

# SHOWTIMES

CLEAN CITIES 2002

TUESDAY, MAY 14, 2002

## OKLAHOMA CITY



8TH NATIONAL  
CLEAN CITIES CONFERENCE & EXPO



'I'm here to talk about an alternative to fuels,' Segway Human Transporter inventor Dean Kaman said yesterday. A 'fleet' of his strange, silent, two-wheel, 40-watt vehicles nearly stole the show here his week.

## CNG in Delhi, India

Clean Cities 2002 has attracted delegates from as far afield as Nepal and India, where the Supreme Court has mandated the use of CNG in Delhi and Mumbai.

—More on Page 5

## Oklahoma City's Own

Making a strong showing in OK City this year and year-round too (those Bricktown Canal boats run on CNG) is local-based DRV Energy.

—More on Page 6

## The Winners Are...

Propane Education & Research Council president Roy Willis will make the organization's annual "Exceptional Fleets" awards at the Propane, Exceptional Energy Booth 516 at 3:00 this afternoon.



CONVENTION & TRADESHOW NEWS



It's Oklahoma City and the folks from American Honda got into the cowboy spirit prior to the reception in the Clean Cities exhibit hall last night. The podners are, from left to right, Steve Ellis, Connie Walton, Ben Knight, Annabel Cook, Elizabeth Munger, Ira Dorfman, Kelli Kammerer and Mark Riley. If you're wondering about their six-guns, these days the corporate cowboys are holstering cell phones. Honda paid for the beer too.

## Oklahoma Governor Opens Meeting

Clean Cities 2002 got its formal opening at the plenary session yesterday morning from Oklahoma Governor Frank Keating.

"We need alternative energy resources," he said.

Other speakers discussed national energy security in greater depth, including Clean Cities director Shelley Launey and former CIA director James Woolsey. Woolsey is a

strong proponent of ethanol as a vehicle fuel. If made from biomass using genetically engineered biocatalysts, and burned in efficient hybrid electric vehicles, it could replace a staggering two thirds of the gasoline used in consumer vehicles, he said.

Woolsey said the war on terrorism, which could continue for years, makes domestic energy sourcing more important than ever.



Oklahoma Governor Frank Keating.



## Toyotas for Clean Cities

Toyota is extending a demonstration program by which ten battery electric RAV4-EVs have been furnished to Clean Cities staffers around the U.S.

## California, Here We Come...

This week's Eighth Annual Clean Cities meeting in Oklahoma City will be followed by the Ninth Annual gathering in Palm Springs, Calif. May 18-21, 2003.

Organizers include SunLine Transit of the Coachella Valley Clean Cities chapter.

They're giving away a Palm Springs mini-vacation, for two, donated by American Airlines and the Wyndham Palm Springs Hotel, venue for the 2003 Clean Cities event, here this morning.



Clean Cities Tuesday Schedule — Page 10

# The Clean Cities Program Salutes Our 2002 Award Winners

## NATIONAL PARTNER AWARD WINNERS

American Lung Association  
Washington, DC

City of Tacoma  
Tacoma, Washington

Dallas County Schools  
Dallas, TX

ENRG  
Seal Beach, CA

Keyspan Energy  
Brooklyn, NY

Oklahoma Natural Gas  
Oklahoma City, OK

Sunline Transit Agency  
Thousand Palms, CA

AFV Hero  
Richard Cromwell, III  
Thousand Palms, CA

AFV Champion  
Thomas J. Gross  
Washington, DC

## CLEAN CITIES COORDINATOR

## LOCAL COALITION AWARD WINNERS

Movers and Shakers - Adding AFVs

Twin Cities

Red River Valley

Eager Beaver - Best Program Plan  
Central Ohio

Legal Eagle - AFV Legislation  
Texas Coalitions- Alamo Area, Central Texas,  
Dallas, Houston, Paso del Norte, South Texas

Madison Avenue - Public Outreach  
Salt Lake City

Rain Maker Award - Most Grants/Funds Leveraged  
Sacramento

Rookie of the Year  
Jill Egbert, Sacramento, CA

Outstanding Coordinator  
Tim Gerlach, Twin Cities, MN



U.S. Department of Energy



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CONVENTION & TRADESHOW NEWS

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# Energy Security Is Paramount And Role of Clean Fuels Is Key

“Energy security is beginning to matter.” So said Clean Cities director Shelley Launey at the plenary session here yesterday. And while the message may seem obvious, it’s grown in urgency since September 11.

