

## PRCC GAZETTE

*“DRIVING THE WAY TOWARD ENERGY INDEPENDENCE”*

Volume 5, Issue 21

May 2020

### PRCC Webinar on Adsorbed Natural Gas

**Webinar Title:** How Adsorbed Natural Gas (ANG) Fuels High Performance & Efficiency in Light-Duty Trucks

In this PRCC webinar series, Peoples Natural Gas & Ingevity Corp. will highlight the benefits of Adsorbed Natural Gas (ANG) vehicle technology and the opportunity it represents for fleet managers to achieve environmental and financial goals. ANG technology enables the use of low-pressure natural gas fuel tanks, which as a result enables the use of a low-cost and small footprint fueling appliance (e.g., \$5,000) that can be installed at locations most convenient for your needs to effectively support a private fueling operating model. This is a new and revolutionary way to bring private natural gas fueling to your business – fleet yard, office or home – to help you reduce fleet operating costs and enhancing fleet productivity while maximizing your corporate sustainability objectives. Join us to learn more about the technology and incentives available.

#### Issue Contributors:

Rick Price, Executive Director/Coordinator, PRCC

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William Sapon, Senior Advisor at Peoples & Robert Friedman, Ingevity Representative, will cover:

- The current landscape of alternative fuel and natural gas in the U.S.
- Operational and performance benefits of ANG
- Grant funding available for ANG projects

**Date:** Thursday, June 4<sup>th</sup>, 2020

**Time:** 11:00 AM to 12:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/87597748634?pwd=NINibWRMTVI2TkNSdDBDMXRzQlIJdz09>

Meeting ID: 875 9774 8634

Password: 634662

One tap mobile

+13126266799,,87597748634#,,1#,634662# US (Chicago)

+19294362866,,87597748634#,,1#,634662# US (New York)



## CALENDAR OF EVENTS

### BOARD OF DIRECTOR MEETING SCHEDULE FOR 2020

The PRCC Board of Directors meeting schedule is as follows:

July 1, 2020

October 7, 2020

All meetings will be at:

Five Star Development Inc.

1501 Preble Ave.

Pittsburgh, PA 15233

Starting at 9:30 AM

### Upcoming Events

#### Webinar – June 4, 2020

How Adsorbed Natural Gas (ANG) Fuels High Performance & Efficiency in Light-Duty Trucks

**Time – 11:00am – 12:00pm**

<https://us02web.zoom.us/j/87597748634?pwd=NINibWRMTVI2TkNSdDBDMXRzQlIJdz09>

Meeting ID: 875 9774 8634

Password: 634662

**Odyssey Day October 2, 2020**

### Training Classes

The PRCC is working with the National Alternative Fuels Training Consortium and the Community College of Allegheny County – West Hills Center to conduct training classes. These classes are **free** to Sustaining Members

#### Light Duty Natural Gas Vehicles

ATE-115-WH85

1. CEU

TBD

#### Introduction to Hybrid Electric Vehicles Training

ATE-136-WH85

1.0 CEU

TBD

#### CNG Tank Inspector Prep for Certification

ATE-601-WH85

TBD

#### Servicing Hybrid Electric Vehicles

ATE-137-WH85

TBD



To register for these classes contact Bob Koch at 412-788-7378 or [rkoch@ccac.edu](mailto:rkoch@ccac.edu)



## Pittsburgh Sees First Two Electric Buses into Service

Electricity is fueling a new era of mobility in the City of Pittsburgh. On March 30, the Port Authority of Allegheny County placed its first two electric buses into service. Under a unique partnership with the Port Authority, Duquesne Light Company has installed two 150-kW DC fast chargers and built the associated electrical infrastructure to power the buses. By powering the buses with electricity instead of diesel, localized air pollutants are eliminated, contributing to improved air quality in the region. The electric buses provide passengers with a quieter ride and reduce noise pollution in the community. The more efficient buses also help lower operating costs. With fixed, predictable routes, central depots available for charging, and high utilization rates, public transportation presents an excellent opportunity for electric mobility.

Link: <https://www.post-gazette.com/news/transportation/2020/03/30/Port-Authority-electric-buses-88-Penn-route-first-regular-use-first-regular-use/stories/202003300134>



## All About Propane Autogas

March 16, 2020 • by Todd Mouw, ROUSH CleanTech

The alternative-fuels terrain can be tough to navigate. With the various fuel and technology options available for work trucks, how do you make the right choice for your business? [Propane autogas](#) is one of those clean-operating, low-carbon fuels that you hear about in today's fleets. Don't know much about propane autogas? Here's a primer.

