



1201 K Street, Suite 1990
Sacramento, CA 95814
888-538-7036

California NGV Coalition Urges State to Focus on Immediate Emissions Reductions

SACRAMENTO, Dec. 12, 2018 — California policy makers must put more muscle into driving down transportation greenhouse gas emissions now or risk locking in high levels of toxic pollutants and climate emissions for a decade or more, the California NGV Coalition concluded today.

A [new report](#) from the California Air Resources Board confirms earlier data showing that GHG emissions from vehicles are moving in the wrong direction: up. Given the heavy emissions burden from transportation and wildfires, it seems imperative to reduce emissions now. Heavy-duty vehicles are a particularly ripe target—they produce a disproportionate share of transportation-related pollution ([20 percent of greenhouse gases nationally, about 50 percent of smog-forming emissions](#) and [more than two-thirds](#) of toxic diesel particulate pollution).

It's possible to get dramatic reductions right now with current technology, yet the state's policy agenda is almost exclusively focused on the long term. "There was a lot of celebration in the Legislature recently about establishing ambitious goals for 2030, 2045—but that's a long way off, and there's not enough focus on 2020, 2021," said Thomas Lawson, president of the California Natural Gas Vehicle Coalition. "California needs to focus simultaneously on short-term and long-term solutions. It should not be acceptable that children have to wait for clean air."

Fueling near-zero-NOx natural gas trucks with renewable natural gas (RNG, a very low-carbon or carbon-negative fuel, depending on the source) can cut GHG emissions by 80 percent or more. California is supporting RNG production—the state announced \$319 million in funding for six pilot projects earlier this month—but not the vehicles that can use it. For example, the California Energy Commission's Natural Gas Vehicle Incentive Project has a waitlist of more than \$6 million in requests for new truck funding. And CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) and low-NOx engine incentives remain too small to encourage replacement of a significant number of heavy-duty diesel trucks.

"People argue that we'll have zero-emission heavy-duty trucks on the road in a few years, so we don't need to invest in the current cleanest technology," Lawson noted. "But fleets are not going to put a moratorium on buying new trucks when they need them. If the only cost-effective option is a diesel truck, they will buy that truck, and it will be on the road producing higher emissions for 10 years or more. This is a serious cost to our health and the climate, and policy makers should be paying more attention to it."

About the California Natural Gas Vehicle Coalition

The California Natural Gas Vehicle Coalition is a membership-based advocacy organization working to advance the adoption of alternative fuel vehicles and technologies in the state, with a focus on heavy-

duty NGVs and renewable natural gas (RNG). Members include engine manufacturers, utilities, fuel providers, and fleet operators. The Coalition supports legislative initiatives, provides up-to-date information on NGV technology and market developments, and works with legislators and regulators to develop policies that will increase alternative fuel and vehicle use.

Media Contact

Anya Khamayzer, Thinkshift Communications

anya@thinkshiftcom.com

732.614.2318