SoCalGas Seeks to Offer Renewable Natural Gas to Customers

2018 study shows replacing less than 20% of traditional natural gas supply can reduce emissions equal to electrifying all of California’s building stock, at 1/3 the cost; According to the University of California Davis, renewable natural gas can replace up to 20% of the fossil natural gas in California, from the state’s existing organic waste supply.

STAFF REPORT
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Southern California Gas Co. (SoCalGas) today announced it has filed a request with the California Public Utilities Commission seeking to offer renewable natural gas to its 21 million customers in Central and Southern California. Renewable natural gas is a fuel produced from waste and agriculture that can be used to heat homes and businesses, for cooking, and to fuel trucks and buses. The fuel assists in helping California reduce its greenhouse gas (GHG) emissions because it is carbon-neutral or carbon-negative, meaning that it can take more GHG emissions out of the air than it emits as an energy source. Under the proposed program, millions of Californians would have the option to purchase a portion of their natural gas from renewable sources, just as many today can opt to purchase renewable electricity. The program is expected to create increased demand for renewable natural gas, which should help increase supply and lower its cost over time, similar to what has happened with renewable electricity created from wind and solar power. Photos of renewable natural gas projects in California are available here.

“Renewable natural gas is an important component in California’s efforts to reduce GHG emissions” said Sharon Tomkins, SoCalGas vice president of customer solutions and strategy. “Using renewable
natural gas in homes and commercial buildings will cut greenhouse gas emissions just as much as 
mandating all-electric appliances, but 2 to 3 times more cost-effectively. This solution not only 
preserves consumer choice, it can achieve climate goals at a lower cost.”

As California seeks to reduce GHG emissions from homes and commercial buildings, renewable natural 
gas has emerged as a viable and cost-effective solution. A study last year showed that replacing less than 
20 percent of SoCalGas’ traditional natural gas supply with renewable natural gas by 2030 can achieve 
the same greenhouse gas reductions as converting all homes and commercial buildings to electric-only 
energy. That same study also found that using a mix of both in- and out-of-state renewable gas resources 
is up to 2 to 3 times more cost effective in reducing greenhouse gases than an electrification scenario.

A 2016 study by the University of California Davis calculated that California has the potential to produce 
approximately 90.6 billion cubic feet (bcf) per year of renewable natural gas from dairy, landfill, municipal 
solid waste, and wastewater treatment plant sources alone. This would be enough to meet the annual 
natural gas needs of around 2.3 million California homes. In addition, out-of-state sources of renewable 
natural gas are significant and growing. According to the U.S. Department of Energy the U.S. currently 
produces 1 trillion cubic feet of renewable natural gas every year, and that number is expected to increase 
to 10 trillion by 2030. Using even a portion of this renewable fuel would meet the needs of millions more 
Californians.

Renewable Natural Gas Program Details

If approved, the renewable natural gas program will be available to nearly all SoCalGas core residential 
and small commercial and industrial customers. Residential customers will be able to have some of their 
natural gas delivered from renewable sources, choosing from several set dollar amounts to be provided 
from renewable natural gas supplies. Commercial customers will be able to have all of their natural gas 
come from renewable sources or select from a series of set dollar amounts or a percentage of their total 
gas use.

Each month, participating customers would see a line item on their bill that includes the amount of 
renewable gas they received, along with a very small program fee. To allow the utilities to enter into the 
longer-term contracts necessary to purchase renewable natural gas, residential customers will have to 
commit to one year. After one year, they would have the option to change their dollar amount or could 
participate on a month-to-month basis.

As customers opt to purchase renewable natural gas, SoCalGas will buy the renewable gas from producers 
and reduce the amount of fossil gas that is brought into their pipeline systems. As renewable natural gas 
enters the SoCalGas pipeline system, its molecules blend together with traditional natural gas and cannot 
be separated or filtered by source, just like solar and wind electrons on the electric grid. Every additional 
therm of this renewable fuel that is purchased means one less therm of traditional natural gas is used. 
Renewable fuel will be displacing fossil gas and helping build the market for more renewable natural gas.

