



## Policy File

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*The Coalition is tracking the following bills and others related to alternative fuels and vehicles throughout the legislative session.*

**AB 591 | Author: Wieckowski**

**In brief:** Defines "hydraulic fracturing." Requires anyone doing it to give the owner or operator of the well a list of chemicals used. Also requires the history of the well to note the amount and source of water used in exploration or production and other details.

**Status:** On Senate Appropriations Committee Suspense File.

**AB 1900 | Author: Gatto**

**In brief:** Addresses various aspects of biomethane production, transportation, and use in California. Requires the development of gas testing protocols, quality standards, and accounting protocols to ensure that benefits are not counted more than once.

**Status:** Passed to Senate Environmental Quality Committee.

**AB 2196 | Author: Chesbro**

**In brief:** Establishes conditions for sourcing and delivering landfill and digester gas counted under the Renewables Portfolio Standard program.

**Status:** Set for Senate Appropriations Committee hearing Aug. 6.

**AB 2405 | Author: Blumenfield**

**In brief:** Exempts "white sticker" and "green sticker" vehicles from toll charges imposed on single-occupant vehicles in high-occupancy/toll (HOT) lanes, unless

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### Market Trends

## Pace Picks Up for Light-Duty NGVs

### Report forecasts steady worldwide growth in sales; GE, Chart, university partner on home refueling project

A new report from Pike Research forecasting steady worldwide growth over the next seven years in light-duty NGV sales, along with a just-announced home refueling venture between Chart Industries, GE, and the University of Missouri, reflects recent momentum in the natural gas car and pickup truck market.

The [Pike Research report](#) on light-duty NGVs predicts a global compound annual growth rate of 6.2 percent between 2012 and 2019, reaching 3.2 million vehicles sold in 2019. That translates to a cumulative total of 25.4 million light-duty NGVs on the road by 2019. Light-duty natural gas trucks, such as small commercial vehicles, will outsell passenger cars in most regions because of soft consumer demand, the report says.

'By reducing the time and cost of fueling, we can break down the barriers ...'

It notes that the only OEM passenger car in the U.S. is the Honda Civic Natural Gas, and "sales volumes for [the Civic Natural Gas] are very small in comparison to the sales of other Honda Civics." The report cites the lack of fueling infrastructure as a key concern for many potential NGV buyers. But last week's announcement that GE is on board to develop a home refueling station could help allay consumers' refueling worries.

**Simplicity, fast refueling times** "The goal of our project is to design an at-home refueling station that is much simpler in design, more cost-effective, and reduces refueling times to under an hour," says Anna Lis Laursen, project leader and chemical engineer at GE Global Research. "By reducing the time and cost of refueling, we can break down the barriers that are preventing more widespread adoption of [natural gas] vehicles. If we can meet our cost targets, the price of a home refueling station would be less than typical appliances in the home such as a dishwasher or stove."

A quicker and more affordable home refueling appliance "would certainly help," says Dave Hurst, co-author of the Pike Research report. "Refueling has long been a key interest for the consumer market, but right now it's fairly expensive and slow," Hurst tells the Coalition. "The GE research certainly is attractive, but a lot of that's going to come down to cost, and the timing of the market."

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### Inside

- **Funding:** DOE program awards \$30 million for research
- **LNG Equipment:** Chart expands manufacturing capacity
- **Refuse Fleets:** Pomona switches to CNG

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prohibited by federal law.

**Details:** Supported by the Coalition.

**Status:** Senate third reading.

### **AB 2583 | Author: Blumenfield**

**In brief:** Requires the Department of General Services to purchase new AFVs and encourage their use through infrastructure and parking incentives.

**Details:** Supported by the Coalition.

**Status:** Set for Senate Appropriations Committee hearing Aug. 6.

### **SB 1054 | Author: Pavley**

**In brief:** Requires an oil or gas well owner or operator to notify, among others, certain surface property owners and occupants at least 20 days before planned drilling operations.

**Status:** Held in Senate; dead.

### **SB 1455 | Author: Kehoe**

**In brief:** Requires the CEC and CARB to report on the progress of alternative fuels adoption and evaluate how new and existing incentives could increase use; directs CARB to update its economic model for fuels.

**Details:** Co-sponsored by the Coalition and CALSTART.

**Status:** Passed to Assembly Appropriations Committee.

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The 28-month, \$2.3 million home refueling project will have GE researchers focus on overall system design integration, while Chart Industries and the University of Missouri address the engineering, cost, and manufacturability of the system components.

Hurst notes that regardless of what's on the home refueling horizon, NGV refueling is getting easier. California has 19 more natural gas fueling stations now than in 2010. Of the 263 stations in the state, 57 percent are currently open to the public, he says, "and it seems there's a movement to open up more of the private stations to the public."

Another bright spot: fleet sales of NGVs are growing at a rate of 10.8 percent annually in North America, the Pike report says. And at least three truck manufacturers—GM, Chrysler, and Ford—are aiming squarely at that market.

The Chrysler Ram 2500 heavy-duty CNG pickup, powered by the 5.7-liter Hemi V-8 engine, is designed for fleet and commercial customers. GM is rolling out the bifuel Chevrolet Silverado and GMC Sierra 2500HD extended-cab pickup trucks this fall for the 2013 model year. And Ford F-250 and F-350 Super Duty pickup trucks are available with Westport LD's bifuel Westport WiNG Power System.

In addition, BAF Technologies is offering underbody tanks for the Ford trucks, freeing up the bed of the pickup and potentially making F-series NGVs significantly more attractive to fleet managers. ▶

## News Briefs

**MOVE Program Provides \$30 Million for Research** The U.S. Department of Energy recently announced a total of \$30 million in funding for 13 natural gas research projects. Through its Advanced Research Projects Agency–Energy (ARPA-E), the department's Methane Opportunities for Vehicular Energy (MOVE) program aims to engineer lightweight, affordable natural gas tanks for vehicles and develop natural gas compressors that can efficiently fuel a natural gas vehicle at home.

GE Global Research is receiving \$1.8 million toward a home refueling project conducted with Chart Industries and the University of Missouri (see page 1). In California, San Francisco-based Otherlab is receiving \$250,000 to develop a high-pressure natural gas tank for light-duty vehicles that uses small-diameter tubes tightly wound into a tank shape. Menlo Park-based SRI International is receiving \$875,000 to develop low-pressure natural gas storage tanks for light-duty vehicles using porous materials that enable low-pressure storage at high energy densities.

The full list of awardees is [here](#). President Barack Obama launched ARPA-E in 2009 to advance transformational technologies too risky for private investment.

**Chart Industries Expands** Chart Industries is expanding its manufacturing capacity for LNG equipment to meet growing infrastructure demand in North America. Chart officials plan to invest \$23 million to acquire property and build a new facility adjacent to the company's existing facility in New Prague, Minnesota. The company expects the new facility to be ready to fulfill customer orders by the second quarter of 2013.

**Pomona Fleet Switches to CNG** The city of Pomona in Los Angeles County recently purchased 22 natural gas-powered Mack TerraPro Low Entry vehicles to convert its waste management fleet from diesel to natural gas. The vehicles are expected to be delivered in September 2012.

**Ryder Offers Test Drives Through July 27** Sacramento-area businesses interested in test-driving natural gas fleet vehicles can sign up for a free three-day rental from Ryder System through Friday, July 27. Three different vehicle configurations are available to test-drive—Freightliner tandem and single-axle tractors, and a light-duty truck from Greenkraft. Contact Ryder's West Sacramento truck rental team at 916-372-7500.