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NGVAmerica Testifies on EPA Proposes Streamlining Rules

On Wednesday, the U.S. EPA held a hearing in Ann Arbor, MI to receive input on its proposed streamlining rulemaking for aftermarket conversion systems. The proposal is intended to remove impediments to certifying alternative fuel conversion systems and to reduce costs. NGVAmerica testified in support of the proposed rules. In particular, we believe the proposed "approval" process proposed for intermediate age vehicles (2 or more years older) and vehicles that have exceeded their useful life could provide a significant incentive for more companies to offer aftermarket systems. EPA has proposed setting up an alternative pathway for approving such systems. This new pathway would not require companies to pay certification fees, approval would never expire, and EPA would provide additional flexibilities in terms of combining engine families or test groups.

NGVAmerica believes that the proposed changes will accelerate the availability of aftermarket systems and significantly expand opportunities for converting in-use vehicles. However, in our written statement, we urged EPA to provide additional relief, such as allowing the use of rolling or chassis tests for heavy-duty vehicles instead of requiring

bench-tests. We also urged EPA to clearly state in its final rule that approved or certified aftermarket systems do not void the original manufacturers' warranties.

We intend to file additional comments before the July 23 deadline. If you are interested in assisting us in formulating our written comments, contact Jeff Clarke at 202.824.7364 or jclarke@NGVAmerica.org

Bill to Extend California HOV Lane Access to "Green" Vehicles

On Tuesday, the California Legislative Assembly gave final approval to Assembly Bill 1500 -- introduced by Assembly member Ted Lieu (D-Torrance) -- which promotes the use of low-emission vehicles by extending their access to HOV lanes until January 2015. The bill moves to the Governor for his signature. "This legislation will improve air quality and reduce greenhouse gasses by encouraging the use of electric and natural gas vehicles," said Assembly member Lieu.

Access to HOV lanes has been an important non-monetary incentive for fleet owners to buy alternative fuel vehicles. Because fleet owners need adequate lead time to make vehicle replacement decisions, it is important that they be assured the single occupancy HOV lane access will be continued beyond the current sunset date of 2011. "Over the past few years, the state has made a significant commitment to the deployment of alternative fuels and alternative fuel vehicles," said Assembly member Lieu. "Continuing the HOV lane incentive for buyers of alternative fuel vehicles is entirely consistent with these policies and should be continued." AB 1500 was strongly supported by the California Natural Gas Vehicle Coalition. For more information, contact CNGVC's Tim Carmichael at 916.448.0015 or tim@cngvc.org

MIT: Natural Gas Seen as Key in a Carbon-Constrained Future

This week, the Massachusetts Institute of Technology (MIT) issued a report that concludes that natural gas will take a larger role in a carbon-constrained energy and transportation economy. Specifically, the report found that natural gas use could nearly double to comprise 40 percent of the energy market by 2040. The authors expect the role of gas shale resources to drive much of the expansion.

"Gas really is a bridge to the low carbon future," said Ernie Moniz, director of the MIT Energy Initiative. "But we don't know the span of the bridge." The study also suggested that there would be growth in NGVs, especially for short-haul vehicles like buses and taxis. However, the study authors believe that any transportation move to natural gas will have to come through government regulation, something to "level the playing field," such as carbon legislation.

The study also addressed the environmental challenges that increased natural gas production faces. "We don't underestimate the risks with any oil and gas activities," said Tony Meggs, Visiting Engineer at the MIT Energy Initiative. However, he stated that these risks are "entirely manageable."

The authors concluded the report with strong call for carbon dioxide legislation to create a level playing field, the construction of a comprehensive international gas market, and additional government-supported research for gas shale development and environmental assessment. For more information, contact Jeff Clarke at 202.824.7364 or jclarke@ngvamerica.org

Call for Experts for ISO Gaseous Fuel Standards

The US Advisory Group (USAG) for ISO Standards covering Gaseous Fueled Vehicles (ISO TC22 SC25) is seeking new members who are interested in participating in the development of the ISO series of standards for CNG, LNG and CNG/hydrogen blends. The USAG also is responsible for voting on proposed documents to establish the U.S. position for these ISO standards. While some travel may be required, the majority of the work would be done by email and webcast. A commitment to review, comment and vote on each document is critical to the mission of the USAG. For the U.S. members, this is an opportunity to harmonize the ISO standards with the standards developed here. The Society of Automotive Engineers (SAE) serves as the Secretariat for ISO TC22 SC25 and reports through ANSI, which is the U.S. member of ISO. If you are interested in participating, send your CV and contact information to Doug Horne, chair of ISO TC22 SC25 USAG at <mailto:dbhorne@cleanvehicle.org>.

NGVs Well Represented at GFX 2010 in Austin

This past week in Austin, TX, NGVAmerica was a key sponsor at the 3rd annual GFX (Government Fleet Exposition and Conference). This event took place at the Austin Convention Center on Monday, Tuesday, and Wednesday – June 21st thru the 23rd. GFX is the only national show in the catering solely to public-sector fleet managers at the city, county, state and federal levels. Upwards of 1,000 attendees participated in educational sessions and listened to keynote speakers about subjects that focused on such issues as budget and staff cuts, fuel efficiencies, and green technology.