SoCalGas hopes to offer the program beginning in 2020 if regulators at the California Public Utilities 
Commission approve the proposal. Customers who support being able to purchase a portion of their gas 
from renewable sources and increase their use of green energy should express their support by contacting 
the Public Utilities Commission Public Advisor at 1 (877) 849-8390 or public.advisor@cpuc.ca.gov.
Increasing Demand will Encourage Further Production of More Renewable Fuel

California has the potential to produce more than 90 billion cubic feet of renewable natural gas per year from waste sources, enough to meet the natural gas needs of around 2.3 million California homes.

SoCalGas has been bringing renewable natural gas into its pipeline system from out of state since about 2013, in large part because using the renewable fuel in vehicles is supported by the state’s Low Carbon Fuel Standard, a program designed to reduce greenhouse gas and air pollution from the transportation sector. In 2018, renewable natural gas produced in California began flowing into SoCalGas pipelines for the first time, from an anaerobic digester built and operated by waste hauling company CR&R. CR&R’s facility produces renewable natural gas using organic waste collected in Southern California cities’ green waste bins.

In February 2019, SoCalGas announced that renewable natural gas was flowing into its system from a dairy digester pipeline cluster run by biofuel producer Calgren. The Calgren facility will eventually collect biogas from anaerobic digesters at 12 Tulare County dairies. Those digesters will capture and process manure from more than 75,000 cows, preventing about 130,000 tons of greenhouse gas from entering the atmosphere each year, the equivalent of taking more than 25,000 passenger cars off the road for a year.

Today, there are already 24 California dairy methane capture projects either operating or in development, and experts estimate there could be as many as 120 projects funded and operating in next five years. In addition, as the state seeks to divert organic waste from landfills and capture emissions from wastewater treatment plants, more and more renewable natural gas will become available.

Consumer polls support the increased production and use of renewable natural gas. Research shows nine out of 10 California families use natural gas in their homes. A recent California Building Industry Association survey of California voters found that only 10 percent of voters would consider purchasing an all-electric home and 80 percent oppose laws that would take away their natural gas appliances.

Renewable natural gas is complementary to other renewable energy sources like solar and wind, since it is available day and night to make the entire energy system cleaner and more reliable. This renewable fuel has already begun to clean the air and reduce greenhouse gas emissions in California’s transportation sector, which accounts for more than 80 percent of smog forming emissions and about 40 percent of greenhouse gas emissions in the state.

Proposal Has Broad Support

Many organizations and businesses have voiced support for the renewable natural gas proposal, including environmental groups, businesses, and universities. A list of supporters may be found here.

“The University of California supports the SoCalGas proposal to offer customers renewable natural gas,” said David Phillips, associate vice president of energy and sustainability of the University of California’s Office of the President. “UC is committed to carbon neutrality and has been working to develop our own renewable gas supply projects. New programs like this proposal are necessary to create a robust and cost-effective commercial market for renewable natural gas in California.”
“Renewable natural gas (RNG) is an important alternate fuel with significant greenhouse gas and air quality benefits,” said Arun Raju, director of the Center for Renewable Natural Gas at the University of California Riverside. “RNG, like most other renewable fuels, is more expensive than fossil fuels due to a number of factors. With proper policy support, the costs will very likely decrease over time as more projects are developed and technology keeps maturing. SoCalGas’ proposed initiative is an excellent way to support RNG, and similar approaches have worked for other renewable resources and in other jurisdictions. This approach also gives individuals and organizations a unique opportunity to support a clean, renewable fuel and combat climate change.”

“This is smart policy and is wholly aligned with California’s goal of achieving net zero emissions by 2045,” said Jonathan Parfrey, executive director of Climate Resolve, a Los Angeles-based environmental non-profit. “SoCalGas’ program is a practical way for households, businesses, even entire cities, to achieve carbon neutral goals.”