### What is Propane Autogas?

Propane autogas is the internationally recognized term for propane when used in on-road engines. More than 90% of the nation's supply comes from the United States and an additional 7% from Canada. As an approved alternative fuel under the Clean Air Act, propane autogas is a nontoxic, non-carcinogenic and non-corrosive fuel. There are more than 27 million propane-powered vehicles worldwide.

### Drive the Latest Technology

Work trucks fueled by propane autogas don't look any different on the outside than ones fueled by diesel or gasoline. It's what's on the inside that makes a difference.

Propane autogas vehicles be dedicated (meaning they operate only on propane) or they may be bi-fuel (meaning two fuel sources are stored onboard and the driver can switch between the fuels). With modern systems, propane remains in a liquid state until it gets to the cylinder. This removes the cold-start issues associated with vapor technology propane systems of the past. Today's dedicated propane autogas fuel systems start immediately in weather as cold as negative -40 degrees Fahrenheit.

The Propane Education & Research Council keeps a list of certified manufacturers of propane vehicles at [propane.com/for-my-business/fleet-vehicles](http://propane.com/for-my-business/fleet-vehicles).

### Save Money with Propane Autogas

Historically, propane autogas costs about 40% less than gasoline and 50% less than diesel per gallon, and reduces maintenance costs due to its clean-burning properties.

Propane autogas vehicles eliminate the need for additional fluids or filters; exhaust after-treatment or diesel emissions fluids; particulate trap systems; turbochargers or intercoolers. Filter packages cost about 60% less for propane autogas vehicles than diesel vehicles. Comparing total cost of ownership between various vehicles also helps fleet managers make a more informed decision. The higher the annual miles driven and the lower the vehicle's fuel efficiency, the more likely propane autogas will provide a quick return on investment. A savings calculator from the Propane Education & Research can help you measure the cost per mile. Enter specific transportation data requirements at [propane.com/on-road-fleets/calculator/](http://propane.com/on-road-fleets/calculator/). Companies that deploy propane autogas vehicles may be eligible for federal and state funding. The Energy Department's Alternative Fuels and Advanced Vehicles Data Center provides information and resources at [www.afdc.energy.gov/laws/](http://www.afdc.energy.gov/laws/).

### **Reduce Harmful Emissions**

Vehicles that run on propane autogas emit fewer greenhouse gases, smog-producing hydrocarbons and particulate emissions than conventional fuels. Propane autogas is naturally much lower in nitrogen oxides than diesel and gasoline. These emissions are federally regulated due to their negative impact on human health and the environment. With propane autogas trucks, drivers aren't exposed to the harmful particulate matter in diesel exhaust, which is known to aggravate asthma and is identified as a carcinogen by the World Health Organization.

All engines of any fuel type must be certified to the Environmental Protection Agency's standard. But propane engines go beyond that certification because of their clean operation. For instance, the [ROUSH CleanTech](#) propane engine is 90% cleaner than the EPA's strictest emissions standard. Renewable propane, developed from non-fossil fuels like animal fats, vegetable oils and wood byproducts, is a growing resource to reduce emissions even further. Using renewable propane will bring the vehicle's emissions to near zero.

### **Propane Fueling Options**

Because many company's vehicles return to a central point at the end of each day, an onsite propane station can easily take care of your fueling needs.

Depending on storage necessity, longevity and available space, there are underground storage tanks for longer-term use or aboveground skids that can be replaced or removed. Look for a local fuel supplier to install low or no-cost propane infrastructure. These propane providers specialize in helping fleets choose the right fueling option based on the fleet size, routes, budget and facility space. You can find a list of all propane providers at [propane.com/about-propane/how-to-choose-a-propane-supplier](http://propane.com/about-propane/how-to-choose-a-propane-supplier). According to the Alternative Fuels Data Center, the upfront cost of propane infrastructure is very affordable. In fact, propane autogas fueling infrastructure costs less than any other fueling station — conventional or alternative. Fleet owners may only be responsible for installing permanent equipment like a concrete pad or electricity line for the fuel station. The other costs (that could include paying for a tank, pump and dispensing equipment) may be picked up or offered at low cost to a fleet when it signs a fueling contract with a propane provider. Another option, known as "wet-hosing" or "mobile fueling," is to contract with a propane supplier to perform onsite propane autogas fueling services. The propane supplier comes to your location and fuels from their bobtail truck. And for fleets with limited space, public stations can be the solution. There are already thousands of propane stations across the U.S. To find stations near you, visit the [Alternative Fuels Data Center](#).

