



March 10, 2016

Hon. Paul Doyle, Senate Chair  
Hon. Lonnie Reed, House Chair  
Joint Committee on Energy and Technology  
300 Capitol Avenue, Room 3900  
Hartford, Connecticut 06106

**RE: Support House Bill 5510**

Dear Mr. Chairmen and Members of Committee:

On behalf of the Alliance of Automobile Manufacturers (Alliance), I am writing to you today to express our support for House Bill 5510, legislation supporting the continued growth of the alternate fuel vehicle market in Connecticut. The Alliance is a trade association representing 12 of the world's leading car and light truck manufacturers, including of BMW Group, FCA US LLC, Ford Motor Company, General Motors Company, Jaguar Land Rover, Mazda, Mercedes-Benz USA, Mitsubishi Motors, Porsche, Toyota, Volkswagen Group of America, and Volvo Car USA. Together, Alliance members account for roughly 75% of the cars and light duty trucks sold in the United States each year.

Air quality is a priority to automakers, and thanks to their technological advancements, automakers are on track to virtually eliminate smog-forming emissions from passenger vehicles in the next decade – even with more cars on our roads and people travelling more miles. In fact, ozone-forming emissions from autos are expected to approach negligible levels. Looking ahead, by 2030 passenger cars will contribute only about 1% of ozone emissions from all sources of smog. Clean cars are here to stay, and as more consumers buy new vehicles with advanced emissions control systems, we will progress even faster.

As are certainly aware, Connecticut is one of a collection of states that have adopted the California Low Emission Vehicle program and the Zero Emission Vehicle (ZEV) mandate, which holds vehicle manufacturers responsible for selling a specific volume of ZEV in those states. This program has set forth a very aggressive timeline for the adoption of ZEV by consumers. At present, ZEV registrations in Connecticut represent approximately one-half of one percent (0.5%) of all vehicles sold. For vehicle manufacturers to remain in compliance, according to the California Air Resources Board's *2011 Initial Statement of Reasons*, this number needs to increase 2,900% by 2025 – just 9 years away. Additionally, in November 2015, Connecticut – along with the states of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, New York, New Jersey, and California – signed a memorandum of understanding with the U.S. Department of Energy to work together with a commitment to put 3.3 million ZEV on the road by 2025. From these actions it is apparent that Connecticut has expressed its support for ZEV, now is the time to express its commitment.

House Bill 5510 is a very modest measure to reduce some of the hurdles that presently confront consumers who may be considering the purchase of an alternate fuel vehicle. While only a small part of the steps necessary to reach the lofty goals set by the state for 2025, it will help advance the adoption of electric, fuel cell, natural gas, and hydrogen vehicles – all of which will be a part of the technologies needed to achieve the state’s goals.

It is for these reasons that the Alliance supports the adoption of HB 5510, and respectfully requests the committee take positive action on the proposed bill.

Thank you for your consideration of the Alliance’s position. Please do not hesitate to contact me, should I be able to provide any additional information.

Sincerely,



Wayne Weikel  
Senior Director, State Affairs

cc: Energy and Technology Committee Members