“Renewable natural gas is the lowest-carbon fuel available — in fact the California Air Resources Board verified it is net-carbon negative over its lifecycle, when food waste or manure are the feedstocks,” said Matt Tomich, president of the non-profit Energy Vision. “RNG is ‘pipeline grade’ so it can reach its markets through the same pipelines used to transport fossil gas. It’s one of the most powerful decarbonization tools there is, and California’s and SoCalGas’s leadership in scaling it up has important national impact.”

For more information on renewable natural gas, go to: socalgas.com/smart-energy

About SoCalGas

Headquartered in Los Angeles, SoCalGas® is the largest natural gas distribution utility in the United States. SoCalGas delivers affordable, reliable, clean and increasingly renewable natural gas service to 21.8 million customers across 24,000 square miles of Central and Southern California, where more than 90 percent of residents use natural gas for heating, hot water, cooking, drying clothes or other uses. Natural gas delivered through the company’s pipelines also plays a key role in providing electricity to Californians—about 60 percent of electric power generated in the state comes from gas-fired power plants.

SoCalGas is committed to investing in its natural gas system infrastructure, while keeping bills affordable for our customers. From 2013 through 2017, the company spent nearly $6 billion to upgrade and modernize its natural gas system to enhance safety and reliability. The company is also committed to being a leader in the region’s clean energy future, and is working to accelerate the use of renewable natural gas from dairy farms, landfills and wastewater treatment plants and the development of renewable energy storage technologies. SoCalGas is a subsidiary of Sempra Energy (NYSE: SRE), an energy services holding company based in San Diego.
NGO Energy Vision Hails NYC's New RNG Fueling Station as Giant Step Forward for the Climate and Health

NEW YORK, July 10, 2019

Today the NGO Energy Vision founder and trustee Joanna Underwood joined NYC Department of Transportation Bronx Borough Commissioner Nivardo Lopez, Clean Energy Fuels Corp., environmental advocates and truck fleet operators at the opening of Clean Energy's newest natural gas fueling station in Hunts Point in the Bronx. It's the first station in New York City to carry renewable natural gas (RNG) exclusively, which will fuel medium- and heavy-duty vehicles. At opening, Underwood made the following statement:

"This is no ordinary refueling station. It's a giant step forward for the City and the country in addressing climate change and getting rid of the public health hazards of diesel. It delivers one thing and one thing only: renewable natural gas (RNG) made from organic waste.

Trucks and buses filling up on RNG fuel will emit virtually none of the nitrogen oxides and other health-threatening pollutants in diesel exhaust. They're also much quieter than diesels.

RNG is the lowest-carbon fuel available and a game-changer for the climate. It's produced by capturing methane biogases emitted as organic wastes break down. Those methane gases are 86 times more potent climate warmers than CO2 (over 20 years). RNG production prevents them from being released into the air, while also displacing high-carbon diesel in bus and truck fleets. That combination often makes RNG "net carbon-negative," meaning more greenhouse gas emissions are prevented by making and using the fuel than are emitted by trucks or buses burning it. That's a big net gain for the climate, and will catapult New York towards its emissions reductions goals. It could also help meet the City's Zero Waste goals by leveraging organic wastes as a valuable energy resource instead of discarding them.

New Yorkers generate over 1.2 million tons of food waste annually. That could make enough RNG to power the City's whole fleet of 5000 heavy-duty trucks. If we add the City's 14 wastewater treatment plants, we could produce enough RNG locally to power every City-owned and private waste hauling trucks on our roads.

The Hunts Point RNG fueling station exemplifies the kind of smart solution committed companies and entrepreneurs like Clean Energy Fuels can develop in cooperation with government. It's a model that should be replicated here and in other cities."
Energy Vision Urges N.Y. to Include Biomethane in Climate Legislation

Energy Vision filed testimony with the New York State Legislature to include biomethane made from organic waste as a renewable energy source in the CCPA.