Drivers can avoid spills with this alternative fuel. Unlike gasoline or diesel, propane autogas is part of a closed-loop system, meaning the fuel is never exposed to air and won't spill. Plus, at 10 to 12 gallons per minute, fueling is quick and a similar rate to diesel. Whether replacing one truck or dozens, look to clean, economical and domestically produced alternatives like propane autogas technology for the future of your fleet.

**ROUSH®**  
**CLEANTECH**



## ChargePoint and NATSO Launch Collaborative to Significantly Expand EV Charging Along Nation's Highways and in Rural Communities

ChargePoint and NATSO today announced a landmark partnership to create a National Highway Charging Collaborative to extend EV charging to every corner of the nation. Over the next decade, the Collaborative will leverage \$1 billion in capital to deploy charging at more than 4,000 travel plazas and fuel stops that serve highway travelers and rural communities.



**Alexandria, Va. and Campbell, Calif. – February 6, 2020** – [ChargePoint](#), the world's largest electric vehicle (EV) charging network, and NATSO, which represents America's travel plazas and truckstops, today announced a landmark partnership to create a [National Highway Charging Collaborative](#) to extend EV charging to every corner of the nation. Over the next decade, the Collaborative will leverage \$1 billion in capital to deploy charging at more than 4,000 travel plazas and fuel stops that serve highway travelers and rural communities.

This significant expansion will link America's drivers to a vast and growing charging network in all 50 states and the District of Columbia, significantly increasing access to charging as EV adoption accelerates. The effort will not only enable long distance electric travel along major routes but will also provide vital access to charging in rural communities.

“ChargePoint is proud to partner with NATSO to significantly expand access to charging along America's highways while also ensuring that the implementation of charging infrastructure in rural areas accelerates in the years to come,” said Pasquale Romano,

President and CEO, ChargePoint. “We are embarking on a major shift in transportation, with electrification poised to fundamentally transform mobility. Collaborations like this are vital for the rapid expansion of charging around the country and will ensure that the United States remains at the forefront of the EV revolution.”

“NATSO for the last 20 years has successfully advocated for incentives to enable our members to profitably incorporate renewable fuels into their fuel supply. We look forward to building on these successes so that the travel center industry can continue to play a leading role in bringing alternative fuels to its customers. Our collaboration with ChargePoint will undoubtedly help us do that,” said NATSO President and CEO Lisa Mullings. “Range anxiety continues to rank as one of the biggest concerns among consumers who are considering purchasing an electric vehicle. NATSO has been working with the Federal Highway Administration since 2016 to expand the use of alternative fuels and infrastructure under its Alternative Fuels Corridor Program. The MOU announced today will help to establish public-private partnerships at off-highway fuel retailers across the nation, which will help to mitigate range anxiety and expand the Interstate network of charging facilities under the current program.”

By 2040, some analysts expect that 40 percent of new vehicle sales will be electric with at least 100 new EV models expected to hit American roadways within the next five years. This collaborative will not only increase access to charging for drivers, but will help improve mobility on America's highways and connect existing Federal Highway Administration-designated FAST Act corridors.

The partnership was formalized as part of a Memorandum of Understanding signed today by Pasquale Romano, President and CEO of ChargePoint, and Lisa Mullings, President and CEO of NATSO. As part of the MOU, the two organizations agreed that the National Highway Charging Collaborative will, by 2030:

- Deploy charging infrastructure at 4,000 travel centers and fuel stops, leveraging \$1 billion in capital.

- Provide charging infrastructure at fueling locations across the United States with a focus on connecting rural communities.
- Expand availability of charging infrastructure and connect existing Federal Highway Administration-designated FAST Act corridors.
- Work together to achieve policy outcomes to support each of these objectives.

The organizations will identify public and private funding sources that may be available to support the expansion of EV charging at strategically determined locations, including Volkswagen Settlement Appendix D Funds and other dedicated resources available to NATSO members.

