



February 18, 2021

Co-Chair James Maroney
Co-Chair Michael D'Agostino
Senator Kevin Witkos
Representative David Rutigliano

General Law Committee:

We are submitting testimony in **support of S.B. 152, AN ACT CONCERNING ELECTRONIC DELIVERY TICKETS FOR GASOLINE, KEROSENE, FUEL OILS OR SIMILAR SUBSTANCES**, that would allow for the fuel delivery tickets to be transmitted to customers electronically.

The Connecticut Energy Marketers Association (CEMA) represents 600 local family owned energy companies in Connecticut. Our members employ over 13,000 people and provide approximately 450 million gallons of heating oil and propane to nearly half the homes in the state.

We want to thank Senator Haskell for introducing this bill and the Committee leadership for allowing it to be heard today. We also want to recognize the Department of Consumer Protection (DCP) for their work with the industry on this issue and their willingness to respond to the needs of consumers and the industry.

You may be asking yourself why there is a need for this bill since virtually every product and service that people purchase can be provided with an electronic receipt. Unfortunately, Connecticut has an antiquated law found in section 14-329 of the general statutes, that requires home heating fuel retailers to leave a paper ticket at a customer's home when they deliver fuel.

This bill (and our suggested language attached) would allow a customer to receive an electronic delivery ticket if they choose not to have a paper ticket left at their house.

When this law was passed, the legislature could never have conceived of an electronic method of transmitting confirmation of a fuel delivery ticket, so we need to change the law to catch up to the modern way of doing business and to respond to customers' requests for an electronic confirmation of the delivery as an alternative to paper.

Passing this bill accomplishes several things –

1. Modernizes the law to allow for heating fuel deliveries to electronically send confirmation to consumers like other products and services.

2. Reduces diesel emissions by reducing the amount of time a fuel truck idles while the driver is printing a paper delivery ticket and bringing it to the customers house and then back to the truck (see attached savings).
3. Reduces contact between a driver and customers - which is a COVID-19 related problem that was less of an issue pre-pandemic.
4. Protects consumers against criminals who are tipped off that no one is home when they see a delivery ticket stuck to their door.
5. Responds to consumers who do not want to deal with paper tickets.

Attached is suggested substitute language that we worked on with DCP for your consideration.

We ask that the General Law Committee **support S.B. 152, AN ACT CONCERNING ELECTRONIC DELIVERY TICKETS FOR GASOLINE, KEROSENE, FUEL OILS OR SIMILAR SUBSTANCES.**

Respectfully,



Christian A. Herb
President

An Act Concerning Retail Fuel Delivery Tickets

Be it enacted by the Senate and House of Representatives in General Assembly convened:

CGA Sec. 14-329. Standard gallon. Delivery through meter. Disclosure of purchaser's costs associated with retail fuel oil or propane gas. Exemptions. Penalties. (a) The standard gallon shall be the unit of measurement for all sales of gasoline, kerosene, fuel oils or similar substances sold or offered for sale for the purpose of creating power or heat. Each delivery of gasoline in a quantity of fifty gallons or more and each delivery of kerosene, fuel oil or similar substance in a quantity of five gallons or more shall be the complete contents of a vehicle tank or it shall be through a meter. Each such tank or meter shall be sealed by a sealer of weights and measures before being used. The term "vehicle tank", as used herein, means a container, which may or may not be subdivided into two or more compartments, mounted upon a wagon or motor truck and used for the delivery of such fluids. The term "compartment" means the entire tank whenever the tank is not subdivided; otherwise it means any one of those subdivided portions of the tank which are designed to hold such fluids. Each delivery through a meter shall be delivered through a meter equipped with a numeral reset counter, a register with a zero start or an accumulative ticket printer, which meters shall print an accurate record of all deliveries in gallons and tenths. Such ticket printer shall print the gallonage reading of the meter before and after delivery is made and each ticket shall be locked in the meter between readings so as to prevent fraud.

Each delivery shall be accompanied by a delivery ticket and a duplicate thereof, on which shall be distinctly expressed in ink or other indelible substance, in gallons, or gallons and tenths when so required, the quantity of such fluid so delivered, with the name of the seller and the name of the purchaser of such fluid. An electronic version of a delivery ticket may be provided as an alternative to a delivery ticket that is expressed in ink or other indelible substance, if the seller or their agent and the purchaser of retail fuel oil or propane gas agree in writing. One of such tickets shall be surrendered, upon demand, to the sealer of weights and measures, for his inspection, and such ticket or, when the sealer desires to retain the original ticket, a measure slip issued by the seller or his agent, shall be delivered to the purchaser or his agent or representative at the time of the delivery of such fluid. A record of the electronic delivery ticket shall be kept by the seller of the fuel for twelve months and shall be surrendered, upon demand, to the sealer of weights and measures, for their inspection, and such electronic ticket or, when the sealer desires to retain the original electronic ticket, a measure slip issued by the seller or his agent, shall be delivered to the purchaser or his agent or representative at the time of the delivery of such fluid. If the purchaser or his agent takes such fluid from the place of purchase, a delivery ticket showing the actual number of gallons, or gallons and tenths, delivered shall be given to the purchaser or his agent at the time of delivery. Delivery tickets shall bear the name or identification number of the seller's driver and shall be sequentially numbered. Copies of delivery tickets shall be retained by the seller for one year and shall be available for inspection during normal business hours. No seller, or agent of such seller, shall possess a delivery ticket which has been printed with a record of a delivery which has not occurred. The method of determining the number of gallons of any such fluid delivered shall be by measuring the same in measures that have been tested and sealed by a sealer of weights and measures.

Diesel Emission Reductions and Time Savings

- 450,000,000 - total gallons sold in CT
- 125 - average of gallons per delivery
- 3.6 - million total deliveries per year
- 18,000,000 - total minutes to prepare and drop off a paper delivery ticket (approx. 5 minutes per stop)

300,000 total hours to of time just spent on the delivery ticket portion of a delivery or 12,500 total days!

Theoretically, this is the amount of time that could be saved if every customer elected to receive a delivery ticket electronically and thus diesel emissions would be reduced accordingly.