The U.S., which has just 2-3% of world oil reserves and accounts for about 25% of consumption, is dependent on “a maelstrom of uncertainty and unpredictability” in the Middle East, Launey said. Recessions tend to be preceded by oil price spikes, and the national economy is “dangerously vulnerable” to an oil supply cutoff.

“We have very little control in setting oil prices,” she said. “This is energy insecurity.”

Launey also noted that while engines have grown more efficient, transportation use of oil has increased because vehicles

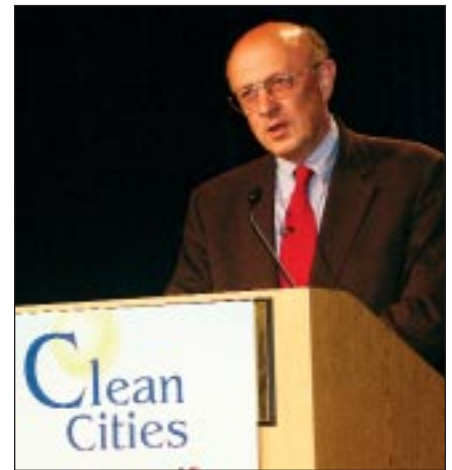
have gotten bigger and because people have more cars and drive them farther.

“The additional driving uses additional fuel, 96% of which is petroleum,” she said.

“It’s had to put a price on the cost of our addiction to petroleum, but it’s staggering,” she added. Costs can be reckoned in terms of health, such as increased incidences of asthma and bronchitis, and the almost incalculable cost of keeping the sea lanes open so that continued importation of oil can continue. “It is going to take everything in our portfolio of options to make a market dent in imported oil,” she said.

**‘World War IV’**

Also speaking Monday morning was Oklahoma native James Woolsey, a former CIA director who has emerged as a



Former CIA chief James Woolsey likes ethanol.

vocal proponent of ethanol as a way to slash oil imports.

Describing the current conflict with Al Qaeda and other terrorists as World War IV (the third having been the Cold War), Woolsey said that domestic energy use, and more importantly domestic energy supply, are key factors.

“Natural gas to me makes a great deal of sense,” he said, but for fleet vehicles. Much more is needed to make a difference in the massive consumer market.

His answer is ethanol — not the corn-starch-based ethanol that accounts for much of the market today, but ethanol based on far greater volumes of agricultural waste.

The key is “genetically modified biocatalysts,” engineered organisms that can consume cellulosic plant waste and make it suitable for ethanol production.

The vehicles are available, as all they require is “a computer chip in the fuel system and a slightly different type of plastic in the fuel line.” Ethanol can use the existing distribution infrastructure too. “This is not rocket science,” Woolsey said.

Ethanol from agricultural waste alone could account for 10% percent of U.S. gasoline consumption, Woolsey said. Throw in prairie grass of the type that’s mowed regularly anyway (only to be discarded) and the number rises to 35%, more than a third.

“If we move toward hybrid vehicles,” Woolsey said, “we can replace approximately two thirds of the gasoline used in the United States.”

“We have some work to do,” Woolsey warned. “We need to focus very hard on what can use the existing infrastructure and what can be done quickly.”

## Shelley’s Heros: ‘Tenacious’ Companies Are Key

“The alternative fuels industry has certainly been nothing if not tenacious,” Clean Cities director Shelley Launey said at the plenary session here Monday, noting the frustrating truth that utility industry deregulation and other events over the past decade have stymied the pace of market penetration.

That said, “We still keep plugging away,” she observed.

Launey singled out New York’s Keyspan Energy, Blue Energy in the Midwest and Mountain states,

and ENRG, which has grown to encompass California and parts of Canada, as standouts in the natural gas vehicle infrastructure.

She praised the efforts of numerous E85 ethanol companies in Minnesota, and CLEANFuel USA for helping spread the use of propane.

