



News briefs

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Cal Cartage Expands LNG Drayage Fleet

California Cartage Co. is purchasing 12 LNG tractors manufactured by Kalmar/Cargotec, bringing its fleet of clean vehicles to 17. Cal Cartage uses the yard tractors to move cargo containers around its 90-acre warehouse and distribution center in Wilmington, which serves the ports of Los Angeles and Long Beach. To help cut air pollution in the area, the company is replacing its diesel tractors with alternative fuel vehicles.

Mack Adds Natural Gas Model

Mack Trucks has introduced a natural gas-powered version of its TerraPro Cabover model for refuse and construction applications. The model is powered by a 9-liter Cummins Westport ISL G engine and runs on CNG or LNG. It meets 2010 emissions standards.

NGV Representative Speaks on New Vehicle Labels

Karen Szabo Hay of IMPCO Technologies spoke on behalf of the Coalition and NGVAmerica at an October 21 hearing in Los Angeles on the new passenger car labels proposed by the EPA and National Highway Traffic Safety Administration. She strongly recommended that ratings for greenhouse gas and criteria pollutant emissions include full-fuel-cycle emissions, noting that without

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Vehicles

NGV Co-op Boosts Access to Vehicles

Much-anticipated site launches with 2011 vehicles, offers fleet buyers range of product at best prices

The NGV Co-op officially launched earlier this month, embarking on its mission to encourage NGV sales via a website that gives fleet buyers access to a wide range of vehicles at the best prices. CALSTART administers the program, which was funded by Southern California Gas and the NGV Partnership.

"Public fleets are used to buying right off the state bid list, but NGVs aren't on that list [in California]," says Steve Sokolsky, CALSTART senior project manager. "This is a substitute mechanism for that. If you manage a fleet, you can be comforted that the bidding has been done for you and you'll get the best price."

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The project was begun in 2008 with seed money from SoCal-Gas (see *CaINGV News*, 04.21.08), but lack of sufficient funding slowed progress. Now it's up and running.

The Co-op's website, www.ngvcoop.org, lists available vehicles with prices, specifications, and dealers that won the bids. The site currently lists 49 light- and medium-duty NGVs, including sedans (the Honda GX and Ford Crown Victoria, both model year 2010), and a range of 2011 vans and pickups (Ford and Chevy conversions from BAF Technologies and Baytech). The Co-op is promoting the program through partners, upfitters, utilities, OEMs, and the CALSTART network.

Program could expand to heavier vehicles "It was important to get this mechanism set up so [fleet buyers] can see what the vehicles are, what the price is, and who's got them," says Sokolsky. "If this is successful, I could see it happening with heavier-duty vehicles, like street sweepers and refuse trucks."

Plans also include expanding beyond California to serve Arizona, Nevada, Utah, Texas, and other states with strong NGV markets.

"We'll fine-tune as we go; in the next phase, we need to have evaluation and sales tracking in place and be able to take action as new vehicles become available," Sokolsky says.

"We haven't set a firm metric of X number of vehicles sold," he continues. "We just want to see an increase in sales from year to year. If funders, fleets, and dealers are happy with it, we'll be happy." ▀

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upstream emissions factored in, the ratings fail to provide a true picture of a particular vehicle's environmental benefit. She also suggested that vehicle comparisons, whether based on economics or emissions, be limited to vehicles of a similar size and type.

Honda Releases 2011 Civic GX

The latest-model CNG-powered Honda Civic GX is now available to retail customers in California, New York, Utah, and Oklahoma through Honda dealers certified to sell and service the car. The four-door Civic GX starts at \$25,490 and gets the equivalent of 24 mpg city/36 mpg highway. A 5-speed automatic transmission is standard. See [Honda's release](#) for details.

ATA Offers Training on CNG Technology

The Automotive Training Authority is offering free training courses on CNG technology geared toward automotive repair shop owners, technicians, and fleet maintenance managers. The courses focus on safety and maintenance. For details, see the [ATA site](#).

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Regulation

EPA Proposes New GHG Standards

The EPA and National Highway Traffic Safety Administration (NHTSA) released the first-ever proposed greenhouse gas (GHG) and fuel efficiency standards for medium- and heavy-duty vehicles last week, drawing praise for taking an important first step and comments from some groups about how it could go farther.

The standards would apply to combination tractors, heavy-duty pickups and vans, and vocational vehicles such as garbage and utility trucks in model years 2014–2018. For combination tractors, the agencies are proposing differentiated standards in nine subcategories that would achieve a 7 to 20 percent reduction in emissions and fuel consumption over the 2010 baselines. For heavy-duty pickup trucks and vans, the agencies are proposing standards based on a "work factor" that would achieve an average per-vehicle reduction in GHG emissions of 17 percent for diesel vehicles and 12 percent for gasoline vehicles. The proposed program for vocational vehicles is limited to tire technologies and hybrid powertrains, along with separate engine standards, and would reduce emissions 7 to 10 percent.

NGV could benefit "We see opportunities here to increase demand for NGVs because of their significant greenhouse gas advantages," says Coalition President Tim Carmichael. "Plus, we see technological advances coming up that will make natural gas trucks more efficient."

Rep. Earl Blumenauer, D-Ore., who has been working with the trucking industry on ways to increase fuel efficiency, told the *National Journal* that more dramatic technological improvements, such as shifting to alternative fuels, could be expected sooner than some industry observers predict.

"There is no question in my mind that we are going to see the emergence sooner rather than later of significant technological improvements," Blumenauer told the *Journal*. "Part of that is using natural gas and hybrid-diesel. You are going to see this in the next two to three years, if only because this is an international issue. Some of our international competitors are going to be moving more aggressively than we are."

The American Council for an Energy-Efficient Economy (ACEEE) issued a statement noting that the proposal misses some important opportunities to save fuel. ACEEE notes, for example, that a National Academy of Sciences study published earlier this year shows that long-haul tractor-trailers (the biggest diesel users) could reduce their fuel consumption at least 35 percent by 2017 using measures that would pay for themselves in two years—yet the proposed standards call for only a 20 percent reduction. In addition, says Therese Langer, director of ACEEE's Transportation Program, "the program needs to do more to draw advanced technologies into the market."

The agencies will hold public hearings on the standards November 15 in Chicago and November 18 in Cambridge, Massachusetts. The deadline for comments is January 3, 2011. Go to the [EPA Transportation and Climate site](#) for full documentation and information on commenting. ▶

Calendar

Air Quality Implications of Increasing Alternative Fuel Use | November 2, Irvine

This conference will review recent research projects conducted through the CEC's Public Interest Energy Research (PIER) air-quality program and their policy implications. Details: <http://or.ucr.edu/event/index.aspx>

Clean Technologies Forum: Alternative Fuel Vehicles Workshop | Nov. 17, Sacramento

Coalition President Tim Carmichael will speak on natural gas infrastructure and vehicles at this event, presented by the Greater Sacramento Regional Clean Air Coalition (Clean Cities) and the Sacramento Metropolitan Air Quality Management District. Details: <http://www.airquality.org/mobile/ctf/upcomingevents.shtml>