046



© Walt Disney Productions

Imagining

August 19, 1982

Mr. Richard Skaggs
President
OMSTAR PRODUCTIONS
1714 N. Iver, North Wing
Hollywood, Calif. 90028

Dear Richard,

Now that the dust has settled and we are completing post production on the film for EPCOT CENTER, I would like to take this moment to thank you and your staff for a job well done.

Specifically, your work on the Kraft's Foods' Land Pavilion, Exxon's World of Energy Pavilion, General Motors' World of Motion Pavilion, Eastman Kodak's Imagination Pavilion and General Electric's Horizons Pavilion was outstanding. Also, your contributory work for AT&T's Spaceship Earth Pavilion and the "Meet The World" Pavilion at Tokyo Disneyland is much appreciated.

Please thank your Production Executive, Mr. Howard Sergeant, and of course, your marvellous Director, Edmund Penney.

They say the 21st Century will begin on October 1st, 1982, the opening day at EPCOT CENTER. On that morning there will be one hundred and eleven projectors rolling with over Thirty Million Dollars worth of motion picture presentations. However, without companies and people like yourselves the "Century" would have to start sans the films!

Again, my most sincere thanks for a high quality, on schedule, on budget accomplishment.

Best Regards,

Don Henderson

Manager, WED ENTERPRISES
Film Productions
EPCOT CENTER, Walt Disney World
MAGIC KINGDOM, Walt Disney World
TOKYO DISNEYLAND
DISNEYLAND

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
CLEAN AIR AWARDS PROGRAM NOMINATION FORM**

Please Print or Type

I. PERSON(S) OR ORGANIZATION

NOMINATED: RICHARD SKAGGS, OMSTAR, INC.

4520 Palos Verdes Drive East - Rancho Palos Verdes, CA

90274

Street

City

Zip

II. CATEGORY: Awards will be presented in the following areas.
Check the appropriate line.

- ☒ **Advancement of Air Pollution Technology**
Contribution in the development and application
of new technology for emission reduction.
- ☐ **Innovative Transportation Projects**
Outstanding use of alternative transportation strategies
with the emphasis on decreasing Basin emissions.
- ☐ **Model Community Achievements**
Exceptional efforts in fostering conditions promoting
good air quality. Examples include improved public
transit, recycling centers, energy conservation, and
appropriate zoning.
- ☐ **Public Education on Air Quality Issues**
Outstanding efforts in bringing the clean air message
to the citizens of the South Coast Air Basin and in
supporting the District's Clean Air Program.

III. ACHIEVEMENTS: Describe the nominee's achievements. Consider the
following questions in your response.

- 1) What specific accomplishment did the nominee achieve?
- 2) Explain how this achievement resulted or will result in
improved air quality.
- 3) Specify any innovative methods or materials used.
- 4) How can this accomplishment be replicated so other
organizations or individuals can also improve air quality?

WRITE YOUR COMMENTS ON THE BACK OF THIS PAGE

IV. SUBMITTED BY: JOSEPH R. JONES, PRESIDENT - ENVIRONMENTAL RESOURCE MANAGE-
Name/Affiliation MENT

1571-"L" So. Sunkist Street
Street

Anaheim
City

92806
Zip

(714) 634-4201

Phone Number

Date

ALL NOMINATIONS FOR 1989 AWARDS MUST BE IN BY MARCH 17, 1989.
(Nominations received after March 17, will be eligible for 1990 Awards.)

WRITE YOUR RESPONSE TO SECTION III. IN THE SPACE BELOW

Please Print or Type

RICHARD SKAGGS, President of OMSTAR, Inc., has devoted much of his adult life to understanding and improving our environment. As a prize-winning producer for Disney Productions and an International Film Festival Gold Medal winner, Mr. Skaggs has previously directed his talent to the creative production of many of the films at Disney's EPCOT Center. A number of these film productions deal specifically with environmental or energy concerns. His production credits on the subject of acid rain are well known. The film entitled "The Sky is Falling", narrated by Hollywood stars Cliff Robertson and Carmen Zapata, was given wide acceptance by the United States Senate in Washington, D.C.

During 1988, Mr. Skaggs/OMSTAR introduced an innovative technology in fuel and oil conditioners in the South Coast Air Basin. The advancement of a fuel conditioner for diesel fuel(s) was formally tested by the California Air Resources Board (CARB) in late 1987. The encouraging and remarkable results are now well known and have been personally commended by Los Angeles Mayor Tom Bradley and Los Angeles City Councilman Richard Alatorre.

The advancement in chemical technology under the direction of Mr. Skaggs/OMSTAR has produced an additive that can cost-effectively lower diesel fuel(s) pollution in the SCAB. Initial CARB tests indicate a documented reduction in particulates of 26%, hydrocarbons up to 32%, nitrogen oxides up to 8%, and carbon monoxide of up to 12%. Hudson General Corporation, in extensively using the additive in UCLA buses, has found a 20% better fuel economy, maintenance cost improvement, and an average smoke opacity ^{reduced on} of 31%. In a six-month test conducted by an independent EPA-recognized and CARB-certified emission laboratory in Anaheim, California, the results indicate an overall emissions reduction of 33.5 percent.

With diesel engines burning 25 times dirtier than gasoline engines and producing some 475 tons of pollutants in the SCAB daily, we feel the advancement of a proven diesel fuel(s) additive is encouraging and reassuring. More importantly, the substantial contribution of the OMSTAR D-1280X technology can be significant in lowering the overall daily diesel fuel(s) pollution in the SCAB.

Mr. Richard Skaggs and OMSTAR are to be commended for their research, financial support and dedication to operational testing in proving ^{and advancing} the timely and unique value of this important air pollution technology.

The significant accomplishment can be realized by others through the concerted use of the D-1280X additive in diesel vehicles in the SCAB. The mandating of the use of the additive could have a significant effect on the California environment, generally, and Southern California, specifically.

We feel that Mr. Richard Skaggs/OMSTAR, Inc. have made a proven and significant advancement in air pollution technology.

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90274

Street

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Check the appropriate line.

☒ X

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Contribution in the development and application
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☐

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Exceptional efforts in fostering conditions promoting
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☐

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FORWARD COMPLETED NOMINATION FORM TO BARBARA PAGE, SR. PUBLIC INFORMATION SPECIALIST, SCAQMD, 9150 FLAIR DRIVE, EL MONTE, CA 91731

ALAN CRANSTON
CALIFORNIA

United States Senate

WASHINGTON, D.C. 20510

April 5, 1983

Dear Colleague,

I want to invite you and members of your staff to preview a yet-to-be-released American film on ACID RAIN.

This film, entitled "The Sky is Falling," graphically and dramatically details the growth of acid rain, examines some of the damaging consequences and looks at possible solutions. It's hard-hitting, pulls no punches, and deserves a wide audience.

