

CARB,

Modifications 86 & 87, regarding In-Field Forklifts, should also include those on multi-level construction sites and construction sites without permanent electrical infrastructure.

On multi-level construction projects, forklifts are typically hoisted via crane to level of the building where work is being performed and they remain on that level until they are no longer needed. Fuel is brought to the forklifts as needed. Using electric forklifts on such construction sites would require either (1) installing temporary charging facilities at each level of the building, or (2) constantly hoisting forklifts between levels or to and from the ground level for the purpose of recharging. Neither option is feasible.

- Installing temporary charging infrastructure on each level of a multi-level building during construction would be cost-prohibitive. Temporary power at the site is also not likely to be of sufficient capacity to accommodate multiple charging stations.
- Moving electric forklifts between levels for the purpose of charging would be incredibly inefficient and dangerous. Moving a forklift to a location for hoisting, securing the forklift, hoisting it between levels, un-securing the forklift, and moving it to a charging station would materially impact the time required to complete a job. It would also take up valuable hoisting time needed for moving building materials around the site. Additional movement of the forklifts around the site for charging purposes presents increased opportunity for safety incidents compared to keeping forklifts in the immediate area where they are needed. Hoisting a forklift is also a dangerous task and would increase safety risks to workers on the site.

Although the Operation Extension described in 3007(b)(4) could be used to request exceptions for construction sites, the application process would be overly burdensome. Due to the requirements for a request, as set forth in 3007(b)(4)(D), a contractor could not apply for an extension for its entire fleet, but rather would be required to constantly submit new requests for every job site. This would place an unnecessary burden on both the applicant and the Executive Officer.

Similarly, the Infrastructure Delay Extension described in 3007(b)(3) does not appear appropriate for construction sites where no permanent power is available. This extension appears to focus on the delay of construction and electrification of permanent infrastructure. It does not appear to contemplate active construction sites where no power or only temporary power is available. Further, if the construction industry were to rely on this extension as a means for approval of LSI forklifts on construction sites, it would face the same overly burdensome requirements described above in relation to the Operation Extension request.

For the reasons above, it is clear that the construction industry faces challenges similar to the forestry and agricultural industries that merit the new In-Field Forklift exemption. The exclusion of the construction industry from the definition of In-Field forklifts appears arbitrary and prejudicial.

Thank you for your time and please do not hesitate to reach out with questions or concerns.