Waste360 Staff | Mar 07, 2019

Energy Vision, which researches clean energy and transportation technologies, recently filed testimony with the New York State Legislature making the case for including biomethane made from organic waste as a renewable energy source in the Climate and Community Protection Act (CCPA).

At a legislative hearing on the CCPA, Energy Vision Founder Joanna Underwood testified that New York has a massive organic waste stream emitting prolific amounts of methane, a greenhouse gas (GHG) 86 times more powerful than carbon dioxide over 20 years. But methane from organic wastes can be processed into renewable biomethane, the lowest carbon fuel available today. That could be crucial to meeting the state’s greenhouse gas emission reduction goals and CCPA objectives, noted Energy Vision.
“New York has an opportunity to frame policy measures to enable more in-state biomethane production and use, unleashing deep positive climate impacts and many co-benefits,” said Underwood in a statement. “Explicitly including biomethane in the CCPA would be a significant policy step toward developing it in New York. We strongly encourage the legislature to take it and to place a high priority on pursuing the CCPA and other measures that could help accelerate biomethane in the state.”

Energy Vision estimates that turning New York’s organic wastes into biomethane could reduce overall GHG emissions in the state by up to 15 percent. The California Air Resources Board has verified biomethane as net carbon-neutral or even net carbon-negative over its lifecycle (when used as a road fuel displacing diesel in truck and bus fleets).

Other states have policies enabling biomethane development, which New York could consider adopting under the CCPA framework, Energy Vision pointed out. Low Carbon Fuel Standards (LCFS) in California and Oregon spurred biomethane development by requiring blending petroleum-based fuels with renewable alternatives. New York State Assemblywoman Carrie Woerner introduced a similar measure for New York and is exploring ways to expand anaerobic digestion facilities to process New York’s farm and food wastes into biomethane.

"There are many steps needed if New York is to achieve its ambitious climate goals,” said Woerner in a statement. “The CCPA would be an important framework for decision making, and the Low Carbon Fuel Standard I am proposing could provide one strong incentive for growing a new waste-to-fuel industry in our state."
Gov. Phil Murphy pledged to restore New Jersey to national leadership in fighting climate change, building a green economy and transitioning to 100 percent clean energy by 2050.

He has already taken some laudable steps. He brought New Jersey back into the Regional Greenhouse Gas Initiative (RGGI) to lower greenhouse emissions from electric power generation, and the Transportation and Climate Initiative (TCI) to lower emissions from the transport sector, which is the largest emitter of greenhouse gases, accounting for 40 percent of New Jersey’s emissions.

So far, so good. But there’s a big step yet to be taken to vault New Jersey ahead on climate change, clean transportation and clean energy: harnessing its massive organic waste stream as a renewable, ultra-low carbon energy resource.

More than 30 percent of the U.S. food supply ends up going to waste, according to the Department of Agriculture. (Photo: Getty Images/iStockphoto)
New Jersey generates millions of tons of organic waste annually, including some 1.4 million tons of food scraps from residents and businesses, plus agricultural waste and municipal wastewater.

If these wastes decompose in oxygen-free environments they produce methane-rich biogas. Left to escape into the atmosphere, methane is a greenhouse gas 80 times more powerful than carbon dioxide over 20 years. But when captured and used to generate renewable heat/electricity, it fights climate change.

Matt Tomich

Gases from organic waste rotting in landfills can be processed and refined to remove moisture, contaminants and impurities, becoming “renewable natural gas” (RNG) or “biomethane” fuel. Beyond landfills, organic wastes and municipal wastewater can also be processed in oxygen-deprived tanks called “anaerobic digesters” to produce RNG.