For more information about the National Highway Charging Collaborative, please visit [nationalhighwaychargingcollaborative.com](https://nationalhighwaychargingcollaborative.com).

**U.S. and Canadian Class 8 Natural Gas truck retail sales for the first two months of 2020 gained 29% year-to-date over 2019, as published in the ACT Research Alternative Fuels Quarterly report.**

“Sales of natural gas-powered vehicles as reported by the six major truck OEMs, who account for approximately 60% of the heavy-duty natural gas market, were mixed in the December 2019 through February 2020 time period,” said Steve Tam, vice president at ACT Research. “Through the first two months of 2020, reporting manufacturers of natural gas-powered Class 8 units rose 29% year-to-date compared to the first two months of sales in 2019. For comparison, total U.S. Class 8 sales were down 23% for the same period.” “Previously, the 2020 natural gas market was expected to decrease on a unit basis but increase penetration due to a shrinking Class 8 market,” Tam added. “However, COVID-19 is wreaking havoc on both the economy and the commercial vehicle market, leading ACT to cut not only the total Class 8 forecast, but also the Class 8 natural gas unit sales, as well.” The ACT Alternative Fuels Quarterly provides insight, analysis and trends about alternative fuel/power adoption for the U.S. heavy and medium duty commercial vehicle markets.

It is designed to give quick insights to anyone with an interest in the evolution of power and alternative fuel use for heavy vehicles.



**Ingevity acquires the assets of Adsorbed Natural Gas Products, Inc.**

NORTH CHARLESTON, S.C., May 11, 2020 – Ingevity Corporation (NYSE: NGVT) has announced that it has acquired the assets of Adsorbed Natural Gas Products, Inc. (ANGP), Johns Island, South Carolina. Since 2013, Ingevity has worked with ANGP to advance adsorbed natural gas (ANG) bi-fuel vehicle technology made possible by Ingevity’s decades of expertise in the automotive gasoline evaporative emissions control market. The unique performance characteristics of Ingevity’s activated carbon Nuchar® FuelSorb™ monoliths reduce the onboard storage pressure of natural gas and enables its cost-effective use as a transportation fuel. The terms of the transaction were not disclosed. The acquisition comes after eight years of Ingevity’s continued investment in the commercialization of ANG technology and is intended to streamline and accelerate its adoption. Ingevity will assume direct responsibility for partnering with key stakeholders already engaged in ANG market and product development activities. Under the direction of ANGP’s chief executive officer, Bob Bonelli, the company developed a novel, industry-leading approach to fueling bi-fuel natural gas vehicles and assembled a coalition of development partners – including Ingevity – focused on bringing the technology to market. Recently, SoCalGas (of Sempra Energy) in California, Atlanta Gas & Light in Georgia, as well as Illinois-based Ozinga Energy, have implemented pilot programs for light-duty trucks to demonstrate ANG technology’s cost efficiencies and greenhouse gas reductions through the use of clean-burning natural gas.

We are pleased that ANGP's Bob Bonelli will join Ingevity to continue driving the commercialization of this market-leading ANG technology.

"Ingevity is committed to growing our core automotive carbon business and we continue to see ANG as an attractive innovation investment for the company," said Ed Woodcock, executive vice president and president, Performance Materials at Ingevity. "Our acquisition of ANGP's assets demonstrated our ongoing investment in ANG

### Featured Fuel: Natural Gas

Natural gas is a domestically produced alternative fuel that is readily available to end-users through the utility infrastructure. It can produce significantly fewer harmful emissions than gasoline or diesel when used in natural gas vehicles. Natural gas is a mixture of hydrocarbons, predominantly methane (CH<sub>4</sub>). As delivered through the pipeline system, it also contains hydrocarbons such as ethane, propane and other gases such as nitrogen, helium, carbon dioxide, hydrogen sulfide and water vapor. Natural gas has a high octane rating and excellent properties for spark-ignited internal combustion engines. It is non-toxic, non-corrosive and non-carcinogenic. It presents no threat to soil, surface water or groundwater.

Natural gas accounts for approximately one quarter of the energy used in the U.S. Of this, about one third goes to residential and commercial uses, one third to industrial uses and one third to electric power production. Only about one tenth of one percent is currently used for transportation fuel. Compressed natural gas and liquefied natural gas are considered alternative fuels under the Energy Policy Act of 1992. The horsepower, acceleration and cruise speed of natural gas vehicles are comparable to those of equivalent conventional vehicles. Compared to conventional diesel and gasoline vehicles, natural gas vehicles can produce some emissions benefits.