"The Sky is Falling" was produced by award-winning television and film producer Richard Skaggs. Edmund Penney, winner of over 50 international film prizes, including an Academy Award nomination, did the writing and directing. Narration is by Hollywood stars Cliff Robertson and Carmen Zapata.

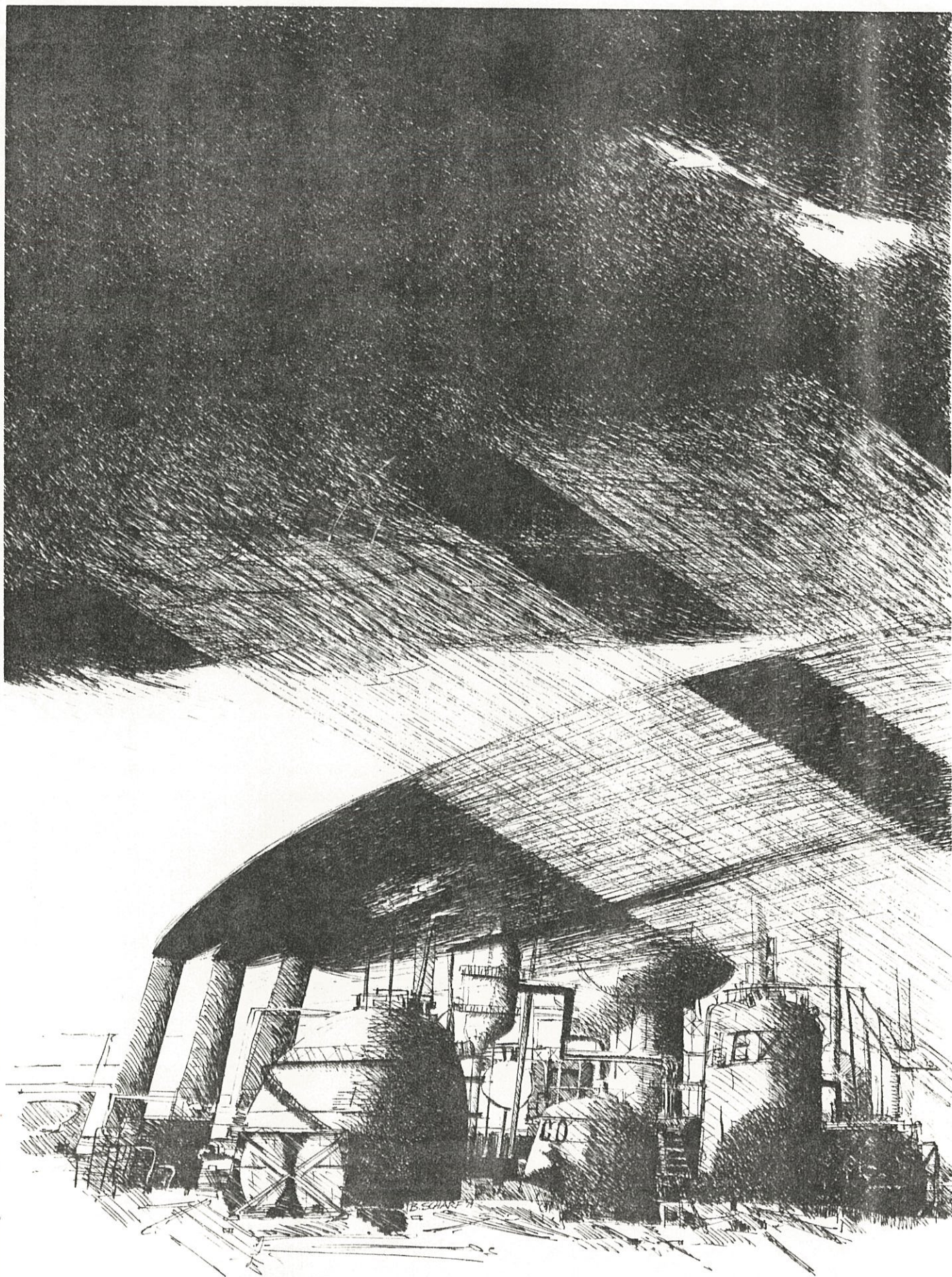
"The Sky is Falling" recently won an award of excellence from the Film Advisory Board in Hollywood.

The film, 54 minutes long, will be shown in Room 253 of the Russell Senate Office Building, at 3:45 o'clock on Tuesday, April 12th.

I hope you and members of your staff can come.

Cordially,


Alan Cranston



THE SKY IS FALLING



WHAT GOES UP...?

Our world is a fragile place. The economic miracle of the Industrial Revolution has not progressed without costs to our environment. Limitless natural resources are a thing of the past. And today we are faced with the ever-growing menace of pollution in our air, in our water, and on our land. Modern factories and automobiles continue to pump poisonous sulfur and nitrogen oxides into the sky's moist atmosphere, creating a highly toxic, alkaline solution. The result: ACID RAIN!

A GLOBAL KILLER!

Environmental scientists have determined that Acid Rain is now a global killer. It attacks soil, forests, lakes, fisheries, crops, animals and humans alike.

"...as long as we have fossil-fuel power plants and automobiles and a growing population and not enough conservation, we're going to have acid rain, until of course the acid rain shuts down the ecological system of our planet and that could mean the end of our civilization."

Dr. Paul Ehrlich

APOCALYPTIC?

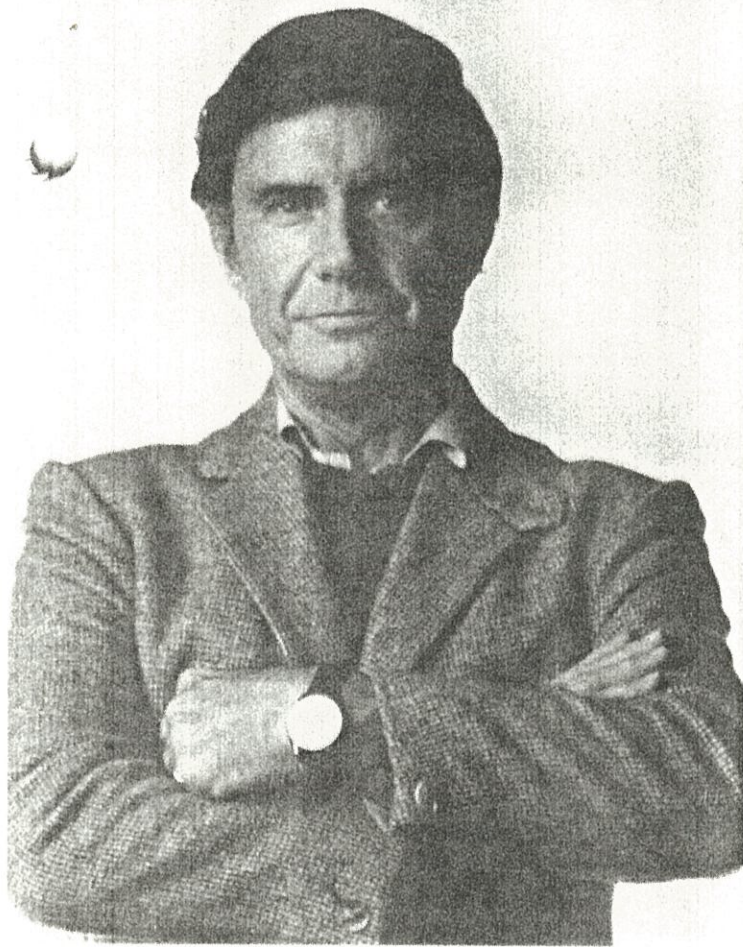
Hardly. Solutions exist. Alternative energy sources exist. The technology already exists. What remains is the ethical need to awaken and actively motivate our societies, our industries, our governments to fully recognize and fight the encroaching perils of Acid Rain.

