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### **President Issues Executive Order on Energy/GHG Performance**

On Monday, President Obama signed a new Executive Order (13514) governing environmental, energy, and economic performance of federal agencies. The overarching objective of the order is to reduce energy consumption and reduce greenhouse gas emissions. The order focuses on all facets of federal agency energy use. Of interest to the NGV industry, the order expands on previous executive orders concerning federal fleet use of alternative fuels and reductions in petroleum motor fuel use. Federal law already requires federal agencies to acquire AFVs and to take steps to reduce their petroleum fuel consumption by two percent annually. The current requirements run until 2015 and require reductions compared with the baseline fuel consumption in 2005. Under the new Executive Order, the target for reductions in petroleum fuel consumption remains at two percent annually but extends until 2020. This means that the federal fleets are now expected to reduce total petroleum consumption in 2020 by 30 percent compared to the 2005 baseline level. Federal law also requires that federal fleets increased their use of alternative fuels by 10 percent annually through 2015 compared with 2005 baseline levels. The order also requires federal agencies to establish GHG emission reduction targets and to take actions that will reduce such emissions. With respect to transportation, agencies are

expected to increase the use low greenhouse gas emitting vehicles, including AFVs. Agencies also are expected to downsize fleets or optimize the number of vehicles operated. In addition, federal agencies are expected to consider ways in which public transportation by federal personnel (federal shuttle bus use, including the use of alternative fuels in federal shuttle buses) can be revised to support the objectives of the executive order.

For each agency, key milestones established in the order for transportation related activities include:

- Within 90 days, establish a percentage reduction target for GHG emissions relative to 2008 baseline emissions;
- Reduce vehicle fleet petroleum use 30 percent by 2020;
- Within 180 days, provide recommendations for improving federal local transportation including increasing use of alternative fuels in federal shuttle buses;
- Within 180 days issue guidance to federal agency fleets on the use of AFVs and alternative fuels, petroleum reduction strategies, and acquisition of low greenhouse gas emitting vehicles.

The Executive Order is available at: <http://edocket.access.gpo.gov/2009/pdf/E9-24518.pdf>. For more information, contact Jeff Clarke at [jclarke@NGVAmerica.org](mailto:jclarke@NGVAmerica.org) or 202.824.7364.

### **NGV Industry Participates in Federal Fleet “Alt Fuel Industry Day” in DC**

On Thursday, NGVAmerica staff and several other NGV industry representatives participated in a day-long series of alternative fuel panel discussions, briefings and roundtables for federal fleet managers in Washington, DC. The event, hosted by the US DOE’s Federal Energy Management Program (FEMP), was attended by approximately 50 federal fleet management, operations and purchasing personnel and alternative fuel and technology representatives. Topics included EPA’s compliance regulatory updates, panel sessions covering E85, biodiesel, CNG and hybrid-drive technologies and a series of fuel-specific breakout sessions where alt fuel industry representatives and federal fleet personnel assessed current federal fleet compliance, barriers to greater market adoption and potential steps to improve market penetration. The day was frustrating to say the least, with misperceptions about NGVs and fueling options continuing to be a problem, despite repeated outreach efforts by NGVAmerica, NGV industry personnel and DOE’s Clean Cities program staff. NGVAmerica staff will meet with GSA staff once again and re-engage the interagency federal fleet committee to discuss ways to disseminate accurate information about

vehicle availability, warranty and service coverage and economics. For more information about this meeting, contact Stephe Yborra (301.829.2520 or [syborra@ngvamerica.org](mailto:syborra@ngvamerica.org)) or Jeff Clarke (202.824.7364 or [jclarke@ngvamerica.org](mailto:jclarke@ngvamerica.org)).

### **Importance of NGV Market Highlighted at IGU Conference**

This week in Buenos Aires, Argentina, the International Gas Union (IGU) held its triennial natural gas conference, with about 3,000 NGV utility and other delegates from all around the world in attendance. The IGU is a worldwide non-profit organization dedicated to promoting the technical and economic progress of the natural gas industry. The members of IGU are associations and entities of the gas industries in 71 countries. For the first time, this year's conference featured two panels on NGVs. On Thursday, a panel titled "NGVs: A Global Eco-Efficient Mobility Solution" presented the results of a major study on the state-of-the-art in NGVs worldwide and the actions needed to more rapidly grow the world NGV market. On Friday, a second panel, titled "Natural Gas: An Accomplished Driver for Vehicles Around the World", focused on specific case studies concerning how gas utilities in several countries were capitalizing on the NGV market. This second panel, which was organized by the International Association for Natural Gas Vehicles (IANGV), was moderated by Rich Kolodziej (who serves as IANGV president) and featured an excellent presentation by Ron Jibson (president of Questar Gas) on the NGVs in the US and the role of Questar Gas in growing the NGV market. IGU and IANGV have been working jointly for the past three triennia on the study and promotion of NGV. For more information, contact Rich Kolodziej at 202.824.7366 or [rkolodziej@ngvamerica.org](mailto:rkolodziej@ngvamerica.org)