## FedEx and Chanje to Develop Groundbreaking Charging Infrastructure

*Construction Underway to Electrify 42 Locations*

**February 27, 2020**



MEMPHIS, Tenn., Feb. 27, 2020—FedEx Corp. (NYSE: FDX) started construction on electronic DC (direct current) charging stations back in January, and today announced the next phase of its electric vehicle rollout. Through an agreement with Chanje Energy Inc., the company plans to electrify 42 FedEx stations in California, making it one of the largest deployments of integrated charging infrastructure by a single commercial fleet to date.

FedEx announced the addition of 1,000 Chanje V8100 electric delivery vehicles to its fleet in November 2018. FedEx is purchasing 100 of the vehicles from Chanje Energy Inc. and leasing 900 from Ryder System, Inc. Today's agreement will provide an innovative infrastructure to support the continued rollout of its electric vehicle fleet.

"FedEx is thrilled to continue being a pioneering industry leader in the electric vehicle space," said Mitch Jackson, chief sustainability officer, FedEx Corp. "The vehicles and DC charging infrastructure will not only help FedEx meet our operational efficiency and sustainability goals, but provide learning, scaling and experience to others in the vehicle electrification journey. We believe this will be a game-changer."

The DC charging system was designed specifically for FedEx. The innovative project will support daily charging for more than 1,000 electric vehicles, which were leased to FedEx. Notable features include:



- Higher maximum power output than standard Level 2 chargers
- Variable rate technology allowing FedEx to proactively adjust charging speed or shift energy usage away from peak hours to minimize electric utility bills
- DC (direct current) charging hardware, which is 10% more efficient than AC (alternating current) charging
- Software platform for remote monitoring and real-time charger controls

Chanje Energy Inc. will begin production of the EVs later this year. The vehicles are manufactured by FDG Electric Vehicles Limited (HKEX: 729) in Hangzhou, China, and purchased through Chanje Energy Inc., the company's subsidiary for global business. They will be delivered on a rolling basis over the next year. Ryder System, Inc. will provide maintenance and distribution support services for all of the vehicles.

FedEx has been using all-electric vehicles as part of its pickup-and-delivery fleet since 2009. The company believes that wider adoption of alternative-fuel, electric and hybrid electric vehicles in transportation will play a key role in reducing global emissions, while diversifying and expanding renewable energy solutions. Read more about the company's sustainability efforts in the [2019 Global Citizenship Report](#).

### **Ford Bringing All-Electric Transit to the U.S.**

March 3, 2020 • by [AF Staff](#)



Ted Cannis, global director for electrification for Ford, announces the all-electric Transit at the 2020 Work Truck Show. The all-electric Ford Transit chassis options will include cargo van, cutaway and chassis cab, plus three roof heights and three body lengths. In addition it will include in-vehicle high-speed data architecture and cloud-based services to offer new ways to optimize fleet performance. *Photo by David Cullen*

Ford announced an all-electric version of the Ford Transit that will hit the U.S. market for the 2022 model-year at the Work Truck Show 2020, March 3, 2020. The all-electric transit will be available with a variety of chassis options and is aimed at helping businesses achieve sustainability goals and a lower cost of ownership.

The all-electric Ford Transit chassis options will include cargo van, cutaway and chassis cab, plus three roof heights and three body lengths, Ford said. Customers will also have the backing of the company's electric vehicle-certified dealer network, more than 730 commercial vehicle centers across the U.S. and Canada, and access to Ford's charging network – North America's largest public charging network. The new Transit will also be available in Canada and Europe.

The all-electric Transit will also provide fleet owners with technology solutions like in-vehicle high-speed data architecture and cloud-based services to offer new ways to optimize fleet performance, according to Ford. The smart technology of the all-electric Transit will help to optimize fleet efficiency and reduce waste, as well as improve driver behavior by providing insights into operator performance.

Fleets can leverage data collected through Ford Telematics using an embedded FordPass Connect modem that features a 4G LTE Wi-Fi hotspot with connectivity for up to 10 devices. Managers can use Ford Data Services tools like live map GPS tracking, geofencing and vehicle diagnostics to see at-a-glance key performance indicators for vehicles and drivers.

