

Emissol

Thank you very much, I hope you hear me now. My name is Mansour Masoudi from Emissol. We are here in Washington State, a little north of Seattle. Spelling, M-A-N-S-O-U-R, my first name, last name, M-A-S. O-U-D-I. Uh, we thank Washington Ecology for their leadership and their efforts to reduce NOx emission, especially from medium and heavy duty vehicles. Let's remember, a major portion of medium and heavy duty vehicles will remain combustion engines for the foreseeable future. That is, the Ecology rules will allow some of... some to continue to use legacy diesel engines, even moving forward in the coming years. Historically, whenever tailpipe emissions are proposed to be reduced, there are reservations from manufacturers that it will be costly, or would it be hard to implement, or they bring up other concerns. Uh, we suggest that in the event Ecology faces such reservations, Ecology includes demonstrations showing the proposed emission targets are indeed practical. Here at Emissol, we have developed some of these technologies. Uh, we have been in emission control by almost a quarter of a century. Um, we have developed technologies 100% funded by prior federal awards using your technologies are being tested by some of the world's largest engine manufacturers. Uh, these are the ones that are looking to meet ultra-low NOx emission regulations. These novel technologies have been shown, and some have been published in peer-reviewed publications. They have been shown to reduce NOx emissions by more than a hundred-fold practically reducing NOx emissions to virtual zero to few parts per million, or ppm. We are happy to help support Ecology in their new rulemaking, and if any demonstration comes up. We are happy to have closer communication, and get into the details of how we can support this undertaking. Thank you very much for the opportunity.