CHICKEN LITTLE WASN'T JOKING!

"THE SKY IS FALLING" is addressed to all of us. The film takes a hard look at the Acid Rain phenomenon and offers very real solutions to a global environmental crisis. Nothing is achieved without sacrifice, without costs. Ultimately however, there is no reason why we cannot produce abundant energy and still enjoy a clean, healthful environment. It is our world, our choice. After all, this planet could be our Eden.

THE MESSAGE IS CLEAR.

Omstar Productions, under the direction of Academy Award nominee, Edmund F. Penney and producer Richard Skaggs (International



NARRATOR Cliff Robertson has won the Academy's Oscar for his portrayal in "CHARLIE". He will be appearing soon as Hugh Hefner in a new film called "STAR 80".

Film Festival gold medal winner) have gathered the first graphic, comprehensive case against Acid Rain in this hour long documentary film. In "THE SKY IS FALLING", Scientists, Environmentalists, Politicians and concerned citizens speak out across North America and Europe in an effort to define specific solutions to the causes and mounting implications of Acid Rain.

JUST ANOTHER SCARE?

Hardly. Acid Rains have effected our environment for many years. Only recently, however, have scientists been able to accurately assess the full extent of the damage. Naturally, in our petroleum hungry era, there are strong political voices which seek to reduce the ecological dangers by simply calling Acid Rain another "new scare". But in this documentary film the hard facts speak for themselves: Acid Rains are not a myth!



CO-NARRATOR Carmen Zapata was an Emmy Award nominee for her role in "STORE FRONT LAWYER" and won the Drama-Logue Award for Best Actress for her portrayal in "BLOOD WEDDING".

WE WISH TO ACKNOWLEDGE AND THANK THE FOLLOWING

Lord Montagu
M.P. House of Lords

United Nations
Geneva, Switzerland

Action Seminar on Acid Precipitation
Toronto, Ontario, Canada

The Mayor's Office and Citizen's Committee
City of Carson, California
Boilermaker's Union, Local 92

South Coast Air Quality Management District
El Monte, California

International Hydrographic Institute
Stockholm, Sweden

California Institute of Technology
Pasadena, California

National Academy of Sciences
Washington, D.C.

University of California at Davis

Pacific Gas and Electric Company

Southern California Edison Company

CREDITS

PRODUCED BY	RICHARD SKAGGS
WRITTEN & DIRECTED BY	EDMUND F. PENNEY
ASSOCIATE PRODUCER	HOWARD SARGENT
ART DIRECTOR	BARRY SCHARF
MUSIC BY	BORIS PILLIN
EXECUTIVE PRODUCERS	RICHARD SKAGGS, ALLAN SAYRE-SMITH
INTRODUCTION SPOKEN BY	CARMEN ZAPATA
NARRATED BY	CLIFF ROBERTSON
EDITED BY	FRED HUDSON, STEVE SPEIDEL
CAMERAMEN	FRED HUDSON, E. N. ABODABER TIM HUNTLEY
ADDITIONAL PHOTOGRAPHY BY	JOHN BAKODY, JOHN HOBLIT MICHAEL KOBY, FRANK JOINSON ROBERT QUINLAN, GENE SAV'E STEVEN SPEIDEL
PRODUCTION SECRETARY & SCRIPT SUPERVISOR	MERCEDES A. PENNEY
PRODUCTION ASSISTANTS	CHRISTINE BRNABIC, CAROLL COX CRAIG COLTON, DIANE LONDON KEN SARGENT, SPYDER WEBB
ASSISTANT TO THE PRODUCER	ROBERTA LANDON
2ND UNIT DIRECTOR (CANADA, SWEDEN, AND SWITZERLAND)	VICTOR KUBITSCHKE
RESEARCHED BY	MERCEDES A. PENNEY, FRED HUDSON HOWARD SARGENT, CLARK SCHRADER LINDA SKAGGS
PRODUCTION MANAGER, EUROPE	JAY POIGURSKI
TITLES BY	TOM ANDERSON FILMWORKS

OMSTAR PRODUCTIONS was founded in Hollywood, California in 1974. OMSTAR'S credits include films for Disney's EPCOT center in Orlando, Florida, and numerous contributions to Tokyo Disneyland, as well as many broadcast and commercial projects.



1714 Ivar Street
Hollywood, California 90028 (213) 464-6699

FORMAT: 16mm COLOR
VIDEO 3/4" FROM A 1" MASTER
COPYRIGHT, 1982 OMSTAR SKY
ALL RIGHTS RESERVED.

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CLEVE BENEDICT, W. VA.
THOMAS J. BLUET, JR., VA.
JAMES T. BROTHILL, N.C.
(EX OFFICIO)

Congress of the United States
House of Representatives
Subcommittee on Health and the Environment
of the
Committee on Energy and Commerce
Washington, D.C. 20515
January 6, 1982

Richard Skaggs
President
Omstar Productions
1714 N. Ivar Street
Hollywood, California 90028

Dear Mr. Skaggs:

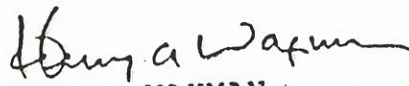
I would like to congratulate Omstar Productions for making the timely film, "The Sky Is Falling."

Your movie dramatically documents that acid rain is one of the most pressing environmental problems facing the nation. In "The Sky Is Falling", the phenomenon of acid rain is easily understood and constructive solutions are objectively presented. I know that this film will prove invaluable as a means for informing the public and motivating decision makers to solve this problem.

Again, let me extend my commendations for an excellent piece of work.

