



CaINGV News

The newsletter of the California Natural Gas Vehicle Coalition

News Briefs

Kenworth Expands Natural Gas Offerings Kenworth Truck Co. is expanding its line with the Cummins Westport ISL G natural gas engine for the Kenworth T800 short hood and W900S models.

“The ISL G Kenworth T800 short hood and W900S models provide an excellent, low-emission solution combined with outstanding efficiency, horsepower, and torque,” said Gary Moore, Kenworth assistant general manager for marketing and sales, in the Dec. 22 announcement.

Kenworth also offers T800 LNG trucks with the Westport GX engine. The new trucks are available for order now.

AT&T Van Conversions Keep BAF Busy AT&T has given BAF Technologies an order to convert 463 Ford E-250 vans to run on CNG. The job, to be fulfilled in the second quarter, follows a previous order for 463 van conversions slated to be delivered by March. AT&T also has asked BAF to procure CNG cylinders for 463 additional conversions to be completed in the third quarter.

Through BAF, a subsidiary of Clean Energy, AT&T plans to convert a total of 1,850 vans in 2010, and is exploring conversions of other vehicle types, including Ford F-Series trucks. These plans are part of AT&T’s initiative to deploy more than 15,000 AFVs in its fleet, including about 8,000 NGVs. BAF finished 600 van conversions for the company at the end of 2009.

Ethanol Groups Sue to Halt LCFS The Renewable Fuels Association and Growth Energy, both ethanol

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New Plant Shows Biogas Potential Altamont landfill gas-to-LNG facility operates at 90 percent capacity; fuels 300 refuse trucks

The \$15.5 million biomethane facility at Waste Management’s Altamont Landfill has produced about 350,000 gallons of renewable LNG since operations began last fall, powering 300 of the company’s refuse trucks.

The plant—a joint operation between Waste Management and Linde, the engineering firm that provided the technology—was designed to produce 13,000 gallons a day and is the largest facility of its kind in the world. It’s been running at about 90 percent capacity since opening officially Nov. 2, says Kent Stoddard, vice president of public affairs for Waste Management.

At current capacity, Altamont’s biomethane is displacing about 2.5 million gallons of diesel fuel annually.

“We and Linde are both very happy,” says Stoddard. “Plant commissioning has gone very smoothly. ... I think we expected to have more challenges than we’ve had.”

Waste Management fuels trucks at the landfill and ships the gas to fueling stations, mostly in Southern California; some has gone to Oakland.

Success spurs search for SoCal plant site The plant is such a success that Waste Management is looking into building a second plant, most likely in Southern California. The company expects to choose the location in the next six months. “[The plant technology] can be replicated, the fuel’s extremely clean, and trucks are performing great,” says Stoddard, noting that there have been no quality-control problems. “It’s been a huge boost to our alternative fuel program.”

It also helps make the case for biomethane as a transportation fuel. CNG from landfill gas is the least carbon-intensive fuel around, and landfill LNG is close behind, according to CARB’s analyses. At current capacity, Altamont’s biomethane is displacing about 2.5 million gallons of diesel fuel annually.

However, the investment economics are challenging, Stoddard says—the cost of natural gas is currently low and the plant has been operating for only a few months. (Grant support of about \$2.5 million from CARB, the South Coast AQMD, and the California Integrated Waste Management Board helped offset the \$15.5 million construction price tag.)

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“We expect gas prices are going to come back up, and the project will look very good,” says Stoddard. “The next facility may be even larger, which will also improve the economics.”

Plus, he says, “Our fleet guys think it’s cool: their trucks run on garbage.” ▸

CARB Proposes Carl Moyer Changes

CARB staff is proposing several commonsense changes to the Carl Moyer Program, discussed at a series of December workshops and slated for consideration at the March 25 board meeting. Changes relevant to the NGV industry are largely to the Voucher Incentive Program (VIP), launched last year to provide a quick and streamlined funding option for small fleets. These revisions include:

- Opening the VIP to medium heavy-duty vehicles (currently only the heaviest vehicles qualify).
- Creating multiple funding levels to allow more applicants to qualify. Trucks that meet the current minimum usage requirements of 30,000 miles per year or 4,700 gallons of diesel fuel per year would qualify for the most funding, but lower-usage trucks would qualify for some funding.
- Increase the maximum VIP funding available per truck from \$35,000 to \$45,000.
- Expand the age of vehicles eligible for replacement. The current program requires applicants to replace a truck with a 1993 or older engine; the proposed change would allow replacement of 2002 and older engines.

Another workshop on proposed changes is scheduled for Jan. 26. CARB will consider an additional set of revisions, aimed at adding new source categories, increasing flexibility for currently funded source categories, and continuing to streamline administration, toward the end of this year.

Penalty to AB 118-funded projects remains A key issue for the NGV industry not addressed in CARB’s guidelines review is the penalty applied to projects that receive greenhouse gas (GHG) reduction funds. Current law requires the cost-effectiveness calculation for a Moyer application to include all state funds received for the project, even if they address pollutants not covered by Moyer. Last year’s AB 1527 (Lieu), which was vetoed, would have solved the problem by stipulating that funds from AB 118 or other sources for GHG reductions would not count when calculating the cost-effectiveness of a NOx and PM reduction project funded by Carl Moyer or Prop. 1B.

Gov. Schwarzenegger’s veto message said the bill was unnecessary because CARB “already has flexibility in existing law to develop revisions to their funding guidelines.” CARB can change Prop. 1B guidelines on its own authority, but the agency believes (and the Coalition and others agree) that a statutory change is required to revise Moyer cost-effectiveness guidelines.

The Coalition is also mystified by the veto message’s claim that the bill would “detrimentally relax the cost-effectiveness calculations for ARB’s existing emission reduction incentive programs” resulting in “fewer and potentially more costly projects that do not produce the quantity of air quality improvements we could see under the existing program.”

“We don’t understand that argument,” says Coalition Executive Director Pete Price. “We think the current situation is resulting in fewer projects and is preventing the state from realizing the maximum level of reductions.” The Coalition is discussing ways to address the problem with other stakeholders. ▸

calendar

Alternative Fuels & Vehicles May 9–12, Las Vegas

The Alternative Fuel Vehicle Institute’s national conference and expo is aimed at fleet decision makers, with sessions on trends, research, policies, and products and services. Details: <http://www.afv2010.com>

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trade groups, filed a lawsuit in the Federal District Court in Fresno late last month challenging the constitutionality of California’s Low Carbon Fuel Standard (LCFS). The suit argues that the regulation violates the supremacy and commerce clauses of the U.S. Constitution because it “frustrates the federal Renewable Fuel Standard, and threatens the nationwide market for domestic ethanol.”

Ethanol groups objected strenuously to CARB analyses of corn ethanol pathways during the LCFS development process, taking issue especially with the agency’s calculation of indirect land use effects. CARB’s analyses resulted in carbon intensity levels for corn ethanol greater than or barely better than the gasoline level.

Enviros File Suit Over Long Beach Port Deal

The Natural Resources Defense Council and Sierra Club filed a lawsuit Dec. 29 in the California Superior Court in Los Angeles seeking a state environmental study of the Oct. 19 agreement between the American Trucking Associations (ATA) and the Long Beach Harbor Commission that settled the ATA’s suit against the port.

The environmental groups say the agreement violates city and state laws requiring public involvement and an environmental review, and argue that it gives the ATA authority to oversee future updates to the port’s clean trucks program even if the port is acting to protect public health and safety.

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