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## Liquefied Natural Gas

**SUPPORT: S1119(Maziarz)  
A4202(Camara)**

Liquefied Natural Gas (LNG) is a domestic fuel increasingly being used in heavy duty trucking as a cleaner, less expensive alternative to diesel. Every day, in every state in the nation, including New York, LNG is transported, used and stored safely in storage facilities.

However, New York is the only state which has a moratorium on the transportation of LNG in intrastate commerce. LNG can be used in New York and stored in New York, but it can only be transported in New York if it is part of interstate commerce. LNG can't be transported in New York if it starts and ends within the state. Therefore, it is legal for a tanker to haul LNG from a facility in Connecticut to a receiver in New York, but it is illegal for a tanker to haul LNG from a facility in New York to a receiver in New York.

LNG is safer than both propane and butane, which are routinely transported within New York. If spilled, the LNG vapor will warm, become lighter than air and disperse with the prevailing wind. This vapor can only burn if it is mixed with the correct proportion of air (5 to 15 percent). Mixed with too little air, it cannot sustain a flame. Mixed with too much air, the gas is too diluted to ignite.

A 1978 moratorium on the use of LNG in New York was lifted for upstate in 1999. However, the lift didn't address the transport of LNG, which is still prohibited under the 1978 moratorium. Section 23-1713 of the environmental conservation law, which enacted the 1978 moratorium, provides for the intrastate transportation of LNG in limited quantities along routes established by the state Department of Transportation. However, DOT is not in the business of certifying routes, nor do they have the resources to do so. Therefore, intrastate transport of LNG is not possible.

LNG has significant environmental and economic benefits which are not being realized in New York due to the current moratorium. The need for LNG as a transportation fuel has been documented by the New York State Energy Research and Development Authority which studied the safety and economic benefits of LNG. Additionally, major fleet operators are making the shift to natural gas, and realizing savings of \$1 to \$3 per diesel equivalent gallon depending on source and supply.

While S1119 and A4202 would help by providing an exemption for the transportation and storage of up to 40,000 gallons of LNG, section 23-1713 of the environmental conservation law should be repealed in its entirety. LNG in all quantities is already being transported safely throughout New York every day, governed by state and federal hazardous material safety requirements. The origin or destination of the transporter is inconsequential and keeps New York at a significant competitive disadvantage.