



# CONNECTICUT BUS ASSOCIATION, INC.

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Testimony Before Environment Committee  
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## **SB 1019 An Act Requiring Biodiesel-Blended Heating Oil and Diesel Fuel**

Sen. Meyer, Representative Roy and members of the Environment Committee, my name is Jean Cronin and I am the Executive Director of the Connecticut Bus Association and I am here today to oppose SB 1019 AAC Requiring Biodiesel-Blended Heating Oil and Diesel Fuel.

As background, the CT Bus Association is a statewide trade association representing interstate, intrastate and transit motor bus operators in Connecticut. Our members are very concerned about Connecticut adopting its own fuel standard that would require a phase-in of a biodiesel blend over the next four years. We fear that there will be a number of problems that would result from the adoption of such a measure.

First, we are concerned about Connecticut having a different type of diesel fuel than surrounding states and the effect it will have on supply. Second, such a blend will also be more expensive. Our understanding is that the cost of biodiesel could range from 70 cents to \$1.25 more per gallon than our current fuel, which by the way is ultra low sulfur diesel. Is ultra low sulfur diesel not clean enough?

Third, we worry about the effects of biodiesel fuel on our buses engines. Biodiesel additives cause diesel fuel to gel faster, especially in the cold New England weather. We do not know what impact this will have on our engines. We do know that the motorbus manufacturers are so concerned about the effects of biodiesel fuel on their engines that the warranty would automatically become void if a diesel fuel containing more than 5 percent biodiesel blend was used in our buses.

Finally, our buses do a tremendous amount of interstate travel. We purchase fuel in a variety of states. How would this bioblended fuel mix with other types of fuels in other states? Our understanding is that biofuels can come from various feed stocks which could very well cause a "mixing" issue with diesel as well as other types of biofuels. We need consistent fuels for optimum operation of our vehicles.

We have been through this fuel change before with the mandate of low sulfur biodiesel fuel. This was a major change for our industry and caused several operational issues with our vehicles, including lower mileage, higher BTU output and more wear and tear on the engines. Manufacturers have been slowly working through these issues --and the interesting point is that was a FEDERAL mandate.

The motorbus industry is going through enough difficulties in these hard economic times. Let's not make the mistake of creating a Connecticut specific fuel.