Biodiesel, Launey said, “is the fastest growing alternative fuel,” with use of the vegetable-based fuel more than doubling from about 5 million gallons in 2000 to between 10 million and 15 million gallons last year.

The Clean Cities chief also praised vehicle operators, notably the Fort Worth Transportation Authority in Texas, the City of Tucson in Arizona, the Regional Transportation Commission in Las Vegas, and the Kansas City Water Department.

The combined efforts of clean fuel providers and users, she said, is propelling Clean Cities toward its 2010 goal of one million alt fuel vehicles using one billion gallons of fuel. That requires a 17% annual rate of growth — which is thus far being sustained.

“We owe a great deal to these companies,” she said.

### NATURAL GAS FUELING LEADERS

**Keyspan**

25 CNG stations

supports 6,000 NGVs

pumps 10 million gge\*

**Blue Energy**

71 CNG stations

12 LNG transports

supports 5,000 NGVs

pumps 15 million gge\*

**ENRG**

100 NG stations

supports 25,000 NGVs

pumps 12 million gge\*

\*gasoline gallon equivalent  
2001 figures from DoE Clean Cities



## Education is a Vital Mission Of DoE's Clean Cities Staff

They may have seemed a noisy underfoot nuisance to the suits assembled here but the 2,000-some-odd schoolkids at the Clean Cities meeting may well represent the future of the alt fuels and clean vehicles industry.

"The next generation of decision-makers" was here to learn, participating in such games as *Trash Trivia* and *Watch Your Waste*, and taking part in a scavenger hunt among the vehicles on show here.

The youngsters attended a presentation by Bill Nye, "the science guy,"

who stars on a TV show and serves as an environmental advisor to General Motors. They also got to gape at the Segway Human Transporter and meet its inventor, Dean Kaman.

"Kids are very aware of the environment. We want to make sure that they understand that their actions have an impact on it," said Jan Kunze of the local OGE Energy utility, who chaired the 2002 event's *ScienceFest* committee.

"They will learn that they have options and can make good choices," Kunze said.

## GM Walks on the Large Side

The biggest OEM has the biggest display here (Booth 300), where General Motors is stressing E85 ethanol and compressed natural gas vehicles.

GM's vehicles are big too: alcohol-fuel offerings include the Chevrolet Silverado and GMC Sierra Flexible Fuel E85-powered full-size pickups, said to be an industry first for this segment. Also available for flex-fuel operation (any mix of E85 and gasoline) are the Chevrolet Tahoe/Suburban and GMC Yukon/Yukon XL SUVs with the 285-horsepower, 5.3-liter Vortec V-8 engine.

GM has expanded its range of natural gas vehicles, offering all models in dedicated-CNG or bi-fuel CNG-gasoline versions. New this year is a CNG cutaway, based on the 2003 GM Chevrolet Express and GMC Savana full-size passenger and cargo vans with

wheelbases of 159 or 177 inches. The vehicles use CNG cylinders from Milwaukee's Pressed Steel Tank. They hold the CNG equivalent of 20.6 gasoline gallons in the bi-fuel and 29.7 gge in the dedicated-CNG variant.

The 2003 model year marks the first time GM will offer the dedicated CNG fuel system on the Express and Savana cutaway vans.

GM's Sharon Dudley-Parham, assistant brand manager for alternative fuel vehicles, discussed 2003 model year product production schedules and availability at a Clean Cities Monday.

GM is also promoting its hydrogen fuel cell development here. At least three vehicles have been built in the U.S., Europe and China, and two are in testing with the California Fuel Cell Partnership.

## SNAPSHOTS

### Diesel Regs Pass Court Test

EPA's tough new emission standards for diesel fuel and diesel emissions are on their way now that a federal appeals court has flatly dismissed a refiner and truck maker lawsuit. The agency's Clean Air Act standards force heavy-duty diesel truck and bus makers to add new control equipment to vehicles that reduce emissions by 95% by model year 2007. Refineries will also have to reduce sulfur content in highway diesel fuels by 97% percent. The limit for sulfur content in diesel fuel will drop from today's 500 parts per million to just 15 ppm.

