ALTERNATIVE FUELS COALITION OF CONNECTICUT

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Governor's Council on Climate Change (GC3) Meeting
September 8, 2016
1:00 PM - 3:00 PM
Connecticut Department of Energy and Environmental Protection
Gina McCarthy Auditorium
5th Floor 79 Elm Street Hartford, Connecticut

September 28, 2016

Dear Council Members:

I wrote to you on September 12th and since then, the Propane Education Research Council (PERC), has released some new statistics about propane powered school buses. So I would again like to use this opportunity to update you on the new facts and make a couple additional comments about the important role propane & natural gas can play in reducing GHG Emmissions today. First some new facts on the propane powere school buses;

PROPANE SCHOOL BUSES FACTS UPDATED

- Nearly 11,000 propane powered school buses operating in 47 states and transporting over a 650,000 children daily, are in operation today. In fact, propane bus sales have increased by 436 percent since 2012

- Blue Bird Bus over the last year has experienced a 45% increase in the production of their propane school buses.[1]

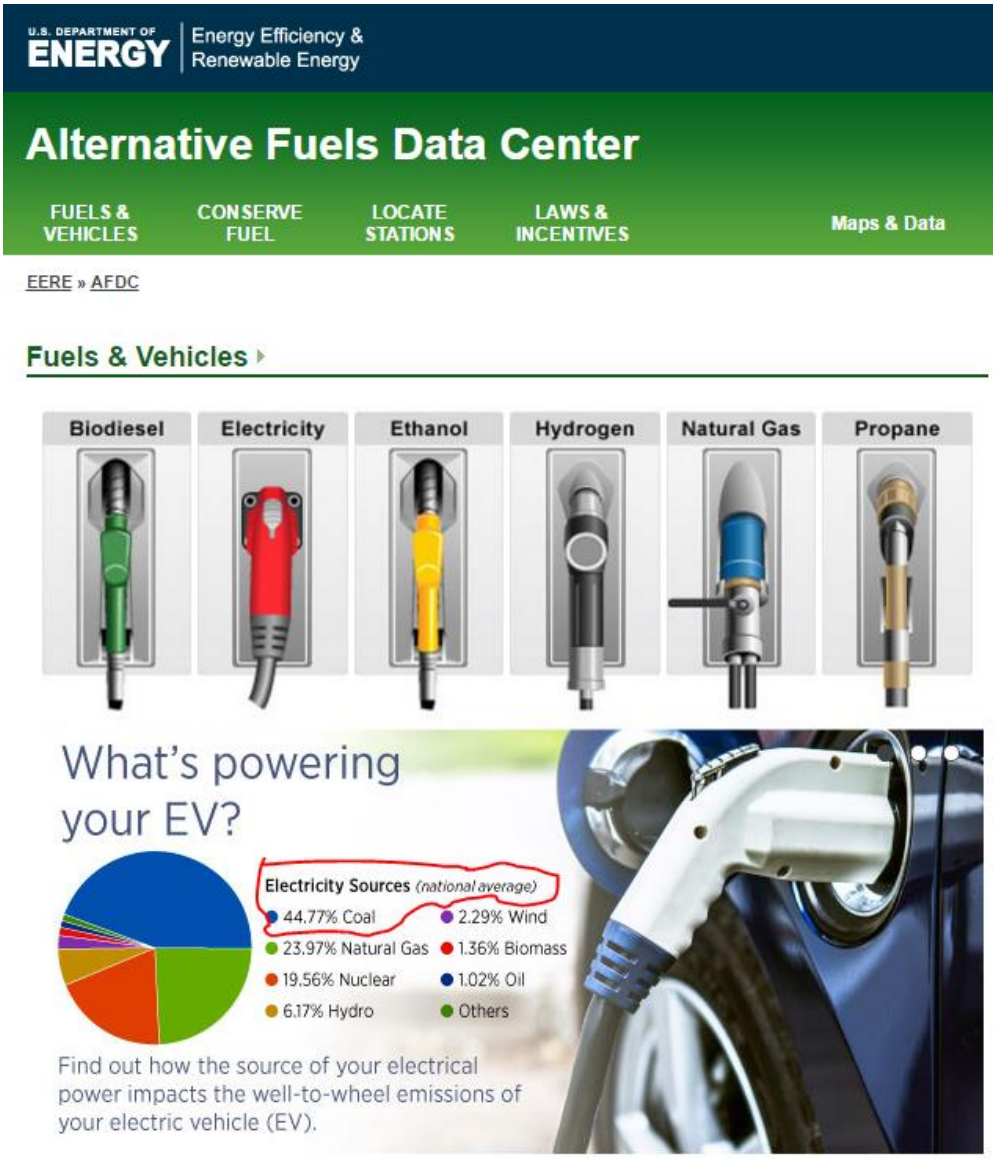
- In 2015, 16% of Blue Bird School bus sales were propane powered vehicles

[1] http://energygumbo.com/back-to-school-take-the-propane-bus/

- All four major manufacturers (Bluebird, Thomas, Collins and IC Navistar) of school buses offer a propane option and in some cases, the cost is now comparable to their diesel counterpart.

- The transition from diesel to propane buses has been reported in at least 20 of the top 25 designated market areas, and four of the 10 largest school districts in the country are using them.

On a broader note, let's take a closer look at the Alternative Fuel "Players" or "Emission Fighters" as we know them today;



There is no question on the long term; our state is counting on vehicle electrification to significantly reduce GHG emissions. But getting there on the short term seems like really dirty business. Over the last year, there has been much discussion on the importance of de-carbonizing the production of electricity. Without doing so as we all know, GHG emissions would actually increase. Propane and natural gas are two “arrows in the quiver” that can be strategically used now to offset any increase in emissions associated with carbon based electricity production.

Finally, aside from CT leading the way in the use of propane in Pupil Transportation, we have a well-known university which has turned to propane to assist in its sustainability mission;

Propane autogas offers a lot of flexibility (OEM or aftermarket up-fitting) to reduce GHG emissions and it along with its natural gas ally can assist our state in achieving its long term GHG emission goals. Our state needs to do more in adopting greater use of these fuels with its own fleet and to promote and stimulate the greater use of these fuels with the private and municipal sectors today. ***AMERICA’S NATIONAL PARK SERVICES*** (take a look here) is one of the best examples of how to utilize the above portfolio of alternative fuels to reduce vehicle emissions.

Sincerely,

T. Michael Morrissey
Director of Government Affairs – Business Development
Alternative Fuels Coalition of Connecticut

***** PROPANE ~ THE CLEANEST FOSSIL FUEL KNOWN TO MANKIND *****