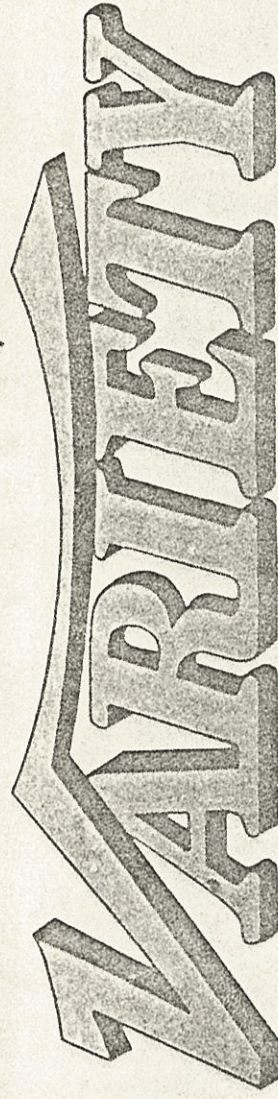
With every good wish, I am,

Sincerely,



HENRY A. WAXMAN
Chairman, Subcommittee on
Health and the Environment

HAW/jdc



1933—50 Years of Service To Showbiz—1983

ON ALL CHANNELS

Acid Rain Television Docu-Makers Are Stumped In Search For Takers

By DAVE KAUFMAN

Controversy is something television likes to avoid.

Acid rain is not a new subject, but it is a controversial one, and it's surfaced because of the U.S. Justice Department labeling a Canadian film on the subject as propaganda. It was an action test from environmentalists and politicians who do not feel that is a function of government in a free society.

However, television continues its blissful path, telling viewers little on an important subject. Environmental scientists contend acid rain causes considerable harm to humans, forests, soil, crops and animals, and seek action to stem the pollution they say is caused by factories and cars.

"The Sky Is Falling," a television documentary graphically detailing all this, was made by Omstar Prods., a Hollywood company, the hour show costing about \$225,000 is narrated by Cliff Robertson and Carmen Zapata. But so far it's sitting on the shelf with no takers. A view of the film reveals a well-executed docu, with global experts on the subject discussing it in plain-spoken terms. It's a bit scary.

Richard Skaggs produced the docu, which was written and directed by Edmund F. Penney. They began the venture in 1978, shot it all over the world, and finished it last November. So far

their attempts to sell it have been discouraging.

Skaggs and Penney report they approached Metromedia about their project. "At first they said they really wanted it; they were excited about it after they saw it. But then they sent the tape back. There has been no response since," Skaggs says.

Next they took their film to KHJ-TV, where program chief Walt Baker told them he liked it, but the station said no. Now, they say there is some interest in a theatrical release.

Sponsor With Guts

"We are working with KTTV and KCET trying to find someone gutsy enough, a sponsor who wants to handle something controversial," says Skaggs, and, he adds, "We might go to '60 Minutes' and '20/20' about representation of this story if the local deal doesn't jell."

The coin they invested to turn out the docu was "our own money and from private backers from a wide political spectrum, mostly conservative people," Skaggs says.

"It's a very strange thing that is happening. It's discouraging; on the other hand it makes us really want to fight. We feel this film can serve a purpose, that repression of the film can also serve a purpose by showing what the government is up to — this bunch at the Department of Energy."

The latter charge they amplify. The say a DOE exec was at a screening of the film in Washington, and he demanded they delete parts of their docu.

They identify him as Bob Kane of the environment issue division of the Department of Energy, and charge he insisted they remove a portion about Secretary of Interior James Watt, including footage at the end where Watt said he wanted a strong America.

He also allegedly told them to take out a scene showing a canine whose skin had been eaten by the acid rain. Kane, they say, kept calling Skaggs to have those portions deleted, but the producer rejected his demands. They received a request to view the film from Electrical Power Research Institute, a power lobby. After reps of the org saw it, "they said it was the worst film they had ever seen, that it was a shame and shouldn't be shown to anybody."

"They wanted us to change everything," reports Skaggs, adding, "They feel it would cost them hundreds of millions of dollars to clean up the problem."

Also not enamored of "Sky Is Falling" was the Pacific Gas & Electric Co., say Penney and Skaggs.

"They told us it was inaccurate, and said we had to pull the geothermal part. I told the guy he had given us the material. My feeling is I will not equivocate or give an inch; we will be heard," declares Skaggs.

The pair also report they planned to send the film to Germany, but their picture was somehow sabotaged. Skaggs says, "Our film had been sliced and cut. We don't know who did it, but the film was somehow sliced so that there was a jam on the Watt sequence; that was where the cut in the film was."

They showed their film before a United Nations group in Geneva, Switzerland, and that the U.N. said it was one of the best films ever on the subject, say the pair.

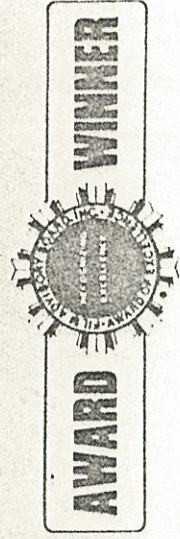
Among those who helped in the film were Lord Montague of the House of Lords; the International Hydrographic Institute of Stockholm; Caltech, Pasadena, and the National Academy of Sciences.

"You have a lot of people with credibility in this film. That's why they are upset," declares Penney.

Meanwhile, tv news chief will continue to moan that their new docu get low ratings but brave ly add that as a public service they will keep on airing such world-shaking issues as college basketball pressures and the like.

Inspired by
Edmund F. Penney

OMSTAR PRESS DEPT.



EDITORIAL

"CLEANER DIESEL FUEL"

IF SOMEONE TOLD YOU THERE WAS A SIMPLE DIESEL FUEL ADDITIVE THAT CUTS DOWN THE SMOKE AND POLLUTION FROM TRUCKS AND BUSES, INCREASES GAS MILEAGE AND CUTS MAINTENANCE COSTS, YOU PROBABLY WOULDN'T BELIEVE IT. THAT IS EXACTLY WHAT SEEMS TO BE HAPPENING WITH THE CALIFORNIA AIR RESOURCES BOARD. FOR THE PAST 18 MONTHS, COUNCILMAN RICHARD ALATORRE HAS BEEN CALLING FOR THE USE OF OMSTAR D-1280X, A DIESEL FUEL ADDITIVE THAT HAS CUT POLLUTION DRAMATICALLY IN YEARS OF TESTING. DESPITE THIS, THE AIR RESOURCES BOARD CAN'T SEEM TO FIND THE TIME TO DO ITS OWN FINAL TESTING SO THE ADDITIVE CAN BE USED THROUGHOUT THE SOUTHLAND. WE RECENTLY SUPPORTED NEW AIR POLLUTION REGULATIONS BY THE AIR QUALITY MANAGEMENT DISTRICT, INCLUDING A PLAN TO CHANGE CARS AND TRUCKS TO CLEANER BURNING METHANOL, BUT A CHANGE LIKE THAT COULD TAKE DECADES. IN THE MEANTIME, BY ENCOURAGING -- OR REQUIRING -- THE USE OF THIS FUEL ADDITIVE IN TRUCKS AND BUSES, WE COULD SEE IMMEDIATE RESULTS. THE BEST PART IS THAT TESTS SHOW IT PAYS FOR ITSELF IN BETTER GAS MILEAGE AND LOWER MAINTENANCE COSTS. LOS ANGELES CITY IS MOVING FORWARD BY CALLING FOR ITS USE IN CITY TRUCKS AND AIRPORT BUSES. WE URGE THE AIR RESOURCES BOARD TO GET ON THE BAND WAGON AND PUSH UP THE TESTS ON OMSTAR D-1280X.