### Eco Fuel Offers GlobeLink

Western Canada's Eco Fuel Systems (Booth 431) is promoting its new Eco GlobeLink as a remote programming tool offering "a new level of calibration and diagnostic support in aftermarket fuel conversion system technology."

GlobeLink is designed for use with both Eco's "fms" digital feedback and new "edi" injection control systems for natural gas and propane



engine conversions. Globelink allows engineering and technical support personnel at Eco's headquarters to access live vehicle data in order to assist in calibration and diagnostic support worldwide. Eco specializes in conversion systems that allow fleet operators a wider choice of natural gas and propane vehicles than are available from the OEMs. An Eco system on an 8.1-liter GM engine powers the Tulsa Public Schools bus (shown above) being used as a Clean Cities shuttle. It was installed by DRV Energy (Booth 208).

### Lincoln Leaps Into Hydrogen

Nebraska's Lincoln Composites is showing off a brand new, 10,000-psi all-composite hydrogen fuel tank at Booth 203, noting that the 111-liter, high performance pressure vessel took just three weeks to design and produce. CNG is generally stored at 3,600 or 3,000 psi, but the lower energy density of hydrogen necessitates the use of more robust tanks if fuel cell vehicles are to have a reasonable single-fill range. Lincoln is a longtime veteran of the natural gas vehicles business, having supplied more than 45,000 of its TuffShell brand tanks. In recent years about 50% percent of its sales have been outside the U.S., Lincoln said here, noting that it's stepping up its work in Europe and Asia.

### Clarifications...

- Yesterday's *ShowTimes* article on U.S. Congressional action indicated that debate on the House energy bill, which is not as generous to alternative fuels as the one just passed by the Senate, had not yet begun. The House measure was in fact passed last summer; it is Conference Committee reconciliation with the Senate bill that remains.

- Honda's dedicated-CNG Civic GX has already secured California Air Resources Board recognition as an advanced technology vehicle eligible for partial zero emission vehicle credits against the state's ZEV sales mandate for 2003.

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# CNG Stands for Clean 'n' Green in Delhi, Said to Be 'World's Most Polluted City'



Some 2,165 natural gas minibuses like the ones shown fueling above ply the streets of Delhi, India.

Delegates from India and Nepal are here in Oklahoma City this week, talking up their achievements in bringing thousands of natural gas and propane vehicles into service and drumming up support for further efforts.

Sanjib Baruah of Indraprastha Gas Limited detailed progress made in Delhi, which along with Mumbai (Bombay) was ordered in 1998 by

the Indian Supreme Court to switch all commercial vehicles to natural gas.

"It is the most polluted city as far as air pollution in the world," said Chandrachur Gose, of India's Centre for Science and Environment. The late CSE director Dr. Anil Agarwal, a vociferous and prolific advocate for tougher enforcement of the Supreme Court ruling, died of cancer several months ago at the age of 54.

There are 7,491 premature deaths each year attributable to air pollution in Delhi, 4,477 in Mumbai and 5,726 in Calcutta, Baruah said here, citing figures from the World Bank. There are many millions of illnesses. Some 70% of the air pollution in Delhi is from vehicles.

There were nine CNG fueling stations in Delhi in 1998 and there are now 94, supporting more than 57,000 NGVs, Baruah told *ShowTimes* (Mumbai has 26 stations supporting 28,000 NGVs). Most of the Delhi NGVs, some 35,700, are three-wheeled auto-rickshaws, but there are also more than 4,000 buses, 4,800 taxis, nearly 2,200 minibuses, and more than 10,000



Auto-rickshaw drivers in Delhi wait on line to fuel their vehicles with clean-burning CNG.

private cars running on CNG.

"CNG is the most non-polluting automobile fuel," Baruah said.

In Nepal, officials are beginning programs to replace polluting auto-rickshaws with propane and battery electric models, said Madan Basnyat of the royal government's Alternative Energy Promotion Centre in Kathmandu.



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## New eMobility to Tackle International AFV Markets

Ira Dorfman is making the rounds of this week's Clean Cities meeting, talking up his new eMobility International, LLC.

The new company, based in Washington, D.C., will assist the Clean Cities program in promoting propane and natural gas for low-emission vehicles in the huge emerging markets of China and India.

