

As a member of a 3rd generation private family business in the energy sector, originating with my grandfather's Premium Coal & Coke business in 1917, I am writing in support of the Clean Fuel Standard. Our family/business takes pride in moving to increasingly cleaner fossil fuel wholesaling: we started blending ethanol in our gasoline before the oxygenated mandates were passed, and we have been blending 5% biofuel into our diesel and heating oil—sometimes as much as 10% if supply and/or market conditions allow—for many years.

Unless there is a dramatic change in federal policy, which seems unlikely given the dawning realization that renewable forms of energy have serious problems 1) in terms of reliability and storage, as well as 2) negative environmental impacts themselves, fossil fuel vehicles will be with us for decades.

A CFS for on-road transportation is vital to accomplish continued market development of cleaner off-road and hard-to-electrify transportation in future years as a bridge to more reliable and less polluting (in terms of mining/smelting/disposing) forms of renewable fuels.

New York needs to simultaneously reduce greenhouse gas emissions AND stimulate the market for cleaner transportation fuels. This is why the CFS is so critical.

Gene M. Bernstein, Chairman
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