“The world is heading toward electrified products and fleet customers are asking for them now,” said Jim Farley, chief operating officer, Ford Motor Company. “We know their vehicles operate as a connected mobile business and their technology needs are different than retail customers. So Ford is thinking deeply on connectivity relationships that integrate with our in-vehicle high-speed electrical architectures and cloud-based data services to provide these businesses smart vehicles beyond just the electric powertrains.”



A suite of Ford driver-assist technologies will help improve driver confidence and avoid or reduce the severity of a collision. The vehicle includes standard Pre-Collision Assist with Automatic Emergency Braking plus Pedestrian Detection, Forward Collision Warning, Post-Collision Braking, Lane-Keeping System and auto high-beam headlamps.

The all-electric Transit, which will be built in America, is part of Ford's more than \$11.5 billion investment in electrification through 2022. This vision includes the all-electric Transit sold in Europe, Mustang Mach-E coming later this year and the previously announced all-electric F-150.

Electric vehicle fleets may benefit from federal, state and local electric vehicle tax rebates, access to high-occupancy vehicle lanes and free parking, while helping cities improve air quality and reduce noise levels.

According to Ford, further details about the all-electric Ford Transit and its features will be revealed later.



### **U.S. Gain Supplies RNG for Thermal Emission Reductions**

***RNG satisfies sustainability goals at Seattle-Tacoma International Airport***

**Appleton, WI, April 20, 2020**— U.S. Gain is pleased to announce that it has completed a renewable natural gas (RNG) supply agreement with the Port of Seattle. RNG will be used to heat Seattle-Tacoma International Airport (SEA) and power its fleet of buses.

“We’re proud to assist the Port of Seattle in meeting its 2030 carbon reduction goals well ahead of schedule,” said U.S. Gain Director of RNG Business Development Bryan Nudelbacher. “RNG is widely used by fleets across market sectors to reduce transportation-related emissions. More recently though, we’re seeing organizations take interest in RNG for other uses – such as reducing thermal energy-related emissions.

We’re excited to see the Port of Seattle diversify application of RNG at Seattle-Tacoma International Airport.”

RNG is produced from methane captured during the decomposition of organic materials at agricultural farms, landfills and wastewater treatment plants, then cleaned and conditioned to meet pipeline standards and injected into existing natural gas distribution pipelines. RNG presents several benefits to organizations seeking emission reductions throughout their operations. It can be used as an alternative fuel to reduce scope 1 and/or 3 emissions, but also as a thermal energy solution to reduce heating and cooling-related scope 2 emissions.

“The transition to renewable natural gas is another example of the Port’s environmental leadership, even in hard times,” said Port of Seattle Commission Vice President Fred Felleman and founding co-chair of the Energy and Sustainability Committee. “While it’s critical that immediate attention be given to recovery from the COVID-19 crisis, we must continue to reduce our carbon footprint if we are to avoid the long-term economic and human costs associated with the climate crisis.”

Through its initiatives, the Port of Seattle is working to become the most energy-efficient port in North America. This partnership is another step forward in achieving that goal.

“RNG is the best solution for organizations seeking immediate emission reductions,” Nudelbacher explained. “Because RNG is a drop-in solution for those consuming fossil natural gas today, it’s an easy transition that will produce significant environmental results. RNG can be procured through contracts with suppliers like U.S. Gain and comes without the need for infrastructure upgrades, features uninterrupted supply unlike other renewables and availability is increasing daily as new development projects come online.”

## UPS, the largest consumer of biogas in the transportation industry

Committed to its sustainability goals, UPS has entered into multi-year renewable natural gas agreements with Kinetrex Energy and TruStar Energy. These two contracts, which will supply UPS with up to 80 million gallon equivalents (GEs) of biomethane over the life of the agreements, build on a prior contract in which UPS agreed to purchase 170 million gallons of biomethane, its biggest commitment to date.

Over the next seven years, UPS has agreed to purchase 250 million GEs of biomethane total, making the company the largest consumer of this biofuel in the transportation industry. “The use of renewable gas is a very important part of UPS’s strategy to increase alternative fuel consumption to be 40% of total ground fuel purchases by 2025,” said Mike Whitlatch, vice president of global energy and procurement, UPS.

“We are using both LNG and CNG as bridging fuels to increase our use of biomethane. This will have a measurable impact as it yields up to a 90% reduction in lifecycle greenhouse gas emissions when compared to conventional diesel. Using this fuel is what will ultimately help UPS meet its 2025 sustainability goals,” he added.