"Training has been identified as one of the prominent issues,"



**Ira Dorfman.**

Dorfman says, as rapid alternative fuel growth in Asia has proceeded prior to the establishment of rules and standards.

Business has tended to go to the very lowest bidders too, he told *ShowTimes*, leaving Western companies out. Exceptions include CLEANFuel USA for propane and Impco on the natural gas side.

eMobility is also working on a propane infrastructure project in conjunction with the National Park Service and the Propane Education and Research Council, on ethanol infrastructure in the U.S., and is helping market the dedicated-CNG Honda Civic GX.



## CENTER STAGE

## Local DRV Offers Conversions, Fueling

Sheri Vanhooser

President

DRV Energy

"We're the best-kept secret in the United States in alternative fuels," says Sheri Vanhooser, president of Oklahoma City's DRV Energy (*Booth 208*). One major accomplishment? Development of retrofit kits for older natural gas vehicles run by the U.S. Postal Service. They had hardware that's no longer supported because its manufacturers have left the business.



DRV chief Sheri Vanhooser.

DRV has sold about 1,000 such kits to the Post Office. "We will sell just about any product that's out there," Vanhooser says, noting that DRV tries to strike a balance between vehicle conversion and maintenance and the installation and maintenance of alterna-

tive fueling facilities.

"We try to keep a hand in several areas," Vanhooser says. If a vehicle conversion system runs into trouble with EPA certification rules, for example, DRV can step up its efforts on the infrastructure side.

DRV has done CNG fueling installations using FuelMaker compressors (one customer is the Post Office in El Paso; another FuelMaker installation supports seven CNG boats plying Oklahoma City's Brickyard Canal) and larger ones from suppliers including Bauer and Corkin.

DRV also boasts a new chassis dynamometer (rated at 18,000 pounds gross vehicle weight) and emissions laboratory at its headquarters here.

DRV is working with an undisclosed Oklahoma City firm to adapt a new compressor type for CNG fueling. "There's a big hole between 10 cubic feet and 25 cubic feet per minute," notes DRV's Mark Bumgarner, who directs compressor director field services. "We have one that fits right in the middle," he says.

Beyond pure CNG conversions, DRV offers the duel-fuel CNG-diesel system from Georgia's



Boats on the Bricktown Canal run on CNG from DRV.

Electronic Fuel Control, noting that the EFC system lets a vehicle run primarily on clean natural gas while retaining the more fundamentally efficient, sparkless diesel cycle.

In co-development with the University of Oklahoma is a new fuel dubbed "Super Gas," a mixture of propane and CNG.



### Clean Cities 2002 Draws More than 2,600

OK, the 2,500 tally includes the 2,000 or so students who trooped through the halls this week, learning a lesson about the environment and renewable resources and perhaps laying the groundwork for a sustainable future market for alternative fuel vehicles.

Clean Cities organizers said they'd registered approximately 650 delegates to the trade show and conference as of Monday afternoon. There were a score of vehicles on display and 20 more participating in the Ride 'n' Drive. There were 63 exhibits.

In other statistics released here, organizers said that the 80 Clean Cities coalitions across the country (supported by 4,400 stakeholders) have assisted with the deployment of more than 115,000 alternative fuel vehicles and the installation of more than 5,000 fueling stations.

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# ENRG's Now the Biggest in the Business, Lists a Recent Spate of Fueling Projects

California- and Canada-based ENRG (Booth #26), the former Pickens eFuels, has successfully implemented a strategy of getting government and other grants to help pay for natural gas vehicle fueling projects and for the purchase of NGVs by local fleets.

ENRG then brokers (and ekes a profit from) the long-term supply of fuel to the new clean vehicle operators.

ENRG says it's the largest provider of vehicular natural gas and related services in North America, with "a broad customer base that includes refuse, transit, shuttle, taxi, police, intrastate and interstate trucking, airport and municipal fleet markets with over 25,000 private and public fleet vehicles fueling at over 90 locations in California, Arizona, Vancouver and Toronto."

ENRG was formed in June 2001 via an amalgamation of Pickens Fuel and Vancouver's BCG eFuels, Inc. BCG eFuels was partially owned by natural gas engine technologist and Cummins Engine partner Westport Innovations (Booth 214), which retains an interest in ENRG.