RNG is chemically indistinguishable from natural gas extracted from the ground, but it’s not a fossil fuel. It entails no drilling or fracking, and has a much lower carbon footprint than fossil natural gas. In fact, it’s the lowest-carbon fuel available, and is often net-carbon-negative. That means making and using RNG can actually result in less greenhouse gas in the atmosphere than if the biogases were never captured and used as fuel in the first place.
RNG is one of the only renewable, ultra-low carbon, reliable forms of energy that can be made locally. Unlike wind or solar, it’s not intermittent, and it’s easily transported and stored via existing gas pipelines and infrastructure. It could be a huge factor in meeting New Jersey’s emissions and clean energy goals.

There is modest progress on RNG in New Jersey. Bills are moving in the Legislature to separate and collect food waste and other organic materials, instead of sending them to rot in landfills. Several digester facilities are planned to process them, and one, now under construction in Trenton, will soon start converting 100,000 tons of food waste a year into biogas and fertilizer.

But New Jersey is still a long way from realizing its organic wastes’ potential as a clean energy source. It isn’t even using most of the biogases from organic wastes already rotting in its landfills.

New Jersey can’t ignore such resources and hope to meet its climate goals. In the transport sector alone, its organic waste could generate enough RNG to cut greenhouse gas emissions by 1.2 million tons a year. Much more should be done to leverage it.

Some gas utilities have been slow to allow waste-derived RNG into their facilities. But as demand and recognition of RNG’s climate and air quality benefits have grown, that’s changing. National Grid, Vermont Gas, SoCalGas and others, as well as vehicle fleets and large corporate gas users like UPS, L’Oreal and Dallas-Fort Worth airport, are successfully adopting RNG and/or injecting it into their pipeline networks.

New Jersey could, too. That would spur in-state production of RNG from New Jersey’s organic wastes, and help reduce climate impacts from its natural gas industry. Home-grown RNG could fuel natural gas vehicles already operating in the NJ Transit fleet, public and private refuse trucks and more, allowing New Jersey to access existing federal incentives for RNG as a transportation fuel.

With climate change accelerating, and New Jersey warming faster than other states, we can’t afford to leave clean energy resources on the table. If New Jersey wants to show leadership on climate change now, it could start by allowing RNG into its natural gas pipelines and using it to power municipal fleets and power plants. That would stimulate more in-state RNG production, and allow New Jersey to reap the climate and economic benefits.

*Matt Tomich is president of the non-profit organization Energy Vision, whose mission is to research and promote viable technologies and strategies for a sustainable, low-carbon energy and transportation future.*
A Green New Deal for Natural Gas

By Joanna D. Underwood
Thursday, April 25, 2019

The US Senate voted against the Green New Deal, but its interlinked climate, job and social justice goals are still percolating. Among the issues supporters and opponents alike have flagged is what role the natural gas industry should play in advancing them.

Natural gas has long been considered a “bridge fuel” to renewables. During the Green New Deal debate, former Department of Energy leaders from both parties argued that natural gas is part of the clean energy future, because it burns cleaner than coal or oil, reduces coal use and smoothes out variability of solar and wind generation.

But the Green New Deal proposed to phase out natural gas-fired electricity generation entirely by 2030. Natural gas opponents point out it is essentially methane (a greenhouse gas 86 times more potent than carbon dioxide over 20 years), extracted in harmful ways, and transported in pipelines that can leak. Besides, they argue, natural gas is no longer needed as a bridge fuel. Renewables prices are already low enough to transition from coal directly to solar, wind, etc., so why risk more methane emissions by continuing to expand the natural gas industry?
But the reality is, the industry's operations are already vast. There are now 3 million miles of gas pipelines in the US. Over 28,000 MW of new gas-fired generation capacity have been built here in the last two years, with another 6,100 coming this year. That infrastructure will be with us for 40 years or more.

While natural gas operations are already locked in, its emissions need not be. Renewable natural gas, also known as biomethane, could significantly reduce the climate impacts of the natural gas industry we have now.

**Ultra Low-Carbon Fuel in Natural Gas Infrastructure**

Biomethane is chemically virtually identical to fossil natural gas, and it burns even cleaner, but it is not a fossil fuel. It is a renewable fuel, superior in many ways to fossil gas. Producing it involves no fracking or drilling; it involves capturing methane biogases emitted by decomposing organic wastes, which would otherwise be released into the atmosphere and warm the climate.

