

PININFARINA ELECTRIC HATCHBACK HEADED TO MARKET BY LATE 2009



Famed Italian automotive design house Pininfarina's latest high-profile project isn't an exotic sports car, but rather a four passenger, five-door hatchback compact electric car.

The BO (pronounced 'B Zero') took center stage in the Pininfarina display next to the Ferrari California at the recent Paris Mondial de l'Automobile 2008.

The BO will be produced by Pininfarina in a joint venture with the Bolloré Group. In addition to its port operations around the world, Bolloré diversified into the battery business and will produce the lithium-metal polymer (LMP) battery pack and the supercapacitors to be used in the BO.

The LMP battery pack is a large, rectangular, flat package positioned beneath the floor of the car for balanced weight distribution. Batscap, a subsidiary of Bolloré, has been working for the past 15 years on the development of solid-state lithium polymer battery technology. One of the primary advantages of the LMP battery is high energy density for its weight and the

ability to be recharged in a few hours. Bolloré says the battery is maintenance free and should have a service life of 125,000 miles.

BatScap's supercapacitors are another key technology employed in the Pininfarina design. Here, the supercapacitors are used to draw and store energy from regenerative braking and feed it back into the power system. Supercapacitors can deliver significant energy over a short period of time, which make them ideal for launching the vehicle from a dead stop. When this energy is gathered during braking, an energy intensive launch doesn't overtax the main LMP battery. The supercaps can also provide extra energy to the electric motor when quick acceleration is needed.

The LMP battery and supercapacitors

CONTINUED ON PAGE 95

OVERVIEW

- Clean Energy Fuels has opened the first large-scale liquefied natural gas (LNG) production plant in California, and the largest LNG plant in the Southwest. The new California LNG Plant is located in the Mojave Desert near Boron, California, about 125 miles northeast of Los Angeles. The facility will produce up to 160,000 gallons per day of LNG for Clean Energy's new LNG truck fueling station in Carson, California, which provides fuel for trucks serving the Ports of Los Angeles and Long Beach. Those ports have instituted a Clean Truck Program that aims to replace old diesel trucks with new, cleaner ones, which may include LNG-fueled trucks. The California LNG Plant will also supply LNG to transportation fuel customers throughout California and Arizona. Clean Energy says that if sufficient demand for LNG fuel presents itself, the facility can be expanded in the future to produce 240,000 gallons per day.

- E-mobility Berlin will find Daimler placing over 100 battery-powered Mercedes-Benz and smart cars on the streets of Berlin by late 2009, with another 100 Mercedes-Benz and smart EVs deployed the following year with e-mobility Italy. Already, a fleet of 100 electric smart fortwos have been in daily service in London since 2007. Additional urban electric mobility projects are planned for Europe and the U.S. Daimler is working with major energy suppliers in its e-mobility projects including RWE AG in Germany and Enel in Italy. RWE will install intelligent and convenient charging points at homes, workplaces, and in public areas, including 500 charging points around Berlin to be supplied with 'green' electricity. Enel will develop and install over 400 charging stations designed specifically for the three Italian cities. Infrastructure is a particularly important issue in Italy, where the majority of vehicles are parked on city streets.

- The tiny Ford Ka has been a very popular model in Europe with over 1.4 million built since its introduction in 1996. Now, Ford has launched an all new Ka, a model developed as a joint project with Fiat that shares its

CONTINUED ON PAGE 91

EMISSIONS

GLOBAL EFFORT NEEDED TO REDUCE GHG EMISSIONS, SAYS IEA

In the absence of new government policies, global energy demand will increase 45 percent by 2030 and energy-related carbon dioxide emissions will increase by the same amount. This assessment by the International Energy Agency (IEA), which identifies an increase to 41 gigatons of carbon dioxide emissions per year, would place the world on track for a catastrophic global temperature increase of nearly 11°F by the end of this century. Meeting that energy demand would also require a 27 percent increase in oil production, while

the demand for electricity would discourage utilities from retiring old, inefficient powerplants.

IEA points out that if the world commits to stabilizing atmospheric concentrations of greenhouse gases at the equivalent of 450 ppm of carbon dioxide — the limit needed to hold the temperature rise to 3.6°F — it will require the concerted effort of countries throughout the world. In the absence of action from developing countries, the goal could not be met even if all industrialized countries cut their emissions to zero. But

there is a pathway to achieving that goal through a rapid expansion of low-carbon energy sources to supply 36 percent of the world's energy by 2030. The effort would require a global energy investment of \$9.3 trillion, according to the IEA, but also yield energy efficiency savings of \$5.8 trillion. The result would be a sharp decrease in global greenhouse gas emissions starting in 2020, dropping to less than 26 gigatons per year by 2030, or about 7 percent lower than the global emissions were in 2006.

