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Expand scope to include advanced aerodynamic solutions

To whom it may concern,

As a California resident and entrepreneur, I am a proud supporter of the California Energy Commission (Commission) mission and its Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP). Through the Commission's institutional leadership significant progress has been made to meet the established CO2 emission targets and comply with California and Federal policies.

Advanced aerodynamics solutions are a key, cross fuel type solution to your mission "to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies." California Health and Safety Code 44272(a) , It is through this lens that I solicit ARFVTP to broaden their portfolio by allocating investment funds towards trucking aerodynamic technologies.

Aerodynamic technologies will play a significant role in the continued progress of CO2 emissions reduction. These technologies are capable of working to the variety of vehicle types and models, including ALL fuel types.

Additionally, these technologies can be retro fitted onto the existing 1 million trucks in California. This applicability, to mostly all of the existing and upcoming trucks, amplifies the potential impact of these technologies.

For example, using my company's (XStream Trucking) TruckWings (active panel system that closes the truck's tractor-trailer gap) as an example, the potential CO2 annual reduction is ~300 metric tons per truck along with \$2,800 on fuel savings. For example, with an ARFVTP \$1 million allocation, XStream Trucking could install 500 TruckWings, with an immediate impact of 150,000 metric tons less CO2 annual emissions. Additionally, this enabled market entrance will provide XStream Trucking the access to the millions of trucks in the California market. By installing the product onto only ~3,400 trucks, the potential CO2 annual reduction would be 1 million metric tons or ~5% of the 20 million metric tons left to meet the California 2020 target of 430 million metric tons of CO2 emissions.

This market applicability is true for TruckWings as it is for the other technologies in the trucking aerodynamic and efficiency ecosystem. The other technologies are currently improving or will improve trucks' fuel efficiency at rates similar to the TruckWings, becoming relevant players in the path to CO2 reduction targets. The technologies include other panel systems that reduce airflow drag on numerous areas on the truck, tire pressure monitoring systems, drivers' coaching, route optimization, among others.

The ARFVTP support and investments, would be an important catalyst for the aerodynamic technologies to evolve along their respective development and deployment phases. It would enable young companies to develop and pilot prototypes and it would enable ready-to-grow startups to establish the capacity to serve bigger markets and bring prices down through economies of scale.

By incorporating aerodynamic technologies into the ARFVTP focus, the Commission would be enhancing the likelihood of surpassing the established policy targets. It is through continuous agile and smart public-private partnerships, such as the ARFVTP, that we will build a sustainable and more environmentally responsible transportation ecosystem.

I am looking forward to be part of the movement to build such ecosystem.

Sincerely,

Daniel Burrows
XStream Trucking Inc. - CEO