The Kinetrex contract will supply UPS with up to 52.5 million GEs of biomethane to be used in its LNG-powered tractor trailer vehicles in Chicago, Columbus, Indianapolis, St. Louis and Toledo. The TruStar Energy contract will supply UPS with up to 27.5 million GEs of biomethane and will be used to fuel the company’s CNG-powered trucks in both Visalia and Moreno Valley, California

Additionally, UPS recently announced plans to purchase [more than 6,000 natural gas-powered trucks](#) through 2022. This three-year commitment represents a \$450M investment in expanding the company’s alternative fuel and advanced technology vehicle fleet as well as supporting infrastructure.

*Source: UPS*

## U.S. Postal Service Contractor Chooses Propane for Parcel Deliveries

*Alternative fuel delivery trucks reduce costs, carbon footprint*

BLACKSBURG, S.C. (March 4, 2020) — For the first time ever, some U.S. Postal Service packages are being delivered via emission-reducing propane autogas trucks.

McAbee Trucking, a freight shipping and trucking company based in Blacksburg, purchased eight Ford F-750 delivery trucks fueled by propane autogas, a domestically produced, clean and economical alternative fuel. The vehicles are used for contracted parcel delivery routes between USPS locations in North and South Carolina.

“As a business owner, I continually look for ways to add safety, improve day-to-day operations, advocate for environmental preservation and save money,” said Lisa McAbee, owner of McAbee Trucking. “Our new propane fleet vehicles accomplish all these goals.”

Propane autogas engine technology has progressed to the point where emissions are reduced to near zero.

Each of McAbee’s trucks is equipped with a Ford 6.8L V10 engine and ROUSH CleanTech propane fuel system, which is 90-percent cleaner than the Environmental Protection Agency’s most stringent heavy-duty emission standard.

“McAbee Trucking’s new propane trucks provide the power and range needed to make long-distance deliveries, with the added benefits of cost and emission savings,” said Todd Mouw, president of ROUSH CleanTech.

“They are also backed by 45 years of Roush engineering and an extensive warranty and service network.”

Propane autogas costs about 40 percent less than gasoline, and 50 percent less than diesel. Propane fleets report savings of 30 to 50 percent on filters and fluids due to the clean operation of the fuel.

To fuel its new fleet, the company will install a propane station onsite. Until then, McAbee Trucking has onsite “mobile fueling,” where its local propane supplier fuels the vehicles from a propane delivery truck.

“Propane is really a great fit for the size and duty cycle of the trucks we use in our business,” said McAbee.

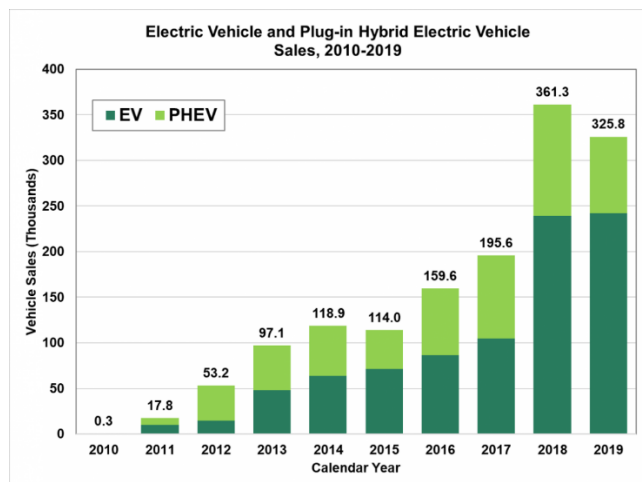
McAbee Trucking and ROUSH CleanTech unveiled the new propane delivery trucks during The Work Truck

Show in Indianapolis in booth No. 5491. During the show, ROUSH CleanTech also received Heavy Duty Trucking’s Top 20 Award for the second year in a row. This award recognizes the company’s near-zero emissions vehicles.

### Did you know?

### **U.S. All-Electric Vehicle Sales Level Off in 2019**

Following a year of rapid growth in 2018, in which sales nearly doubled from the previous year, sales of plug-in vehicles in the U.S. declined in 2019, due to lower sales of plug-in hybrid electric vehicles. Sales of all-electric vehicles remained steady with a slight increase of about 3,000 more vehicles sold than in 2018. Total plug-in vehicle sales in 2019 were nearly 326,000, or almost 2% of the nearly 17 million vehicles sold that year.