Organic wastes are ubiquitous -- found in landfills, on dairies and farm fields, at wastewater plants, etc. To make biomethane, biogases from these wastes are captured and refined into a “pipeline grade” product that can be transported in the same pipelines and used the same way as fossil natural gas – for power generation, home heating and cooking, or fueling vehicles.

But unlike fossil natural gas, biomethane is ultra low-carbon. In fact, according to the California Air Resources Board, it is the lowest carbon fuel available. CARB found that when made from food waste or farm waste in anaerobic digesters, biomethane is actually net carbon-negative over its lifecycle. That’s because making the fuel captures more greenhouse gases than vehicles emit when burning it -- a big net gain for the climate.

**Decarbonizing Heavy Transport**

Transportation emits more greenhouse gases than any other sector of the US economy. Heavy duty vehicles use a quarter of all road fuel, and getting them off diesel is particularly important. But electrifying them is not yet a practical solution.

There are only a few hundred electric buses and far fewer heavy trucks in operation in the US, and they have been plagued by service problems. And although their tailpipe emissions may be zero, their overall lifecycle emissions are only as good as the fuel generating the electricity to charge the batteries.

Biomethane on the other hand can cut lifecycle vehicle emissions up to 300% compared to diesel. It’s a practical way to decarbonize heavy transport here and now.
Estimating the Impacts

The more biomethane flows through natural gas pipelines, and the more it gets used in existing gas-fired power plants or natural gas-powered buses and trucks, the more the overall climate footprint of the natural gas industry shrinks. Just how much depends on how much biomethane is produced, how soon anaerobic digesters are built, and how fast truck and bus fleets, utilities and companies adopt the fuel.

The US organic waste stream is huge and growing (including 87 million tons a year of food and yard wastes alone). It’s a big enough resource to justify building 10,000 new digester facilities, which would create 30,000-50,000 full time jobs plus 200,00 to 400,000 construction jobs.

Using existing processing technologies, we could generate enough biomethane fuel from our organic wastes to displace 10% of current US fossil natural gas use, or 25% of current on-road diesel use.

If higher-tech ways of making the fuel from additional sources become commercial, like thermal gasification or power-to-gas, those percentages could more than double. And since biomethane is often net carbon-negative, it would reduce emissions from the natural gas industry even more than the percentage of fossil fuel it displaces.

Companies Leading the Way

Biomethane’s potential to mitigate the natural gas industry’s negative climate impacts is too great to ignore. Gas companies are starting to recognize it, and some forward-thinking ones are investing in it.

For example, SoCalGas, the largest US natural gas utility, plans to purchase biomethane from California dairy and other digester companies, and provide it to business and residential customers via its pipeline network. It aims to replace 20% of the fossil gas it sells today with biomethane by 2030.

California-based Clean Energy Fuels is leading the drive to scale up biomethane in the transport sector, which emits more greenhouse gases than any sector of the US economy. The company’s roots go back to T. Boone Pickens’ championing natural gas as a transportation fuel in the 1990s. Today it operates over 530 natural gas refueling stations across the country, enabling more bus and truck fleets to switch from diesel to natural gas.

The company also offers financing for new natural gas heavy duty trucks equipped with ultra-low emission engines which can run on biomethane, so they cost the same as equivalent diesel trucks. Those engines slash lifecycle greenhouse gas emissions compared to diesel, including virtually eliminating nitrogen oxide pollution. NOx is a public health hazard as well as a
climate super-pollutant accounting for 6% of GHG emissions. Its health damaging effects are worse in poorer communities that have higher heavy vehicle traffic and more bus and truck depots.

Clean Energy Fuels was the first company to offer biomethane to commercial fleet customers in 2013 under the brand name “Redeem.” By 2018, most of the fuel the company delivered (53%) was Redeem. By 2025, it plans to zero out fossil gas altogether and sell only biomethane.

