



**Testimony of Erik M. Kirkhorn  
Director, Government Affairs  
Toyota Motor North America  
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Good afternoon. I am Erik Kirkhorn, Director of Government Affairs for Toyota Motor North America. I am based in the company's Washington, DC office where certain technical, safety, engineering, research, regulatory and government affairs teams are located. Thank you for the opportunity to provide Toyota's perspective on this important legislation before the Energy and Technology Committee.

Toyota commends the Committee on its efforts to help create a transportation system of the future that is effective, efficient and, importantly, designed to have minimal impact on our environment.

We agree with the Committee's intent to increase the number of zero emission vehicles in Connecticut through a combination of electric, battery electric, plug-in, and hybrid vehicles. And importantly, the Committee also has included hydrogen, or fuel cell, vehicles on that list.

We know that Connecticut has been at the forefront of hydrogen fuel cell development since the early days of the manned space program. And Toyota supports the critical hydrogen research and multi-purpose development that continues here every day.

And, similar to many professionals dedicated to this work in Connecticut, Toyota also is extending resources globally to create a *hydrogen future*. Toyota's long-term commitment to hydrogen began 20 years ago and will continue for decades to come. The Toyota hydrogen vehicle -- the "Mirai" -- is now available to customers through eight dealers in California and we have plans to deliver this vehicle to dealers in Connecticut and other states in the northeast. The legislation the Committee contemplates today will go a long way to ensuring that Connecticut consumers soon will have access to this revolutionary technology.

The automotive industry also recognizes that a concurrent investment in fueling infrastructure is an imperative. That is why Toyota is working with partners who are building hydrogen stations here and in four other states -- Massachusetts, New York, New Jersey and Rhode Island.

Our objective remains to make the Mirai available at the same time that this initial infrastructure is created to ensure that our customers have access to a network of available stations.

I'll briefly share more about the benefits of fuel cell vehicles and the new Toyota Mirai. Among zero emission vehicles on the market today, only fuel cell vehicles offer zero tailpipe emissions (the only emission is water); high mileage; long-range driving; and fast fueling. And the vehicles are completely safe – government agencies and fuel suppliers have for many years developed codes and standards for safe hydrogen storage, distribution and transport.

The Toyota Mirai, for example, is available in the U.S., Japan and EU countries and is subject to the same rigorous U.S. and international standards all conventional vehicles must meet. In addition to complying with the U.S. Federal Motor Vehicle Safety Standards, the Mirai meets or exceeds the United Nations Global Technical Regulations for hydrogen fuel cell vehicles.

And, as you are aware, Toyota is not the only manufacturer with plans to introduce a hydrogen vehicle to the market – we will soon see a number of fuel cell cars of all types in Connecticut and elsewhere.

And that is why this bill is important. By removing obstacles and expediting the creation of new markets, this Committee is helping advance the future of new automotive technologies in Connecticut.

Thank you for offering an opportunity for Toyota to comment on this important legislation.

#### Section Clarification

Toyota suggests amending Section 12 to further clarify the Committee's intent, as follows (new language underlined and in red):

- (a) No motor vehicle which uses any pressurized gas except natural gas or hydrogen as a fuel for its engine may enter or be parked in any area that is under grade level. Any vehicle within the state which carries any pressurized gas as its fuel in a tank attached to the vehicle in any concealed area, including, but not limited to, trunks, compartments or under such vehicle, except a vehicle that WAS MANUFACTURED TO OPERATE ON SUCH FUEL, AND THAT HAS MANUFACTURER-INSTALLED EXTERIOR BADGING IDENTIFYING THE FUEL SYSTEM, AND THAT is OTHERWISE in compliance with all applicable federal PLACARDING codes and standards for light duty passenger use], shall have displayed on its exterior the words "Pressurized Flammable Gas" or a standard abbreviation or symbol as determined by the Office of the State Fire Marshal, in block letters at least two inches high, which letters shall be of contrasting colors and shall be placed as near as possible to the area where the tank is located. No person may dispense any pressurized gas used as a vehicle fuel into any tank in a concealed area of a vehicle unless the vehicle is in compliance with the requirements of this subsection. The Commissioner of Motor Vehicles shall adopt regulations in accordance with the provisions of chapter 54 to carry out the provisions of this section.