

Natural Gas in Transportation

Natural gas in transportation can help lead the way in improving air quality and increasing America's energy security.

Natural gas can immediately be put to use across the country to fuel a wide range of transportation options.

- Our transportation sector depends on petroleum based fuels, like gasoline and diesel, for 97 percent of its fuel. Today the United States depends on foreign imports for 45 percent of its petroleum.
- Driving with natural gas can cut fuel costs nearly in half. The national average cost of CNG is about \$2.00 per gasoline gallon equivalent.
- Public and private fleet owners are converting to natural gas vehicles (NGVs) because it makes sense for the bottom line. Companies like Waste Management, Ryder, AT&T, and UPS PepsiCo have made commitments to NGVs in their national fleets.
- Cities and states are also looking to NGVs. Eighty-five percent of new refuse vehicles purchased run on natural gas, as do 25 percent of new city transit buses.
- Our national compressed natural gas (CNG) refueling infrastructure is growing each year. There has been a 60 percent growth in the number of refueling stations since 2009.
- There are more than 15 million NGVs in use worldwide, but only 140,000 NGVs on U.S. roads today.
- There are more than 1,200 CNG fueling stations in the U.S., and about half of them are open to the public.
- In the United States, about 50 different manufacturers produce 100 models of light, medium and heavy-duty natural gas vehicles and engines. Chrysler, Ford, and General Motors have all brought to market bi-fuel pick-up trucks, which can run on both gasoline and on natural gas. Honda has offered a natural gas Civic for the past 14 years, and General Motors will offer a bi-fuel Chevy Impala starting in 2015.

Natural gas as a transportation fuel can improve air quality.

- NGVs produce between 20 and 30 percent lower emissions at the tailpipe than comparable diesel or gasoline vehicles.
- NGVs produce 60 to 90 percent fewer criteria pollutants than most gasoline and diesel vehicles.
- Natural gas emits virtually no sulfur dioxide, mercury or particulate pollution.



Where can we make the biggest difference right now?

- Provide equitable tax treatment for liquefied natural gas (LNG). Currently, each gallon of LNG sold incurs an effective excise tax rate of \$0.41 per diesel gallon equivalent versus \$0.243 for diesel fuel.
- Encourage NGV production through standards that acknowledge the benefits of natural gas. The Corporate Average Fuel Economy (CAFE) rule is scheduled to be finalized in 2014 for heavy-duty vehicles, and similar to the light-duty rulemaking, should recognize the role of natural gas in promoting energy security and reaching environmental goals.
- Convert your fleets. In 2011, four states entered into a Memorandum of Understanding (MOU) calling on automakers to produce CNG vehicles that would be purchased by state, county and municipal fleets. To date, 23 states support this MOU.

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