

## **Weights and Measures and Standards for Dispensing CNG and LNG Motor Fuels**

### **Section 1: Legislative Findings**

The legislature does make the following findings concerning the use of compressed natural gas and liquefied natural gas as motor fuels:

- (a) Gasoline and diesel fuel are the two dominant motor fuels currently in use in the U.S. and worldwide;
- (b) The transportation sector in the U.S. is almost totally reliant on gasoline and diesel fuel and as such there is very little competition from other motor fuels;
- (c) It is in the interest of this country and this state to encourage the use of alternative fuels in order to reduce reliance on imported petroleum from unstable regions of the world;
- (d) It is in the interest of this country and this state to promote the use of domestic motor fuel such as natural gas in order to increase competition in the motor fuels market and reduce reliance on petroleum motor fuels;
- (e) It is in the interest of this country and this state to ensure that consumers and businesses understand the economic value of using natural gas compared to gasoline and diesel fuel;
- (f) The best way to help consumers and businesses understand the potential economic advantages of using natural gas is to ensure that it is dispensed in units that allow ready comparison with gasoline and diesel fuel;
- (g) Selling natural gas in units that approximate the energy contained in gasoline and diesel fuel will accomplish this objective and help better inform businesses and consumers. Since compressed natural gas (CNG) can be used in both light duty and heavy duty vehicles and is capable of displacing gasoline and diesel fuel, retailers should have the option of selling it in gasoline gallon equivalent units or in diesel gallon equivalent units. Liquefied natural gas (LNG) however is primarily intended for heavy-duty motor vehicles and will mostly displace diesel fuel therefore it should be dispensed in diesel gallon equivalent units.

### **Section 2: Weights and Measures and Standard Used for Dispensing CNG and LNG for Motor Vehicle Fuel Use**

(a) In General- the weight and measure officials of this state shall adopt rules and procedures requiring that the retail sale of compressed natural gas and liquefied natural gas used as a motor vehicle fuel are dispensed in the manner set out in this section.

(b) Compressed natural gas. Compressed natural gas shall be dispensed either in gasoline gallon equivalent (GGE) units or diesel gallon equivalent (DGE) units. A GGE of CNG shall initially be

set at 5.66 pounds and shall remain at that level unless changed pursuant to a rulemaking. A DGE of CNG shall initially be set at 6.38 pounds and shall remain at that level unless changed pursuant to rulemaking.

(c) Liquefied natural gas. Liquefied natural gas shall be dispensed in diesel gallon equivalent (DGE) units. A DGE of LNG shall initially be set at 6.06 pounds and shall remain at this level unless changed pursuant to a rulemaking.

(d) Rulemaking Authority. The weights and measure authority shall conduct a rulemaking to establish procedures to carry out the provisions in this section and to adopt the values set out in this section. If it subsequently becomes necessary to revise such standards due to changes in the energy contents of motor fuels, the weights and measures authority shall take into consideration whether the National Conference on Weights and Measures has adopted similar standards for dispensing CNG and LNG and whether those standards use different values for GGE and DGE units. If the National Conference on Weights and Measures has adopted different GGE and DGE unit, it shall be presumed that such standards should also be adopted for this state unless good cause is shown otherwise.

(e) Effective Date – This section shall apply to any sale or use of compressed natural gas or liquefied natural gas no later than 180 days after the date of the enactment of this Act.