

TRANSIT NGV PROGRAMS ARE ON THE MOVE

Nearly 9000 natural gas-powered transit buses operate in urban and suburban settings across North America and hundreds more on order will be deployed in the coming year. In fact, about one-in-four transit buses on order is specified to run on natural gas. That's because CNG- and LNG-powered buses have a proven track record of clean, reliable and



Transit officials in NAAQS Maintenance and Non-Attainment areas are deploying natural gas-powered transit buses to reduce emissions in order to help their regions meet air quality requirements and to reduce reliance on petroleum fuels.



Many transit agencies use light- and medium-duty sedans, pickups, vans and trucks in their "white fleets" for driver switch-outs, route supervision and maintenance duties.

cost-efficient service at more than 125 tran-

sit agencies and the list grows every year. Present day

natural gas buses with oxidation catalysts are cleaner than comparable "clean diesel" units and already

meet EPA's 2010 emission standards while

diesel proponents continue to struggle

with complex fuel

and exhaust after-treatment strategies just to meet 2007 requirements. Looking to the future, several successful demonstrations of natural gas-electric hybrid- and hydrogen blend-powered buses are already underway.



Riders and drivers appreciate the fact that natural gas engines run quieter and cleaner than their diesel counterparts. Transit agency executives are finding that NGVs also cost less to operate because of lower fuel costs, less maintenance and longer engine life.