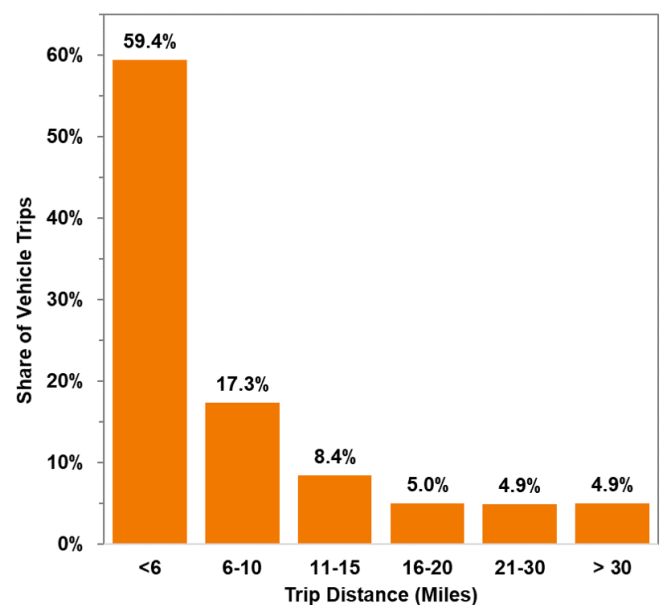


**Note:** EV refers to all-electric vehicles while PHEV refers to plug-in hybrid electric vehicles, which can be plugged in to draw electricity from an external source but also have a gasoline engine.

**Source:** Argonne National Laboratory, [Light Duty Electric Drive Vehicles Monthly Sales Updates](#), December 2019.

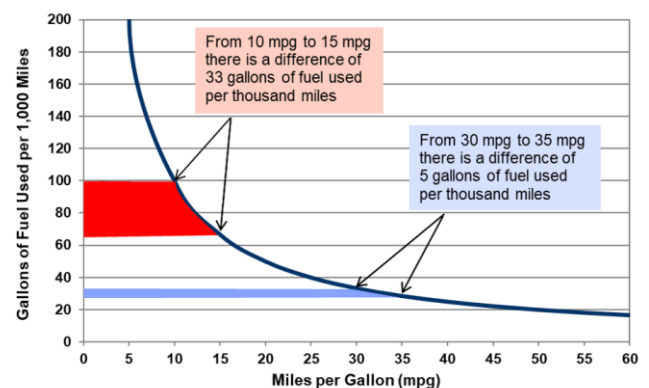
**In 2017, nearly 60% of household trips (one-way) were 6 miles or less.**

See Figure 8.3 of the [Transportation Energy Data Book: Edition 37.2](#).



Replacing a low-mpg car or truck with one that has just slightly better fuel economy will save more fuel than replacing a high-mpg car or truck with a more efficient vehicle.

See Figure 4.3 of the [Transportation Energy Data Book: Edition 38](#).





# PRCC Sustainable Members

## Platinum Members



## Gold Members



## Silver Members



## PRCC Membership Levels Information

Membership Options: Individual- \$150 Nonprofit- \$300 Bronze- \$500 Silver- \$1000 Gold- \$2000 Platinum/Sponsor- \$4000+

To find out more on membership levels go to:

<http://www.pgh-cleancities.org/membership/>



The Pittsburgh Region Clean Cities Board of Directors would like to thank all of our members and stakeholders for supporting our coalition and mission!



UNITED WE STAND – SEPTEMBER 11, 2001

Our deepest sympathy and heartfelt thoughts go out to our fellow Americans during this time of crises. We will continue to stand strong and united in our support of the men and women protecting our country's interests.

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*Please come visit our PRCC Web Site:*

*[www.pgh-cleancities.org](http://www.pgh-cleancities.org)*

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### **. Contribute Your News!**

In trying to get the news of successes we have in our area. Please feel free to contact Rick Price, Executive Director/Coordinator at 412-735-4114 or at [coordinator@pgh-cleancities.org](mailto:coordinator@pgh-cleancities.org).

Learn more about Clean Cities at [cleancities.energy.gov](http://cleancities.energy.gov), and learn how to get involved with the Pittsburgh Region Clean Cities coalition at [www.pgh-cleancities.org](http://www.pgh-cleancities.org)