### **Baytech Obtains 2010 Cert for 6.0L HD Natural Gas Engine**

This week, Baytech Corporation announced that it had obtained 2010 EPA and CARB emissions certifications for its dedicated CNG-fueled 6.0L heavy duty engine that is used in General Motors, Isuzu and Workhorse Custom Chassis heavy-duty vehicles. The engine is certified to the 2010 NOx standard of 0.2 g/bhp-hr that now applies to all heavy duty engines, a standard to which Baytech's 6.0L CNG engine has been certified since 2008. Vehicle models covered by Baytech's new 6.0L CNG heavy-duty engine certification include: the Chevrolet Express and GMC Savana 4500 Cutaway Van (commonly used for shuttle buses and box vans); the Isuzu NPR HD and Chevrolet/GMC W4500 Cab Forward chassis (used for flatbed, refrigerator/box, service body, small sweeper and utility applications); and Workhorse Custom Chassis heavy-duty chassis (used for commercial step vans and other applications). These vehicles, upfitted with Baytech's 6.0L CNG engine, qualify for the maximum federal tax credit of \$20,000 toward the incremental cost of the CNG system installation for

vehicles in their weight class. For more information, contact, Baytech's Richard Turner at 650.949.1976 or [sales@baytechcorp.com](mailto:sales@baytechcorp.com)

### **New NIST Database on Gas Hydrates Available**

The National Institute of Standards and Technology (NIST) has developed a free, online collection of data on the properties of gas hydrates, which are naturally occurring crystalline materials that are a potential energy resource. Sometimes described as "flammable ice," hydrates consist of water molecules that create cages around "guest molecules" such as methane. Vast stores of hydrates exist in subsurface sediments of permafrost and deep oceans, and are considered a major potential energy resource. The U.S. Geological Survey estimates that the total amount of carbon captured in methane hydrate, worldwide, is at least twice the total energy held in fossil fuels (i.e., all the oil, coal and natural gas combined). NIST researchers spent three years combing the literature on gas hydrates and comparing and evaluating data collected in experiments by numerous sources. The database is available at <http://gashydrates.nist.gov>.

### **New Model CNG VW Touran Extends Range Over 400 Miles**

This week, Volkswagen announced that the latest version of the bi-fuel CNG-fueled VW Touran TSI EcoFuel has been modified to provide increased fuel tank capacity and improved efficiency. The vehicle can now travel over 400 miles on a full tank of fuel – 320 miles in natural gas mode and another 90 miles on the 3 gallons of gasoline in its reserve tank. Improvements to consumption and emissions levels have meant that the Touran TSI EcoFuel, with a 7-speed DSG gearbox, now produces only 126 g/km of CO<sub>2</sub>. Calculated against current prices for natural gas in Germany, cost of travel in the Touran TSI EcoFuel is only 10.6 cents per mile. The Touran TSI EcoFuel features twin-charging turbocharger and supercharger, which increase performance and efficiency. Since the car is designed around natural gas, the natural gas tanks are built into the underbody to save space. For more information, contact Rich Kolodziej at 202.824.7366 or [rkolodziej@ngvamerica.org](mailto:rkolodziej@ngvamerica.org)

### **Thailand Expands NGV Market**

PTT, the Petroleum Authority of Thailand, has announced that there are now about 155,000 CNG-powered vehicles in Thailand. NGV engines were being installed in about 100 vehicles each day, mostly in trucks and new cars. There are currently about 23,610 heavy-duty CNG vehicles in Thailand, with interest increasing each month. The increasing number of NGVs, including the proposed 4,000 CNG buses soon to put into service, has prompted PTT to ask the Bangkok Mass Transit Authority to

expedite the creation of 14 new NGV filling stations. For more information, contact Rich Kolodziej at 202.824.7366 or [rkolodziej@ngvamerica.org](mailto:rkolodziej@ngvamerica.org)

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For comments on the content of this newsletter or for mailing list changes, contact Rich Kolodziej at [rkolodziej@NGVAmerica.org](mailto:rkolodziej@NGVAmerica.org).

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