DELIVERED BY: ELAINE WALKER, MGR. OF PUBLIC AFFAIRS/EDITORIALS

BROADCAST: SEPTEMBER 22-25, 1988

#1726

This is a KHJ-TV editorial. Comments on our editorial opinions are welcome and we recognize our obligation to broadcast meaningful opposing views in order to achieve a balanced presentation of the issue.

KHJ-TV / LOS ANGELES 9

D-1280X, Inc.
126 Marine Avenue
Wilmington, CA 90744
310-835-6809 FAX 835-0723

Subject: #88-30

AQMD: CHASING RABBITS

Broadcast: February 14, 1988

For years, motorists have been bellyaching about congested traffic on Ventura freeway through San Fernando Valley. Caltrans finally has the money and it's all set to start a \$45-million dollar widening job on 25 miles of it...two general traffic lanes.

But our Air Quality Management District doesn't want that. AQMD wants Caltrans to make one lane a diamond lane for car pools and buses only.

Caltrans refused.

So AQMD sent a delegation to Sacramento the other day, lobbying to ram the idea down Caltrans' throat. AQMD says it's doing this to cut air pollution.

A year ago, AQMD got samples of a fuel additive that cuts pollution in diesel engines. Commercial labs said it works. AQMD did nothing.

Councilman Richard Alatorre took it to the State Air Resources Board and persuaded the state to test it in the ARB lab. A month ago, he got the ARB state report. The stuff cuts some diesel pollutants as much as 30%, others less. It's available now. It could be dumped into 6,000 diesel city trash trucks and buses tomorrow morning.

We have no controls on diesel engines. They put about 500 tons of pollutants into our air every day. What has AQMD done? What has the city done? Nothing...zip...kaput...zero.

AQMD is busy lobbying Sacramento...maybe chasing rabbits while the buffalo get away.

I'm Joe Dyer.

ROBERT HYLAND

VICE PRESIDENT AND GENERAL MANAGER

KCBS-TV 6121 SUNSET BOULEVARD, LOS ANGELES, CALIFORNIA 90028 (213) 460-3000

Editorials represent the views of Station management and are presented to stimulate public discussion of community issues. To encourage such discussion, KCBS-TV will consider requests for time to reply by qualified representatives of opposing viewpoints. Your comments are always welcome.



CITY HALL
LOS ANGELES, CALIFORNIA 90012
(213) 488-3911

OFFICE OF THE MAYOR

TOM BRADLEY
MAYOR

November 18, 1988

Mr. Dan Drachand
California Air Resources Board
Chief of Mobile Source Division
9528 Telstar Ave.
El Monte, CA 91731

Dear Mr. Drachand:

As you are aware, at our request the RTD is about to begin testing the OMSTAR D-1280X diesel fuel additive in 30 of its buses to determine whether the additive reduces smoke from these vehicles. This, of course, is the same additive that you are currently testing using Department of Water and Power light duty trucks.

Given the potential importance and impact of the RTD test and the fact that the RTD is conducting a test on its own vehicles, in order to ensure that these tests are highly objective and reliable, we would request that the Air Resources Board conduct an on-site audit of the RTD testing as it progresses.

Your assistance in this matter would be greatly appreciated.

Sincerely,

Tom Bradley
TOM BRADLEY
MAYOR

Richard Alatorre

RICHARD ALATORRE
Councilman, 14th District

RA:bas

E.W. SAYBOLT & CO., INC.

WILMINGTON LAB OFFICE

CUSTOMER
REF. NO(S) :NONE/

DATE : 10/28/88

LABORATORY ANALYSIS REPORT

LABORATORY NO. : 9105

INVOICE NO.:WC-14751A

DESCRIPTION

Sample designated as :
DIESEL #2

Identifying Marks :
LISTED WITH ANALYSIS

Submitted by :
GENERAL PETROLEUM
(CUSTOMER OF OMSTAR INC.)
Client :
OMSTAR INC.

ANALYSIS

TEST

METHOD
(ASTM)

SAMPLE NO. 1
DIESEL #2,
WITHOUT
ADDITIVE

CETANE NO.

D613

45.5

FLASH POINT PMCC DEG. F

D93

150

NOTES

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- Results were based on analysis made at the time samples were received at the laboratory.
- Samples, if any, shall be retained for a period of 45 days unless a longer period is requested in writing.
- Sample nomenclature is designated by the customer.

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MEMBERS ASTM-API-SAE

George Sumner

E.W. SAYBOLT & CO., INC.

WILMINGTON LAB OFFICE

LABORATORY ANALYSIS REPORT

CUSTOMER
REF. NO(S) :NONE/

LABORATORY NO. : 9105

INVOICE NO.:WC-14751A

DATE : 10/28/88

DESCRIPTION

Sample designated as :
DIESEL #2 WITH D1280X

Identifying Marks :
LISTED WITH ANALYSIS

Submitted by :
GENERAL PETROLEUM
(CUSTOMER OF OMSTAR INC.)
Client :
OMSTAR INC.

NOTES

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ANALYSIS

TEST

METHOD
(ASTM)

SAMPLE NO. 2
DIESEL #2
(1280 PARTS)
+ 1 PART
1280X

D613
D93

CETANE NO.
FLASH POINT PMCC DEG. F

47.5
150

MEMBERS ASTM-API-SAE

George Summa

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WILMINGTON LAB OFFICE

CUSTOMER
REF. NO(S) :NONE/

DATE : 10/28/88

LABORATORY NO. : 9105

INVOICE NO.:WC-14751A

LABORATORY ANALYSIS REPORT

DESCRIPTION

Sample designated as :
OMSTAR DIESEL FUEL
CONDITIONER D1280X

Identifying Marks :
LISTED WITH ANALYSIS

Submitted by :
GENERAL PETROLEUM
(CUSTOMER OF OMSTAR INC.)
Client :
OMSTAR INC.

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ANALYSIS

TEST

METHOD
(ASTM)

SAMPLE NO. 3
OMSTAR DIESEL
FUEL CONDITIONER
D1280X

FLASH POINT PMCC DEG. F
METALS SPECTROGRAPHIC
IRON, PPM
SILICON, PPM
MAGNESIUM, PPM
COPPER, PPM
NICKEL, PPM
CALCIUM, PPM
ALUMINUM, PPM
VANADIUM, PPM
OTHER ELEMENTS
LOSS ON IGNITION

D93
230 +
0.60
0.22
0.016
0.017
0.044
0.21
TR < 0.01
0.069
NIL
99.99976%

MEMBERS ASTM-API-SAE

George Sumner

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LABORATORY ANALYSIS REPORT

CUSTOMER
REF. NO(S) :NONE/

LABORATORY NO. : 9105
INVOICE NO.:WC-14751A

DATE : 10/28/88

E.W. SAYBOLT & CO., INC.

