

Strategic Planning to Enable ESCOS to Accelerate NGV Fleet Deployment: A Guide For Businesses and Policymakers

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Summary of Major Findings (actual Quotes):

- 1) NGVs can reduce petroleum use and greenhouse gas emissions in each of the three types of fleets considered: tractor-trailers, school buses and light-duty vehicles. *(NGVs produce “clean air dividends”)*
- 2) Over time, tractor-trailer fleets provide the greatest opportunities to reduce petroleum use and vehicle emissions because of the high volume of petroleum fuel that each vehicle consumes and the low fuel economy per vehicle. *(Tractor-trailer replacement can produce the greatest “clean air dividends”)*
- 3) The long lifespan and low fuel economy of school buses also offer a large potential to reduce petroleum use and greenhouse gas emissions. *(School buses can produce “clean air dividends” as well)*
- 4) Leverage public-private partnerships that encourage shared use of fueling stations to improve financial performance. *(Public-private partnerships avoid duplication of effort and resources)*
- 5) While the fuel price spread between diesel/gasoline and CNG has reduced the fuel savings associated with NGVs, less volatility in CNG price may be advantageous to fleet managers. *(Reduced fuel price volatility helps fleet managers to more accurately budget)*
- 6) Sharing of fueling infrastructure can reduce project managers’ expenses by eliminating the need for redundant fueling infrastructure and by increasing the throughput at any required new stations, thereby reducing costs and improving revenue streams. Leveraging existing fueling infrastructure, especially privately owned and operated stations, can be a significant cost-sharing measure for fleet managers. *(Sharing and leveraging public and private resources reduces costs)*