The company, which may eventually be taken public by its founder Boone Pickens, recently issued a list of its new natural gas vehicle projects:

- Seattle-Tacoma International Airport – Slated to become the first large-scale public access natural gas fueling station in the state of Washington, the new 24-hour-access facility on the south side of the airport will serve terminal buses, shared-ride operators and taxis, among other vehicles. Opening is scheduled for late summer 2002.
- Olympian Oil – This station on Potrero Hill near PacBell Park is ENRG's first CNG station in the San Francisco Bay Area, serving taxis, SuperShuttle vans, San Francisco Muni buses and

portions of the City and County of San Francisco natural gas vehicle fleet.

- Norcal LNG Station – At Brisbane in southern San Francisco County, ENRG has opened a dedicated LNG (liquefied natural gas) fueling station for Norcal Waste Systems, Inc., the largest private refuse hauler in California and fifth largest in the nation.

- Oakland International Airport – The new 24-hour public access CNG station on airport property serves a mix of vehicles, ranging from taxis (50% of which are mandated to be natural gas vehicles), shared-ride operators, terminal buses shuttling airport employees to and from offsite parking and travelers to rental car terminals, and a portion of the Port of Oakland's light-duty fleet.

- Pasadena Station – ENRG has partnered with SoCal Gas on a 24-hour access station at the gas company's facility in East Pasadena near the 210 Freeway. It supports taxis, shuttle vans and some of the local municipal fleet. Opening is scheduled for late summer.

- Arco Garden Grove – Off Highway 22 near Disneyland and Anaheim Stadium, this station will primarily serve taxis and hotel shuttle vans operating in the Anaheim area. Opening is scheduled for summer 2002.

- Palm Springs International Airport – ENRG's station at the airport has increased fueling services to accommodate 50 new CNG taxis operating in the Coachella Valley through a financing program enabled by ENRG and its partner, SunLine Transit, with the U.S. Department of Energy, South Coast Air Quality



ENRG's David Haradon (left) and VP Jim Harger at Booth 426 here.

Management District, California Energy Commission, Ford, SoCal Gas and the First Community Bank of Palm Springs.

- Phoenix Sky Harbor International Airport – The new Eastside Sky Harbor station complements ENRG's Westside airport station, which has been the largest volume station in the ENRG system. The company expects to move more than 2 million gallons of fuel in 2002.
- Tucson International Airport – The first public access natural gas fueling station in Tucson, Ariz. It will serve shuttle vans and taxis serving the airport, shuttle vans operating between Tucson and Phoenix, and public customers. Opening is scheduled for early summer.

"Opening new fueling stations, both for current customers and under new master contracts, is a core part of our strategy to grow ENRG into a nationwide enterprise," ENRG president and CEO Andrew Littlefair said in a recent release. "We plan to continue capturing these opportunities," he said.

"Deals closing right and left," says sales VP Jim Harger, who's here at Clean Cities 2002.



Baytech's Rebecca Royer (left) and DRV's Sheri Vanhooser.

## Clean Cities Sisters Selling Side by Side

DRV Energy president Sheri Vanhooser likes to point out that hers is one of the only alternative fuel concerns owned and operated by a woman — but she's also quick to mention California's Baytech (president Rebecca Royer) — which happens to be a DRV supplier.

Here at Clean Cities the ladies are neighbors, occupying Booths 208-212. *ShowTimes* profiles Vanhooser's Oklahoma City-based DRV, which does natural gas vehicle conversions and installs custom fueling systems, on page 6.

Los Altos, Calif.-based Baytech, another engine conversion specialist, is here promoting recent U.S. EPA certification for 2002 4.3-liter light duty S-10 and Sonoma bi-fuel gasoline-CNG vehicles.

They Baytech-converted vehicles conform to ULEV standards when running on CNG and to LEV standards on gasoline.

"We plan to fully certify many more natural gas-powered vehicles, building on our success," Royer says, "providing CNG fuel systems for General Motors OEM vehicles and engines."