WILMINGTON LAB OFFICE

ANALYSIS

DESCRIPTION

Sample designated as :
DIESEL #2 WITH OMSTAR
DIESEL FUEL CONDITIONER D1280X

Identifying Marks :
- LISTED WITH ANALYSIS

Submitted by :
GENERAL PETROELUM
(CUSTOMER OF OMSTAR INC.)
Client :
OMSTAR INC.

METHOD
(ASTM)
SAMPLE NO. 4
DIESEL #2
(1280 PARTS)
+ 1 PART
D1280X

D613
D93
47.5
150

CETANE NO.
FLASH POINT PMCC DEG. F

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George Sumner

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Fall 2001

Environmental Export News

Published by the Office of Environmental Technologies Industries
U.S. DEPARTMENT OF COMMERCE International Trade Administration



Issue No. 13

A Changing Market Brings Export Opportunities in India

by Marc A. Lemmond

Office of Environmental Technologies Industries

U.S. suppliers of environmental products and services have found India to be a receptive and profitable market in recent years. As India globalizes its economy and struggles to cope with environmental concerns exacerbated by its high population growth and urbanization, U.S. solution-providers are discovering increasing opportunities.

In 1999, India's environmental technologies market was estimated at approximately \$4.9 billion (based on market potential calculations and estimations, not actual revenues). The largest segments of this market are energy efficiency and renewable energy (\$2.5 billion), water and wastewater treatment (\$1.2 billion), and air pollution control (\$408.0 million). The market grew at an average annual rate of 10–15 percent in the 1990s. However, the Southeast Asian financial crisis and a slowdown in India's industrial production are blamed for a drop in environmental market growth to around 10 percent in more recent years. Even in the face of the slowdown, the market for environmental technologies has consistently maintained a growth rate approximately twice that of the country's GDP.

Now, an improving regulatory structure, activism in the Indian judiciary, improved public environmental education, and rising funding (both domestic and international) for environmental projects are bolstering market growth. In the regulatory arena, key market-driving developments include:

- **Clean Energy**—New “coal beneficiation” rules from the Ministry of Environment and Forests (MOEF) are reinforcing demand for clean coal technologies;
- **Air Pollution**—More stringent vehicular emissions standards are being enforced in India as of this spring. These standards are set to be stiffened from now through 2005 until they match Euro I and Euro II levels;
- **Hazardous Waste**—Revised biomedical waste-management rules and increasing private-sector investment in health care are boosting demand in this sector.

From the government of India, one positive market signal is that national and state-level government environmental spending has been on the increase in India, rising nearly 20 percent over the past five years. Another is that tariffs on environmental goods have been targeted for reductions. Customs duties on most pollution-control equipment, for example, have been reduced to 25 percent. Additionally, in an attempt to speed conversion to natural gas vehicles, the government of India has reduced duties to 5 percent on a number of specific items recognized as being required for that conversion.

(Continued on page 2)



Participants in the February 2001 energy and environment mission to India.



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(Continued on page 2)



Participants in the February 2001 energy and environment mission to India.

SENATOR KEVIN MCCARTHY

Kevin Owen McCarthy is an American politician serving in the United States House of Representatives. He is the current House Minority Leader, having previously served as House Majority Leader from August 2014 to January 2019. He has been the U.S. Representative for California's 23rd congressional district since 2007. The 23rd district, numbered as the 22nd district from 2007 to 2013, is based in Bakersfield and includes large sections of Kern County and Tulare County as well as part of the Quartz Hill neighborhood in northwest Los Angeles County.

A member of the Republican Party, he was formerly chairman of the California Young Republicans and the Young Republican National Federation. McCarthy worked as district director for U.S. Representative Bill Thomas, and in 2000 was elected as a trustee to the Kern Community College District. He then served in the California State Assembly from 2002 to 2006, the last two years as Minority Leader. When Thomas retired from the U.S. House in 2006, McCarthy ran to succeed him and won the election.

McCarthy was elected to House leadership as the Republican Chief Deputy Whip, from 2009 to 2011, and House Majority Whip, from 2011 until August 2014, when he was elected House Majority Leader to replace the outgoing Eric Cantor, who was defeated in his primary election. After announcing his candidacy for Speaker on September 28, 2015, he dropped out of the race on October 8 in favor of Paul Ryan.

McCarthy was the Republican nominee for Speaker of the United States House of Representatives in 2019. The Republicans lost their majority at the 2018 midterm elections, and McCarthy was elected as House Minority Leader, making him the first California Republican to hold the post.

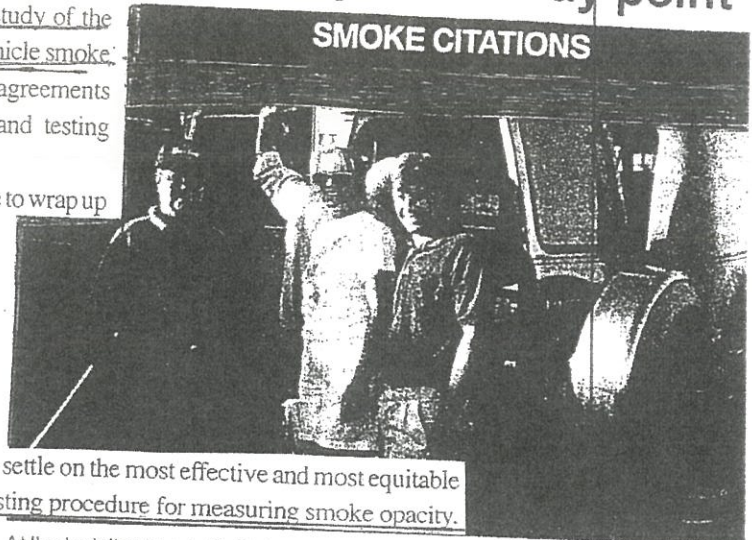
Senator Ray Haynes worked closely with Kevin McCarthy, both serving in Sacramento. Richard Skaggs was the appointee of the Speaker of the House serving as their environmental expert under the IMC.

The Society of Automotive Engineers (SAE) study of the California Air Resources Board's (ARB) heavy vehicle smoke test has settled into smooth operation after initial disagreements between CTA and ARB over technical details and testing procedures.

The study has passed the midway point, and is due to wrap up at the end of September.

Each day for the past three weeks, one "control" tractor and one other tractor have driven from Sacramento up Highway 80 to the summit and back to the Valley floor, taking measurements at several stops along the way with three different meters that are designed to measure the trucks' smoke opacity.

The SAE hopes to use the data from the study



to settle on the most effective and most equitable testing procedure for measuring smoke opacity.