NGVAmerica featured a good cross-section of light and medium-duty natural gas vehicles on the floor, including: a Honda Civic GX provided by the City of Austin; a Chevy Tahoe LT with an IMPCO Technologies bi-fuel upfit provided by Chesapeake Energy; a Chevy Silverado 1500 with a Natural Drive conversion provided by CleanFuel

Conversions; and a Chevy Express van featuring a patented 42 GGE, 500 mile “long” range fuel storage system converted by Baker Equipment. Representatives from NGVAmerica, Chesapeake Energy Corp., Faber Industrie SpA, Advanced Fuel Systems Corp. (AFSC), GreenField Compression, IMW Industries Ltd., Baker Equipment, American Honda Motor Co., Inc., CleanFuel Conversions, and IMPCO Technologies, Inc. were present in the booth to answer questions from fleet managers.

NGVAmerica’s Tom Sheehan presented “The Compelling Case for Natural Gas Vehicles” at the training theatre on Monday afternoon and was guest speaker at the “10 Innovative Solutions in 60 Minutes” forum on Wednesday morning. Both talks incorporated the advantages, the drivers, and the economics of why public and private fleets are converting to natural gas. Guest speaker, Paul Condran presented “Implementing a Successful Green Fleet Program” to a full house. He gave a ringing endorsement for NGVs based on his experiences of evaluating all alternative fuels as Equipment Maintenance/Fleet Manager for the Transportation Department of Culver City, CA. Mr. Condran is the recipient of a 2009 NGV Achievement Award, and under his leadership Culver City was named the fifth best fleet in North America out of 38,000 participating fleets (in addition to earning the ranking as the #1 Best Green Fleet in North America).

The concluding event at GFX, which was sponsored by NGVAmerica, was “Networking Night on the Town” -- a very well attended social gathering that took place off-site at a local establishment. In addition to providing time with their peers to discuss common concerns and similar interests, this venue allowed fleet managers the opportunity to discuss natural gas as a transportation fuel with NGVAmerica membership in a relaxed atmosphere. For more information, contact Tom Sheehan at 207.925.1136 or tsheehan@ngvamerica.org

[CVEF Presents NGV Message at Workshop in Hoover, AL](#)

On Thursday, Stephe Yborra presented the case for NGVs and fueling infrastructure to nearly 160 attendees of an Alternative Fuels Alliance educational workshop hosted by Alabama Clean Fuels Coalition (ACFC) at the Public Safety Building in Hoover, Alabama. The Alliance, which is a DOE-underwritten, comprises representatives from the Renewable Fuels Association, National Biodiesel Board, Propane Education Research Council and Clean Vehicle Education Foundation (CVEF). This is the third such educational workshop presented by the Alliance this year, with three additional workshops slated for the remainder of 2010 and another six in 2011. ACFC’s Mark Bentley and Phillip Wiedmeyer started off the morning with welcoming remarks and a review of US DOE Clean Cities program and its goals. Next, Hoover Mayor Tony Petelos welcomed guests encouraging them to do as Hoover has done and investigate alt

fuel options and implement programs to move away from dependence on foreign oil. While Hoover has instituted an aggressive E-85 program, Petelos and his Fleet Manager David Lindon urged attendees to look at all options and utilize whichever solutions are best in each application. The event included a number of alt fuel vehicles including one of Alabama Gas Corporation's natural gas pick-up trucks. Alabama Gas Corporation's Bob Strickland and Trussville AL Mayor Gene Melton also participated on the alt fuel fleet users panel. For more information about the Alt Fuels Alliance activities and CVEF's involvement, contact CVEF president Doug Horne at 770.424.8575 or dbhorne@cleanvehicle.org.

LAUSD to Buy 260 CNG School Buses

As reported in the *Fleets & Fuels* newsletter, the Los Angeles Unified School District (LAUSD) is buying 130 Thomas Built and 130 Blue Bird CNG school buses. The 130 Thomas Built Saf-T-Liner HDX buses are being supplied by BusWest, of Carson, CA. They each will be equipped with five Dynetek fuel storage tanks (for a total capacity of 70.5 DGEs). The 130 Blue Bird All American school buses are being supplied by A-Z Bus Sales of Colton, Calif. They each will be equipped with four Worthington-SCI fuel storage tanks (for a total capacity of 54.8 DGEs). All of the LAUSD buses will have 8.9-liter dedicated-CNG ISL G engines from Cummins Westport. For more information, contact Stephe Yborra at 301.829.2520 or syborra@ngvamerica.org

San Diego MTS Awards Contract for CNG System Upgrade/Maintenance

This week, the San Diego Metropolitan Transit System Board of Directors announced that it had awarded Trillium USA a \$14.6 million contract to upgrade three CNG fueling stations and operate and maintain them for the next 10 years. The transit system is the largest user of CNG in San Diego County, and operates 407 CNG buses -- about 75 percent of its bus fleet. The new equipment will augment the compression and dispensing capacity while providing more cost-effective operations. The upgrade and integration work will be done without affecting regular fueling operations. For more information, contact Trillium's Jennifer de Tapia at 801.531.1166 or jdetapia@trilliumusa.com

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For comments on the content of this newsletter or for mailing list changes, contact Rich Kolodziej at rkolodziej@NGVAmerica.org.



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