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Photo: Kenworth Zero-Emission Trucks, Kenworth.com/innovation/zero-emissions/

Zero-Emission Trucking

Last month the Federal Highway Administration (FHWA) announced **\$623 million in grant awards for the first round of [Charging and Fueling Infrastructure \(CFI\) Discretionary Grant Program](#)**. The funds were allocated to **47 EV charging and alternative-fueling infrastructure projects in 22 states and Puerto Rico**.

Also, at the end of January, several truck manufacturers launched a joint initiative to educate and collaborate with stakeholders to accelerate construction of charging and refueling infrastructure for medium- and heavy-duty zero-emission vehicles. The coalition of truck manufacturers, Powering America's Commercial Transportation (PACT), includes Daimler Trucks (Freightliner & Western Star brands), Navistar (International Trucks), and Volvo Group North America (Volvo & Mack Trucks). This will be an important voice as additional funding is made available to enable the transition to zero-emissions.

Transportation leads as the largest contributor to greenhouse gas (GHG) emissions in the United States. Within the category of transportation, medium- and heavy-duty vehicles account for 23% of the total GHG emissions.* Note that light-duty vehicles, both cars and light-duty trucks up to 8,500 GVW, are the largest category, contributing up to 58% of transportation GHG emissions. With a myriad of options available in the passenger vehicle and light-duty truck market, the focus is squarely on the medium- and heavy-duty vehicle manufacturers to provide sustainable solutions for operators.

As discussed in the [Transport Topics article posted January 30, 2024](#), and is well-known in the industries that are directly responsible for moving freight, infrastructure that adequately supports the needs of the carriers is vital to the success of implementation of any new technology. Engaging with stakeholders will be vital to technology acceptance.

In the picture above and more information is available on [Kenworth's website](#), Kenworth showcases its battery-electric and fuel cell electric vehicles. Day cab and straight truck options will need adequate infrastructure in order to fully deploy the options. Stay tuned for more updates on zero-emission technology deployments by subscribing to our [website](#) and following us on [LinkedIn](#).

* See, United States Environmental Protection Agency data at <https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>



Climate News

The US Export-Import Bank (ExIm) is set to vote on financing an oil project in Bahrain, another among many other fossil fuel projects under consideration for financing.

It is not two months since COP28, when the US and almost 200 other nations agreed to transition away from fossil fuels. Nonetheless, the US Export-Import Bank is still considering financing fossil fuel projects with US tax dollars.

In 2021, as part of the Biden Administration’s Environmental Agenda, President Biden issued a presidential order urging government agencies to stop financing carbon-intensive projects overseas. In coordination with this directive, the President created an 18-person advisory board to help ExIm take climate into account for all projects requesting funding.

In the face of several resignations from the climate advisory board, there is an opportunity for ExIm to change its focus. In an article published in the New York Times, **“Two Climate Advisors Quit U.S. Export-Import Bank Over Fossil Fuel Plans,”** the authors identify the portfolio of projects funded by ExIm and surprisingly, the bank has historically been averse to climate action funding oil refineries, supporting natural gas exports and other ancillary oil projects.

Although there are benefits to US businesses by investing in many of these fossil fuel projects, there is also an opportunity to encourage more clean energy programs around the world that would also benefit many US based enterprises. Moreover, it would fulfill the promises to move away from fossil fuels and encourage the clean energy transition.

Project Spotlight



OptiFuel SYSTEMS Total-Zero™ RNG-Electric Line Haul Locomotive is aiming to disrupt the line haul locomotive market. Reducing emissions from the more than four billion gallons of diesel fuel consumed by North American railroads is often described as a daunting task. The current options of battery electric and hydrogen fuel cell electric locomotives are not yet ready for the thousands of miles line haul locomotives operate each year.

OptiFuel SYSTEMS is looking to a readily available fuel that provides a negative carbon intensity, organic waste streams that produce renewable natural gas (RNG). This fuel, similar to the claims regarding renewable diesel fuels, is drop-in ready for existing engines. The benefit of RNG over alternative diesel fuels is the negative carbon intensity and the lower cost compared to other alternative fuels.

The new locomotive will be powered by modules comprised of the new **Cummins X15N** engine and will have onboard storage of close to 2,000 diesel gallon equivalents (DGE) of RNG. The company suggests pairing two locomotives with one 10,000 DGE RNG tender to achieve a 2,250 mile range.

Its prototype 5,600 hp locomotive and 2,500 hp tender with 7,500 DGEs will begin testing in January 2025, and follow up in January 2026 with ten pre-production 5,600 hp RNG locomotives and five 10,000 DGE tenders for a 2-year, one million mile test program. Read the full release at this [link](#) and contact **Scott Myers** for more information on this sustainable locomotive offering.