At the test site (from left): Richard Skaggs, a representative of meter manufacturer CalTest; CTA Statistician Stephanie Williams; and John Duerr of Detroit Diesel Corporation, who also serves as Chairman of the SAE Heavy-Duty In-Use Emissions Committee.

April 8, 1993

Detroit Diesel Corporation
13400 W. Outer Drive MS A07
Redford, MI 48239-1309

Attn: John W Duerr, Chairman at the Committee

Dear Mr. Duerr:

The United Bus Owners of America (UBOA) represents a very large sector of Heavy Duty Diesel Owners and operators. With the ever growing concern about diesel engine emissions UBOA members would like to be represented and included in the Heavy Duty In Use Emissions Standards Committee.

Our participation would add another dimension to the committee, as well as those already being represented by the California and American Trucking Associations.

We would like to send Richard Skaggs, the Chairman of our Select Committee on the Environment, to the SAE Heavy Duty In Use Committee meeting, May 3, 1993, in Detroit. Richard has been involved with environmental issues for more than 20 years and more so with the diesel bus industry for the past 7 years. Many of our members currently own opacity meters and we would like to keep them informed about changes and standards in the meters. We would appreciate your committee adding UBOA to your Heavy Duty In Use Emissions Standards Committee.

If you need further information, please contact Richard Skaggs at (310) 835-6909, 2156 Elanita Drive, San Pedro, CA 90732.

Sincerely,


Wayne J. Smith
Executive Director
United Bus Owners of America

Subject: 88-94 THE DIFFERENCE BETWEEN BUSINESS AND BUREAUCRACY

Broadcast: May 1, 1988

If you think diesel smoke is a major part of air pollution in the Los Angeles Basin, you'll get no argument from us.

Gasoline engines have been controlled for 20 years, but not diesels. And they burn 25 times dirtier than gasoline.

Diesels put 475 tons of pollutants into the air here every day, mostly from trucks and buses.

Fourteen months ago, Channel 2 told of a new commercial diesel additive called D-1280 that cuts diesel smoke and increases diesel mileage.

Councilman Richard Alatorre immediately asked the State Air Resources Board to test it, with the idea of trying it in city trash trucks. They're extremely polluting because they stop-and-go all day.

That test took nine months and subsequent tests will take another ten.

In the meantime, American President Lines, right here in San Pedro... and one of the biggest cargo carriers in the world, tested D-1280 in its vehicles, reached a decision, and adopted the additive in 25 days, flat.

APL said the stuff cut diesel smoke by 50% to 90%, and gave them a net 6% more mileage. Now they're considering trying it in their diesel cargo ships, which take more than a million gallons to tank up.

The Air Resources Board has a budget of \$68,000,000 this year.

If Richard Alatorre is lucky, he may get the ARB to do in two years what American President Lines did in 25 days.

That's the difference between business and bureaucracy.

I'm Bob Hyland.

APL receives commendation for pollution reduction.

CTA member American President Lines recently received a special award from Los Angeles Mayor Tom Bradley to recognize their air quality improvement efforts. The company recently began using a new fuel additive—Omstar D-1280X—in their trucks and on-shore diesel engines. They may begin using the additive in their ship engines as well.

Los Angeles will begin testing the product in Department of Water & Power vehicles and power plants.



W.B. Seaton, Chairman of American President Lines (right) receives a Certificate of Commendation from Los Angeles Mayor Tom Bradley.

July 4, 1988

TESTS CONDUCTED. In 1988, American President Lines (APL) tested OMSTAR D-1280X in Capacity trailer jockeys, obtaining smoke opacity reductions from 64% to 93% in 24 days. Fuel economy savings were 16%. APL refrigeration diesels' smoke changed from "heavy black smoke" to "slight smoke that was blue-white" in 96 hours of continuous operation. In State of California Air Resources Board tests of OMSTAR D-1280X in late 1987, particulates were reduced up to 26%, hydrocarbons up to 32%, NOx up to 8%, and carbon monoxide up to 12%. Hudson General Corporation in using the additive in UCLA buses has found 20% better fuel economy, maintenance cost improvement, and an average smoke opacity reduction of 31%.



D-1280X, Inc.
126 Marine Avenue
Wilmington, CA 90744
310-335-6909 FAX 835-0723

INNOVATIVE TECHNOLOGY IN FUEL AND OIL CONDITIONERS

Descriptions of five
fuel and oil conditioners
in OMSTAR's family of additives
and lubricants

OMSTAR DIESEL FUEL ADDITIVE D-1280X
OMSTAR ENGINE SHIELD
(oil additive)

OMSTAR GASOLINE FUEL ADDITIVE G-1280X
OMSTAR DIESEL FUEL STABILIZER OFS-3001
OMSTAR RESIDUAL DIESEL FUEL ADDITIVE R-4000

EXHIBIT THREE-B

07/09/2004 10:58 FAX 916 319 2129

STEVE SAMUELIAN

+ DISTRICT OFFICE 001/002

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Assembly
California Legislature



STEVEN N. SAMUELIAN
ASSEMBLY MEMBER, TWENTY-NINTH DISTRICT

COMMITTEES:
Vice Chair, ELECTIONS, REDISTRICTING,
AND CONSTITUTIONAL AMENDMENTS
MEMBER
APPROPRIATIONS
ARTS, ENTERTAINMENT, SPORTS,
TOURISM AND INTERNET MEDIA
GOVERNMENTAL ORGANIZATION

MEMO

DATE: July 9, 2004
TO: Steve Samuelian
FROM: Rich Allen
SUBJECT: OMSTAR

*Myron -
We are setting a
meeting with Cal-
EPA Secretary.*

Sometime in the late 1980's Omstar products, with Support from Mayor Tom Bradley, Art Torres and Richard Alatorre asked CARB to test their fuel additive product D-1280X to determine the effectiveness of the product. The City of LA agreed to provide eleven city vehicles for the test. \$250,000 was made available (source is unclear).

CARB tested only eight vehicles, in sets of two: two standard diesel vehicles with the additive and two without; two special blend diesel vehicles with the additive and two without. The test on the standard diesel fuel vehicle showed significant

They stated in their report that the test did show significant reductions in Hydrocarbons and particulate emissions when the product was blended with standard diesel fuel, but could not determine why the reduction happened due to the small sample size. CARB's "final conclusions were that the use of D-1280X in diesel fuel can reduce hydrocarbon exhaust emissions, but for the other pollutants (particulates, oxides of nitrogen and carbon monoxide) and fuel economy the results of the study were statistically insignificant. Therefore definite conclusions regarding the effect of the additive on other pollutants and fuel economy cannot be made. Smoke opacity tests were also not part of this study. This is noteworthy since one claim regarding D-1280X is that it will reduce smoke."

The memo has an attached fact sheet which is significantly more hostile than the cover memo. Furthermore no additional testing would be done. They claim a 95% confidence level that the product is insignificant.