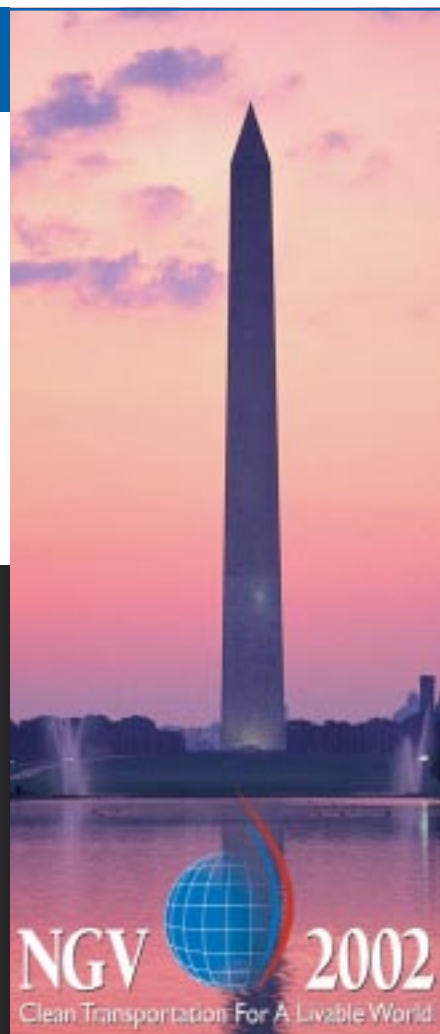
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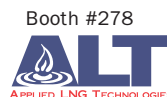
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# Mack Pledges to Curb Diesel Emissions With 'ASET' System, Has Gas Option Too

Pennsylvania's Mack Trucks (Booth 421) promises to meet the pollution control needs of its customers on a case-by-case basis, with hardware and engine operating protocols based on vehicle use and environment. Mack is promoting a new line of ASET (application-specific engine technology) products for diesel engines, and offers a natural gas engine/vehicle line as well.

"What we're providing our customers with is a very focused solution," says Steve Ginter, who manages the vocational (refuse and construction) trucks market for Mack.

Mack is publicizing a "breakthrough" pollution control solution for vocational vehicles: an internal exhaust gas recirculation technology designed for the start-and-stop driving associated with construction and refuse operations.

It's to be ready when new EPA diesel emissions standards take effect this coming October.

I-EGR technology allows a percentage of



Mack truck chassis here has an E7G-325 engine fueled by LNG.

exhaust gases to remain in the cylinders of the engine from one combustion cycle to another. Implementation involves a new camshaft, advancements to the valve system, and precision machining of the exhaust ports to maximize aerodynamic flow, Mack says.

For highway applications, Mack will offer an

ASET system dubbed C-EGR, for cooled exhaust gas recirculation, said to be better for "steady-state" driving with the truck traveling at relatively consistent speed and load.

Mack offers natural gas engines, most notably the Mack E7G Eco-Tech 325, a 325-hp engine designed for more power than the 300 that prevails on the refuse market, thus making the trucks more attractive to drivers. There are about 200 E7G Eco-Tech 325 vehicles in service. Among them are CNG vehicles for the

New York City Department of Sanitation and LNG vehicles for Waste Management, Inc., including trucks for the Coachella Valley in Southern California. Engine systems are by Woodward Governor, Ginter reports; Mack worked with Bachman NGV and Lincoln for New York's CNG trucks, and with NexGen Fueling for WMI's LNG fuel systems.

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## UPCOMING MEETINGS SCHEDULE

May 29-31, **8th annual meeting of the European Natural Gas Vehicle Association.** Hotel Le Méridien in Nice, France. NGV Strategies: Focus on the Customer theme. ENGVA, Jeff Seisler or Gerco Klein, +31-20-597-3100; fax+31-20-597-3000; engva@euronet.nl; www.engva.org

June 3-5, **U.S. Department of Energy's Future Car Congress.** Hyatt Regency Crystal City in Arlington, Va. On the Road to Energy Efficient Vehicles theme. Encompasses SAE Future Transportation Technology conference (to be held again in August 2003). SAE meetings (handling DoE's FCC), 724-772-7131; fax 724-776-0002; meetings@sae.org; www.futurecarcongress.org

