

2014 IEPR Update Workshop #7 - Transportation, Electricity, and Natural Gas

June 23, 2014



Survey Results

- CTA Surveyed 91 fleets in 2013 on Natural Gas

- | | |
|----------|--------|
| 1-3 | 5.56% |
| 4-10 | 10.00% |
| 11-20 | 15.56% |
| 21-100 | 42.22% |
| 101-1000 | 24.44% |
| 1000+ | 2.22% |

Survey Results (cont.)

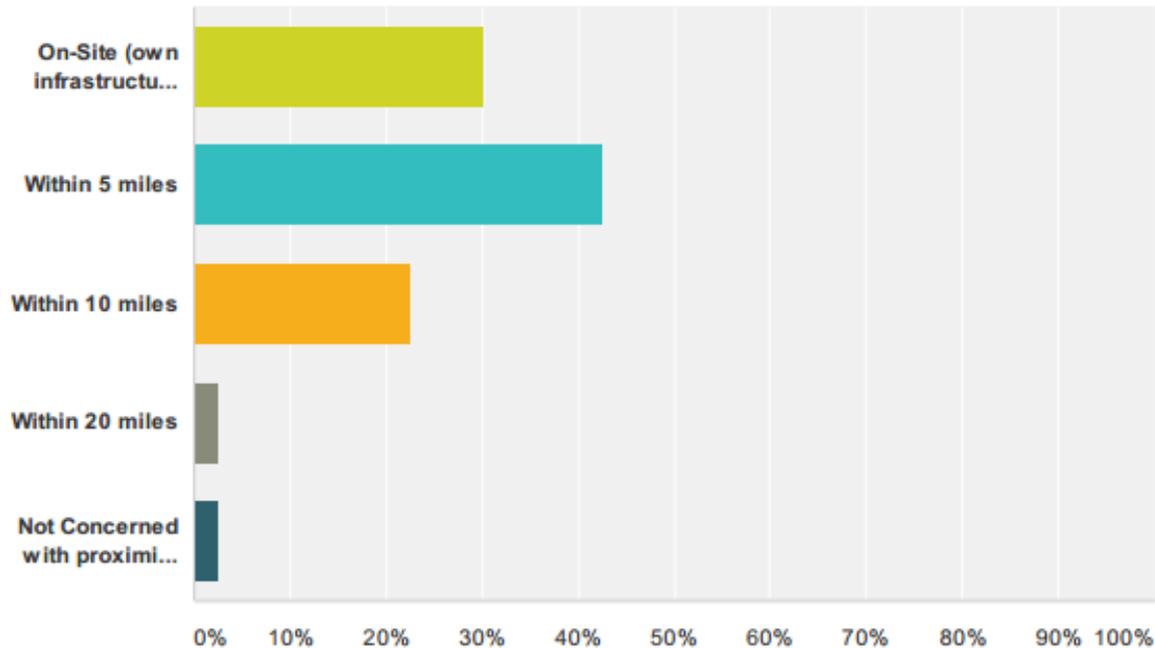
- Helps Adoption of Nat Gas
 1. Price Differential of Natural Gas vs. Diesel
 2. Public Perception of Natural Gas Tailpipe Emission Benefits
 3. Availability of Grants, Incentives

- Hurts Adoption of Nat Gas
 1. Availability of Fueling Infrastructure Near Home Terminal/Freight Lanes
 2. Insufficient Horsepower/Torque
 3. Associated costs (training, maintenance bay retrofit, etc.)

Survey Results (cont.)

- Fueling Proximity Matters

On-Site	35.90%
Retail	41.03%
Mobile Fueling Service	15.38%
Muni/Private Facility Open to Public	38.46%



Survey Results (cont.)

- Incentives Will Play Key Role

We plan to purchase natural gas trucks in the future with or without public incentives.	17.50%
We plan to purchase natural gas trucks and public incentives will allow us to deploy more of these trucks than we would otherwise do so.	27.50%
We will not purchase natural gas trucks without public incentives.	55.00%

“What do fleet operators need from OEMs and government policy makers and regulators to make natural gas trucks a competitive alternative to diesel-fueled trucks?”



Key Needs

- Incentives
 - Incremental cost of vehicles still major hurdle; incentives can accelerate deployment
 - Current purchase incentives are limited
 - No state tax incentives
 - 4% higher tax burden for nat gas trucks
- Certainty
 - Mixed signals from California regulators on natural gas trucks

Key Needs

- Better Understanding of HD Truck Market
 - Interstate/International
 - Wide Range of Applications
 - Rate-Taking

Questions?

Contact:

Chris Shimoda, Policy Director

cshimoda@caltrux.org

(916)373-3504