That’s a remarkable goal. Running exclusively on biomethane by 2025 would allow Clean Energy fleet customers to meet California’s net-zero carbon goal 20 years before the envisioned deadline at minimal incremental cost.

Biomethane is growing rapidly worldwide, with global capacity roughly tripling over the last decade. The Danish company Nature Energy, is working to phase out fossil gas and sell biomethane exclusively, just as Clean Energy Fuels is doing in the US.

Nature Energy owns nine co-digestion projects in Denmark, and recently merged with Xergi, which has built more than 70 large-scale digester plants worldwide. Biomethane was 10% of the natural gas grid in Denmark in 2018 (spiking to 18% in July). But with Nature Energy adding more capacity, it could reach 100% by 2035.

Policy Makers Take Note

These are just a few examples of a growing list of companies that recognize biomethane’s potential to revolutionize the natural gas industry. Meanwhile most US climate policy makers haven’t yet recognized it, despite compelling reasons why they should. They rightly view methane as a climate pollutant to eliminate.

What they aren’t yet seeing is that biomethane cuts methane pollution and offers a valuable carbon-free energy resource to leverage. It could help accomplish climate policy goals, from reversing negative climate impacts to generating green jobs to benefiting disadvantaged communities. That ought to attract policy makers’ attention. But for now, it’s industry leaders who are showing the way.

Joanna D. Underwood is the founder and a director of the NGO Energy Vision, which researches, and promotes technologies and strategies for a sustainable energy and transportation future.
MTA Seeks Renewable Natural Gas for NYC Buses

Betsy Lillian - May 17, 2019

The Metropolitan Transportation Authority (MTA) has issued a request for proposals (RFP) to purchase renewable natural gas (RNG) to fuel some 800 New York City buses currently running on compressed natural gas (CNG).

This move represents the first step any heavy-duty vehicle fleet in New York City has taken toward adopting RNG, according to nonprofit environmental group Energy Vision.

“This fuel shift will make the MTA a clear national leader in use of the cleanest, lowest-carbon fuel available today,” says Matt Tomich, president of Energy Vision.

MTA plans to replace the equivalent of 12 million to 14 million gallons of CNG per year with RNG. Energy Vision says that would put over 650,000 tons of organic waste to beneficial use: reducing lifecycle carbon emissions of MTA’s CNG buses by some 40,000 tons a year and helping New York State meet its goal of reducing greenhouse-gas emissions 40% by 2030. Switching to RNG requires no conversion of buses, engines or fueling infrastructure, so it will not increase the fleet’s costs, the group notes.

“If we're going to meet the Paris climate goal of cutting greenhouse gases 80 percent by 2050, RNG must be part of the solution," says Joanna Underwood, Energy Vision's founder. “For MTA and any bus or truck fleets that adopt it, RNG enables them to meet or exceed the Paris goal not by 2050, but today.”

“Transportation is the number one source of emissions in the state, and decreasing pollution from buses is one of our top priorities,” notes Julie Tighe, president of the New York League of Conservation Voters. “Transitioning to ultra-low-carbon renewable natural gas is a cost-effective solution that can be implemented immediately.”

More on the RFP (No. 15468) can be found through the MTA here.
Renewable Natural Gas Now Available in New York City as Clean Energy Opens Fueling Station in The South Bronx

HUNTS POINT, N.Y. -- July 10, 2019

Clean Energy Fuels Corp. (Nasdaq: CLNE), the leading provider of natural gas fuel for transportation in North America, welcomed city officials, community leaders, and environmental advocates to the opening of its newest natural gas fueling station in Hunts Point—the first station in New York City to exclusively offer renewable natural gas (RNG) for medium- and heavy-duty vehicle fleets.

Trucks fueling with Redeem(TM) renewable natural gas, available at Clean Energy's Hunts Point station, represent a significant reduction in greenhouse gas emissions.

