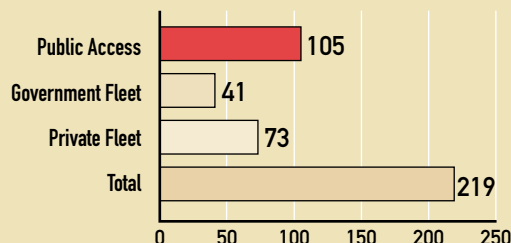


California Hosts a Growing NGV Infrastructure

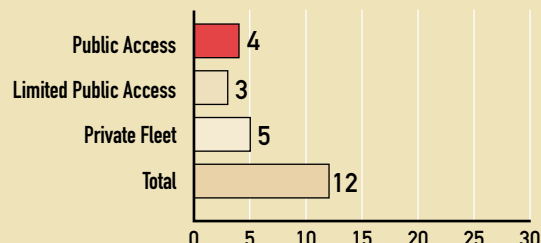


California Natural Gas Vehicle Coalition
www.cngvc.org
916.448.5036

CNG Stations in California in 2001



LNG Stations in California in 2001



There are about 19,000 natural gas vehicles (NGVs) on California roads, and they're served by an expanding network of fueling stations.

At the end of 2001 California had about 220 compressed natural gas (CNG) stations, mostly in metropolitan areas and along major transportation corridors. About half of these stations—which fuel cars, light trucks and vans, and some heavy-duty vehicles—are accessible to the public. In addition, California had 12 liquefied natural gas (LNG) stations. More than half of these stations—which serve long-haul, heavy-duty trucks and refuse haulers—offer public access. The number of LNG facilities will nearly double over the next few years as stations that are currently being planned or are under construction come online in major urban centers and along transportation corridors.²¹ (The California NGV Coalition maintains an up-to-the-minute online station locator and publishes a glove compartment-size station directory.)

California's fueling infrastructure is by far the most extensive in the United States,²² and government grant and incentive programs have been key to building it. Because CNG stations are an advanced technology, they are more expensive than conventional fueling stations to build, operate, and maintain. And public stations are the most expensive because more costly technology is needed to make them fast and easy to use.

Local, state, and federal cofunding from air-district and clean-fuel programs has enabled many fleet operators to build the



facilities that support NGVs and to achieve the attendant emission reductions. This cooperation has created an infrastructure that capably serves most current NGV fleet users, but ongoing improvements and expansion will be needed to support an increasing number of personal NGVs on the road.

Even so, the NGV industry is making significant progress toward a commercially sustainable infrastructure. Early CNG station design and performance kinks have largely been ironed out, and improvements in both CNG and the less technologically mature LNG stations continue. The state's gas utilities, which once had complete responsibility for most stations, still supply fuel to California CNG stations, but ownership and maintenance has shifted largely to private-sector operators. High-volume stations, typically those serving large fleets, are now turning profits for their operators.

See the References page for footnotes.