



CalNGV News

The newsletter of the California Natural Gas Vehicle Coalition

Policy File

The Coalition is tracking the following bills and others related to alternative fuels and vehicles throughout the legislative session. Check this space in every issue for updates.

AB 744 | Author: Torrico

In brief: Authorizes the Bay Area Toll Authority to develop a high-occupancy toll (HOT) lane network within the Metropolitan Transportation Commission's nine-county jurisdiction.

Details: The Legislature is considering whether vehicles with access to HOV lanes, such as NGVs, should be allowed to travel free in HOT lanes.

Status: In Senate Appropriations Committee.

AB 1500 | Author: Lieu

In brief: Extends HOV lane access for single-occupant alternative fuel vehicles ("white stickers") four years beyond the current sunset, to Jan. 1, 2015.

Details: AB 1500 is sponsored by the Coalition. The bill, introduced in 2009, was amended May 26.

Status: On Senate Floor, third reading.

SB 535 | Author: Yee

In brief: Requires the Department of Motor Vehicles to issue up to 65,000 identifiers to vehicles that meet California's enhanced AT-PZEV standard and have a 65 mpg or greater combined fuel economy rating. Single-occupant vehicles with the identifier (a sticker) would be authorized to use HOV lanes until Jan. 1, 2014.

Details: Introduced and substantially amended in 2009.

Status: On Assembly floor, third reading.

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INSIDE

Truck Grants South Coast awards funding
New CNG Options Ford adds conversion products
Road Tests NGVs top economy, efficiency rankings

Port Emissions Continue to Decline

Los Angeles inventory finds significant drop over 2008; port cites Clean Truck Program

Criteria pollutant emissions associated with cargo handling operations at the Port of Los Angeles dropped significantly in 2009 over 2008, according to the recently released 2009 Inventory of Air Emissions—and the port attributes the biggest declines to the Clean Truck Program implemented in October 2008.

Compared with 2008, diesel PM emissions dropped 37 percent, NOx emissions fell 28 percent, and SOx emissions were down 36 percent. The port pointed out in releasing the inventory that truck sales slumped nationwide during 2009, but increased significantly in Southern California as local companies invested hundreds of millions of dollars in new trucks, many of them powered by natural gas.

"There are now just under 1,000 natural gas trucks serving the San Pedro Bay ports," says Tim Carmichael, Coalition president. "It's great to see the evidence of their success in cleaning up the air for port communities."

From the 2005 report to the most recent, diesel PM emissions have dropped 52 percent, NOx emissions have fallen 33 percent, and SOx emissions are down 56 percent. On an emissions per 10,000 TEU (20-foot container) basis, which accounts for recession-related decreases in cargo volumes, the emissions drop from 2005 is also significant: 47 percent for PM, 26 percent for NOx, and 51 percent for SOx.

Plan seeks reductions as volumes rise Pollutant emissions on a per-unit-of-cargo basis are a key target of the San Pedro Bay Ports Clean Air Action Plan (CAAP). The plan aims not only to reduce overall emissions, but also to make sure that each ton of cargo is moved with fewer emissions in coming years. That way, even if cargo volumes rise, total port-related air pollution should decline over time.

"We are extremely pleased to see how effective the Clean Air Action Plan has been," said port Executive Director Geraldine Knatz in the announcement. "Even with recession-related cargo declines factored in, we saw very positive year-over-year emissions reductions in 2009. The results show that

'Even with recession-related cargo declines factored in, we saw very positive ... emissions reductions in 2009.'

the investments the port and its customers have made in cleaner operations are delivering a healthy payoff.”

CAAP goals for 2014 include cutting port-related PM emissions by 72 percent, NOx emissions by 22 percent, and SOx emissions by 93 percent below 2005 levels. (See *CalNGV News*, 4.19.10)

“We’re definitely on track to meet the [CAAP’s] Bay-wide Standards—our long-term air quality goals,” said Christopher Patton, the Port’s acting assistant director of environmental management. “In fact, in five years we’ve come more than halfway towards our 10-year target for DPM and SOx emissions reductions, and we are striving to continue to exceed our target for NOx.” ▶

news briefs

South Coast Approves New Truck Funding The South Coast AQMD has approved \$34 million in state and federal grants to replace 598 dirty diesel trucks operating at the ports of Long Beach and Los Angeles, as well as trucks moving goods across the Southland, with new lower-emission models. The grant total includes \$13.17 million to replace 132 diesel trucks with natural gas-fueled trucks used in goods movement.

