

SUPPORT FOR SB 267

Graham Barker
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Good day, members of the Environment Committee.

My name is Graham Barker and I am the Business Development Manager for Air & Gas Technologies (AGT), Inc; and a Connecticut resident.

This e-mail is to provide support testimony on **Senate Bill 267, AN ACT CONCERNING CLEAN AND ALTERNATIVE FUEL VEHICLES.**

AGT is a supplier of turnkey CNG vehicle fueling stations. We support this act as it will help to wean our fleets off expensive foreign oil based fuels which contribute to pollution by making it easier for fleets to transition away from gasoline and diesel.

AGT has worked with several Connecticut companies and municipalities to develop the use of CNG as a vehicle fuel by installing refueling stations for their CNG vehicles. These projects have been successful in reducing both mobile source emissions and vehicle operating costs; however, like all operational changes, this requires a significant investment by the company, and having tax credits for alternative fuel vehicles and infrastructure will help the State of Connecticut move towards widespread use of less expensive and less polluting fuels.

Reductions in mobile source air emissions are becoming an important part of Federal, Regional and State air emissions policy. The use of natural gas vehicles in Connecticut has already resulted in less air pollution, and stimulating the expanded use of these vehicles will continue this trend.

Natural gas vehicles reduce Greenhouse Gas Emissions between 20% – 29% depending upon vehicle type; and should a low carbon fuel program be adopted, CNG is the ideal fuel as only contains one (1) carbon atom vs. 14 for diesel and 8 for gasoline.

Energy independence is also vital for this country, and the use of domestically produced natural gas provides this independence, along with economic development and job creation.

The US is only 5% of the world's population, but it uses 25% of the world's oil; most of which comes from unfriendly and unstable areas of the world.

Over 95% of the natural gas used in the US is produced in North America, and current estimates have at least 115 years worth of supply, with more becoming available as shale and tar sand fields are developed.

Oil prices are already above \$100 per barrel, and some experts say we could easily reach the 2008 level of \$145 per barrel as the world economies start to revive. Natural gas prices have been consistently dropping over the last few years, and all indications are that the price should stay flat for many years due to the high reserves. There is a significant fuel cost saving to be realized from the use of stable priced CNG when compared to the ever increasing costs of gasoline and diesel.

I would also suggest some editorial changes to the text to make it more applicable to the latest vehicle availability.

Several sections of the Bill refer to **new** vehicles “exclusively” powered by a clean alternate fuel; however several vehicle manufacturers (Chrysler, GM & Ford) are now scheduled to offer dual fuel CNG versions of vehicles in addition to “dedicated” or “exclusive” CNG use; therefore I would submit that this dual fuel option be included for new vehicles, as it is for conversion systems.

Compressed Natural Gas is not included in the list of fuels contained in the revised text for Section 2. Subdivision @ of Subsection 12-587 of the general statutes; so I suggest the following wording (based upon propane already contained in the Bill) be used:

(?) for any first sale occurring prior to July 1, [2008] 2017, natural gas to be used as a fuel for a motor vehicle

Based upon the above facts, I request your favorable action on this bill to allow us to expand on the work already started.

Thank you for the opportunity to present this testimony, and I would welcome any questions you may have.

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