Benefits of Heavy-Duty Truck Conversion to Natural Gas

Senate Bill 275

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This document is submitted by Bluin response to the Utah Public Service Commission's call for public participation and input into an investigative docket concerning the implementation of Utah Senate Bill 275 (SB275).

The relative benefit of converting various vehicle types to natural gas should be a serious consideration in any policy making discussion. As depicted below, converting a single heavy-duty truck to natural gas produces the same environmental benefit of converting over thirty passenger cars.[1] To further illustrate this point, while heavy-duty trucks account for only 17% ofWasatch Front traffic, they account for nearly 40% of CO^2 emissions of total traffic.[2] Converting trucks to natural gas is the most effective path to reducing vehicle emissions.

As legislature considers measures to encourage the adoption of natural gas vehicle technology, the disproportionately large benefit derived from converting heavy-duty trucks should be taken into account, especially when it comes to measures like tax incentives and other government initiatives.

[1] *Based on a CNG Honda Civic commuting 525 miles per week (weekday commute from Springville to Salt Lake) at 32mpg, and an LNG heavy-duty truck travelling 120,000 miles annually at 4.5mpg.*

[2] *Data derived from UDOT Annual Traffic Report*