June 9-14, **WHEC 2002**, the 14th World Hydrogen Energy Conference, Montreal, Canada. Canadian Hydrogen Association and other sponsoring organizations, including the Hydrogen Research Institute at the University of Quebec at Trois-Rivieres. UQTR, Ms. Lucie Bellemare, 819-376-5011, ext 3580; fax 819-376-5164; IRH@uqtr.quebec.ca; www.h2.ca/en/events.html

June 11-13, **Pinnacle**, the National Propane Gas Association's Annual Meeting & Educational Conference. Caesars Palace Hotel in Las Vegas, Nev. Organized by the National Propane Gas Association. NPGA, 630-515-0600; fax 630-515-8774; info@npga.org; www.npga.org

June 27-29, **International Trucking Show** at the Las Vegas Convention Center in Las Vegas, Nev. ITS Management, Sue Fena, 650-349-4876 or toll-free 800-227-5992; fax 650-349-5169; info@truckshow.com; www.truckshow.com

July 22-25, **FedFleet 2002**, the Third National Federal Fleet Manager Workshop and Information Fair. Downtown Convention Center in Kansas City, Mo. Sponsored

by the Federal Fleet Policy Council and the Office of Government-wide Policy (General Services Administration. Our Journey Continues theme. ASK Associates, Ms. Tracey Noll, 785-841-8194; fax 785-841-2668; tnoll@askusa.com or vehicle.policy@gsa.gov; www.fedfleet.org

September 23-25, **Expo 2002**, tri-annual trade show sponsored by the American Public Transit Association. Las Vegas Convention Center, Las Vegas, Nev. Organized by National Trade Productions, Inc. NTP, 703-683-8500 or 800-687-7469; fax 703-706-8234; ntpsales@ntpshow.com; www.ntpshow.com; www.apta.com

● October 8-10, **NGV2002**, the 8th International Conference & Exhibition on Natural Gas Vehicles. Omni Shoreham Hotel in Washington, D.C. World NGV gathering incorporating the U.S. Natural Gas Vehicle Coalition's 20th annual meeting. NGVs: Clean Transportation for a Livable World theme. NGVC info, Colleen MacMillan, 202-824-7365; fax 202-824-7367; cmacmillan@ngvc.org; www.ngvc.org

November 18-20, **International Truck & Bus Meeting & Exhibition** at Cobo Hall in Detroit, Mich. Organized by SAE International. SAE meetings marketing, Joy Lintner, 724-776-4841 ext 7340; fax 724-776-1830; jlintner@sae.org; www.sae.org

● December 10-13, **ETIC 2002**, the Electric Transportation Industry Conference organized by the Electric Vehicle Association of the Americas. Westin Diplomat Resort and Convention Center in Hollywood Beach, Florida, between Miami and Ft. Lauderdale. EVAA info, Kara Elsdon, 202-508-5039; fax 202-508-5924; kelsden@evaa.org; new show website www.eticconference.com

● ShowTimes magazine will be the official show publication.

## CONFERENCE AGENDA TUESDAY, MAY 14

All meetings are in the Convention Center unless otherwise noted. All Food functions are in the Expo Hall unless otherwise noted. All General Sessions, unless noted, are in Ballroom C. The Expo Hall is Cox 1 & 2.

6:30am - 7:30am	Morning Run/Walk
7:30am - 5:15am	Registration Open
8:00am - 10:00am	Awards Breakfast – Ballroom C
10:00am - 4:00pm	Ride n Drive Through Expo Hall 1 & 2 to Expo Hall 3
10:00am - 5:00pm	Expo Open
10:30am - Noon	Concurrent Sessions Fleet Feats – Ballroom A Driving the AFV Market One State at a Time – Ballroom B Shared Enterprise: Investing in AFV Platform Development – Ballroom D
Noon - 1:30pm	Lunch
1:30pm - 3:15pm	General Session
3:45pm - 5:15pm	Concurrent Sessions AFVs in the International Marketplace – Ballroom A Heavy Duty Product Rollout – Ballroom B Car Talks – Rooms 16, 17, 18, 19, 20
6:00pm - 9:00pm	Water Taxi Rides in Bricktown
6:30pm - 8:30pm	Bourbon Street Reception





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NO<sub>x</sub> 1/10

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