“A few blocks from here is Hunts Point Market, the largest food distribution center of its kind in the world, resulting in approximately 15,000 truck trips per day,” said Chad Lindholm, vice president of sales for Clean Energy. “This long-envisioned station will serve fleets operating in Hunts Point with a lower-cost alternative to diesel fuel that can lead to substantial reductions in truck-related pollution and greenhouse gas emissions.”

The Hunts Point station will exclusively offer Clean Energy’s Redeem™, the first commercially available RNG vehicle fuel derived from capturing biogenic methane emitted from decomposing organic materials at dairies, landfills, and wastewater treatment plants. Redeem enables at least 70 percent reduction in carbon emissions when displacing diesel or gasoline, according to California Air Resources Board estimates.

Trucks fueling with Redeem represent a significant reduction in greenhouse gas (GHG) emissions. For example, 100 trucks running on RNG can lower GHG as much as 9,294 metric tons annually. This is equivalent to planting 237,942 trees, removing 1,961 cars off the road or recycling 3,331 tons of waste that would otherwise be sent to the landfill.

“I applaud and congratulate Clean Energy today on making a renewable natural gas fueling station a reality for Hunts Point trucking fleets in the South Bronx. Natural Gas trucks, particularly ones fueled by renewable natural gas, have a tremendously low carbon footprint, which is important for communities disproportionately affected by diesel emissions,” said NYC DOT Bronx Borough Commissioner Nivardo Lopez. “The addition of this station now makes possible and plausible the transition of large portions of Hunts Point fleet industries to this cleaner, domestically produced fuel.”
“This new Hunts Point station is no ordinary fueling station. It is the first in the City to supply only the renewable form of natural gas made from waste,” said Joanna Underwood, founder, Energy Vision. “Private and public fleets that fill up here can provide their critical services with virtually no health-threatening air pollution or greenhouse gases. Bravo to Clean Energy for helping our City achieve its clean air and climate goals.”

Already preparing to fuel at the station are local fleets that operate natural gas-powered trucks including Baldor Specialty Foods, Manhattan Beer Distributors, and U.S. Concrete, which were on display at the grand opening. “The new natural gas fueling station opening in Hunts Point is a great steppingstone to help move the trucking industry into the next generation of fueling options for our fleets,” said Baldor Express Transportation Manager Thomas Galm. “The availability of CNG in our area opens the opportunity for more fleets to add CNG-powered vehicles to their fleets where these options previously did not exist. We expect increased savings to our fuel budget as well as a greatly diminished carbon footprint for the environment.”

“Now that the Clean Energy station is in service in Hunts Point, we can continue increasing our CNG fleet,” said Juan Corcino, director of fleet operations, Manhattan Beer Distributors. “The station provides the support we need to confidently upgrade our fleet to 100% CNG.”

“This station is important to New York City’s Hunts Point Clean Truck Program, which long has been seeking ways to lower transportation-related pollution that contributes to unhealthful air in The South Bronx,” said Lindholm. “We’re pleased to fulfill the demand for clean, renewable natural gas within this major transportation hub in New York City.”

In addition to Hunts Point, Clean Energy operates four natural gas stations in New York City, consisting of stations at LaGuardia and JFK Airports, and two stations in Brooklyn.

About Clean Energy

Clean Energy Fuels Corp. is the leading provider of natural gas fuel and renewable natural gas (RNG) fuel for transportation in the United States and Canada, with a network of approximately 530 stations across North America that we own or operate. We build and operate compressed natural gas (CNG) and liquefied natural gas stations (LNG) stations and deliver more CNG, LNG and RNG vehicle fuel than any other company in the United States. Clean Energy sells Redeem™ RNG fuel and believes it is the cleanest transportation fuel commercially available, reducing greenhouse gas emissions by at least 70%. Clean Energy owns natural gas liquefaction facilities in California and Texas which produces LNG for the transportation and other markets. For more information, visit www.CleanEnergyFuels.com.