I have the impression that in the past CARB wanted to eliminate diesel engines in the State of California and therefore was not interested in any additives that would reduce emissions in the 1980's.

Gray Davis changed that. CARB was forced to consider a diesel additive during the energy crisis because Governor Davis wanted to keep the electrical generators running;

FROM : FRANCIS FITZGERALD CO., INC.
07/09/04 12:19 FAX 5592434188
07/09/2004 10:58 FAX 918 319 2129

PHONE NO. : 559 434 5727
ASSEMBLYMAN STEVE SAMUELIAN
STEVE SAMUELIAN

Jul. 10 2004 02:45AM P2
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DISTRICT OFFICE 0002/002

even the diesel generators that CARB had previously scheduled for shut down. After previously claiming D-1280X was insignificant in reducing emissions, CARB could not recommend the use of it during the energy crisis. CARB then found an additive product manufactured in Ohio for use on stationary source diesel motors which now seems to have the CARB seal of approval.

The problem for CARB is that the product they endorsed seems to be inferior to D-1280X. CARB has ignored testimonials from many companies and even other governments in order to maintain their position on D-1280X. To add insult to injury, CARB appears to have prevented Omstar from having an independent lab test their product.

The point I made at the meeting with Dr. Lloyd is that Governor Schwarzenegger has declared that his administration will help California companies market their products to improve our economy. If CARB promised to test eleven vehicles, they should test eleven vehicles. Dr. Lloyd could verify what CARB promised Omstar because two of the elected officials that were part of the early negotiations, Art Torres and Richard Alatore, were still alive and kicking. I further pointed out that if Ray Haynes and Art Torres and Richard Alatore agreed on anything, that it would be politically unsophisticated to ignore the situation.

Dr Lloyd said he would take all the info from this meeting under advisement and would communicate his decision back to us. In the ensuing years diesel fuel standards have changed in all of California, to reduce sulfur and particulate emissions. My impression is that this change eliminates the need to test D-1280X in two different fuels. The easy solution is for CARB to test eleven diesel motors provided by the City of LA with the additive and test eleven diesel motors without the additive and let the results speak for themselves.





Matthew Rodriquez
Secretary for
Environmental Protection

Air Resources Board

Mary D. Nichols, Chairman
9480 Telstar Avenue, Suite 4
El Monte, California 91731 • www.arb.ca.gov



Edmund G. Brown Jr.
Governor

August 23, 2012

Richard Skaggs
Omstar Environmental Production, USA
126 Marine Avenue
Wilmington, California 90744

Dear Mr. Skaggs:

Thank you for meeting with us on July 25, 2012, to discuss your D1280X fuel additive. This letter provides the clarification you requested regarding State requirements affecting sale of the additive. I am also providing several clarifications of the July 26, 2012, bulletin you sent your distributors and the Air Resources Board (ARB) the following day. Let me start with the bulletin.

The bulletin states that ARB approves use of D-1280X in California. This is not correct. California allows the sale of fuel additives provided they have been registered with the U.S. Environmental Protection Agency (U.S. EPA). D-1280X is on the U.S. EPA list. Being listed by the U.S. EPA means there is no known constituent contained in the additive that could adversely impact public health. Listing does not mean the U.S. EPA or ARB has made a judgment as to the efficacy of the additive. Also, California does not issue an approval of fuel additives, and contrary to the statement in your bulletin, there is no state of California list of approved fuel additives.

California does provide a process by which devices or fuel additives that reduce diesel emissions may be verified as to their efficacy in reducing such emissions. This process is part of our effort to clean up legacy diesel engines in California. To be placed on the list a device or additive must demonstrate, using standardized emission testing, an emission reduction of particle mass of at least 25 percent, and meet other requirements, which for fuel additives include a formal review that there are no significant adverse impacts on public health or other media such as water. Most items on the current list involve exhaust aftertreatment (e.g. soot filters). D-1280X is not on the list because it has not undergone the rigorous testing required to quantify its efficacy and impact on the environment and public health.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

Richard Skaggs
August 23, 2012
Page 3

If you have any questions or need further information about the Verification Procedure's In-Use Compliance Program, please contact Sharon Lemieux, Chief, at (626) 350-6454, or via email at sclemieu@arb.ca.gov.

Sincerely,



Tom Cackette
Chief Deputy Executive Officer

cc: Richard W. Corey
Deputy Executive Officer

Robert Cross, M.S.M.E., P.E.
Chief, Mobile Source Control Division

Sharon C. Lemieux, P.E.
Branch Chief
Mobile Source Control Division

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Assembly California Legislature



RAYMOND N. HAYNES
ASSEMBLY MEMBER, SIXTY-SIXTH DISTRICT

COMMITTEES

VICE-CHAIR

HUMAN SERVICES

MEMBER

APPROPRIATIONS

BUDGET

NATURAL RESOURCES

June 28, 2004

The Honorable Arnold Schwarzenegger
Governor
STATE OF CALIFORNIA
State Capitol
Sacramento, CA 95814

**RE: THE RE-APPOINTMENT OF MR. RICHARD SKAGGS TO THE
INSPECTION, MAINTENANCE & REVIEW COMMITTEE, OR AN
APPOINTMENT TO THE AIR RESOURCES BOARD.**

Mr. Governor:

I am writing to communicate my strong support and recommendation of Mr. Richard Skaggs' appointment to the Inspection Maintenance Review Committee (IMRC), or to the Air Resources Board (ARB).

Having known and worked with Richard for over 13 years, I believe that he can bring tremendous value to either one of the entities above. Not only did Richard serve an eight-year term as a member of the IMRC (ending June 2004), he has more than 30 years of vast experience in working on environmental issues at many levels, making him highly qualified for the positions currently open.

Throughout his career performance, Mr. Skaggs has made award-winning and noteworthy contributions in leadership roles. This includes his achievements as a producer at Sony and Disney Studios, as well as a member of the Environmental Task Force of the American Legislative Executive Committee, the Environmental Committee of the California Bus Association, and the Environmental Department of the United Motor Coach Owner's of America. In 1979, Richard produced a documentary film about acid rain entitled "The Sky is Falling," which was narrated by actor Cliff Robertson and presented the Film of Excellency Award.

Finally, Richard can be described as an honorable man of integrity who is dependable. He has worked closely and faithfully with me and others such as the late Congressman

APPOINTMENT RECOMMENDATION -- MR. RICHARD SKAGGS

Office of Assemblyman Ray Haynes

June 28, 2004

Page 2

Sonny Bono to promote the Republican Party, and has done a stellar job in keeping my office informed about important clean air regulation, and trade and commerce matters.

I think the appointment of Mr. Skaggs to the ARB or to the IMRC would result in a great service to the people of California, and therefore request your utmost consideration in that regard.

Yours Truly,

A handwritten signature in black ink, appearing to read "Ray Haynes", written over a horizontal line.

Ray Haynes