Funding comes from Prop. 1B, which provides funds to replace older diesel trucks servicing the ports with new diesel or natural gas trucks. Additional funding for natural gas trucks comes from the American Recovery and Reinvestment Act. Since November 2009, the district has awarded more than \$100 million to replace older diesel trucks operating in the Southland.

Ford Expands CNG Conversion Options Ford Motor Co. will introduce a new CNG and LPG engine prep package for its 6.8-liter F-450 and F-550 Super Duty chassis cabs later this year.

F-450 and F-550 Super Duty are Ford’s latest commercial vehicles to get the alternative-fuel conversion option. Since introducing the option to E-Series and other commercial fleet vehicles last fall, Ford has shipped some 3,000 E-Series vans with CNG/LPG-prepped 5.4-liter and 6.8-liter gas engines to fleet operators such as Verizon and Schwan’s Home Delivery Service.

Ford also offers the package on its Transit Connect van, including its new taxi version with a 2.0-liter, four-cylinder gas engine. California Yellow Cab of Santa Ana has ordered 25 prep packages. The company says that after the conversions, it will be the first taxi service in Southern California to operate half of its fleet on natural gas.

This fall, Ford also will add CNG/LPG capability to the F-53 motor home chassis and the new F-59 commercial strip chassis.

Natural Gas Vehicles Top Tests in Economy, Efficiency In a test of 241 vehicles with a wide range of fuel systems, the German Automobilclub (ADAC) found that the dual-fuel Fiat Panda Natural Power was able to travel farthest (450 miles) on €30 (\$36.30) of fuel. The gasoline tank capacity (30 liters/7.9 gallons) offers a backup in areas where natural gas filling stations are sparse.

In a separate test, ADAC found that in a six-month trial of a half-dozen alternative fuel vehicles for everyday use, the CNG-powered VW Passat had the best fuel economy, consuming on average 5 kilograms (11 pounds) of natural gas per 100 kilometers (62 miles).

New Golden Gate Bridge Toll Doesn’t Spare AFVs Starting July 1, vehicles with white Clean Air Vehicle stickers and carpools of three or more people will pay a \$3 toll during commute hours instead of crossing into San Francisco toll-free. Other two-axle vehicles and motorcycles will pay \$6. A FasTrak transponder is mandatory to get the discount. The Coalition urged the Golden Gate Bridge District board to exclude alternative fuel vehicles from the new toll in a [May 12 letter](#) pointing out that alternative fuel vehicles are a key strategy for reducing air pollution and oil dependence, and that HOV lane access and free tolls during commute hours are significant in consumer purchasing decisions.

Policy File

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SB 927 | Author: Huff

In brief: Spot bill on HOV lanes.

Details: The Legislature is considering two other bills, AB 1500 (Lieu) and SB 535 (Yee), that would extend HOV lane access for clean vehicles.

Status: Referred to Senate Rules Committee.

SB 1033 | Author: Wright

In brief: If market-based compliance mechanisms (such as cap and trade) are adopted to implement AB 32, the amended SB 1033 would require CARB to limit the distribution or sale of GHG emission allowances to regulated entities.

Details: The author is concerned about market manipulation and allowance banking by entities not regulated under AB 32, which could drive up the cost of allowances for regulated entities.

Status: Passed Senate; in Assembly Natural Resources Committee.

SB 1238 | Author: R. Calderon

In brief: Requires CARB, when developing a plan to enforce diesel emission reduction regulations, to consult with affected businesses. Current law requires consultation with air pollution control districts and the public.

Status: Referred to Senate Environmental Quality Committee.

SB 1245 | Author: Simitian

In brief: Amended to prevent vehicles that meet occupancy requirements for HOV and HOT lanes from being charged a toll.

Status: Passed Senate; in Assembly, first reading.

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