COMPETITIONS

PROGRESSIVE AUTOMOTIVE X PRIZE ANNOUNCES 22 REGISTERED TEAMS

The Progressive Insurance Automotive X Prize has identified 22 teams that have registered to compete for the competition's \$10 million purse. Vehicle technologies range from electric vehicles and hybrids to vehicles

fueled with compressed air, vegetable oil, biodiesel, ethanol, compressed natural gas, biomethane, propane, solar energy, diesel fuel, and gasoline. The prize will be awarded to a production-capable vehicle that achieves the energy equivalent of 100 miles per gallon of gasoline while meeting market needs for price, size, capability, safety, and performance. A hundred other teams that have expressed intent to compete have until early 2009 to register.

The U.S.-based teams include: Adiabatic; Aptera; Avion; BDCOTSRUS; Eddison*2 — Mass Management; Envera; Kinetic Vehicles; Kinetix Motors; Millimac; MDI/ZPM; Nelson TYWA Power Corp.; Physics Lab of Lake Havasu; Red Light Racing; Western Washington University; and ZAP. International teams include EnerMotion of Canada, Synergy Innovations Electric MINI of England, India's Tata Motors, and Italy's TTW Italia.

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GOVERNMENT ACTIVITIES

DOE TO AWARD \$14.55 MILLION FOR VEHICLE TECHNOLOGIES

The U.S. Dept. of Energy (DOE) has selected six companies to receive up to \$14.55 million over the next three years, subject to annual appropriations, for the research, development, and demonstration of advanced vehicle technologies. Three projects involving lithium-ion battery materials and manufacturing will receive \$6.85 million from DOE; two projects related to thermoelectric heating, ventilation, and air conditioning (HVAC) will receive \$6.5 million; and one project to develop aerodynamic heavy-duty truck trailers will receive up to \$1 million. When combined with private sector contributions, up to \$29.3 million could be invested in these projects. The projects are not part of the \$25 billion Advanced Technologies Vehicles Manufacturing Loan Program, but instead are part of DOE's ongoing work to develop high efficiency vehicle technologies.

For two of the projects, Ford and GM will each develop thermoelectric HVAC systems with solid-state devices that can heat or cool a vehicle's occupants without heating or cooling the entire passenger compartment, mak-

ing the HVAC systems more energy efficient. Thermoelectric HVAC systems are essential for electric, hybrid, and plug-in hybrid vehicles operating in all-electric mode, because they run on electricity rather than relying on the excess heat or power of an engine. Ford's project team will include DOE's National Renewable Energy Laboratory.

The three lithium-ion battery projects include an effort by 3M Company to develop advanced materials for negative electrodes or anodes, while BASF Catalyst LLC will develop an industrial process for the production of low-cost positive electrodes or cathodes. FMC Corporation's project will also relate to cathodes, with the company scaling up its production of stabilized lithium metal powders that can be used to produce cathodes. In addition, Navistar International Corporation will design, demonstrate, and bring to market a tractor-trailer combination and tire package that can reduce the fuel consumption of a heavy-duty vehicle by at least 15 percent. Navistar will include DOE's Lawrence Livermore National Laboratory on its team.

OVERVIEW

C o n t i n u e d f r o m c o v e r

platform with the equally new and trendsetting Fiat 500. Both cars are being manufactured at a modern Fiat plant in Tychy, Poland. The Ka's gasoline engine is a new 1.2-liter Duratec powerplant rated at 68 horsepower that offers 46 mpg in combined city/highway driving. The Ka can also be ordered with 1.3-liter Duratorq TDCi turbodiesel rated at 74 horsepower. This intercooled and turbocharged four-cylinder common-rail direct injected engine achieves a combined 56 mpg. It's possible that the Ka could be sold in the U.S. to meet a growing demand for small fuel-sipping cars, but not before 2010 or 2011 because of the modifications needed to meet U.S. safety and emissions regulations.

- The American Lung Association has announced its support for the Pickens Plan, developed by American business leader and philanthropist T. Boone Pickens. The

Pickens Plan focuses on reducing America's dependence on foreign oil by at least 30 percent over the next decade by investing in renewable energy, such as solar and wind power, and using natural gas for fleet transportation. Stationary power generation has increasingly used cleaner-burning natural gas to generate electricity in recent decades. Shifting to renewables would make vast amounts of natural gas available for transportation, where this fuel has already proved to be viable. The American Lung Association's position is that cars, trucks, heavy equipment, factories, powerplants, and other sources burn coal and oil that pollute the air with smog, soot, carcinogens, toxic chemicals, and metals, creating serious health problems. A move toward renewables and natural gas transportation would significantly decrease air emissions and create a healthier living environment.

- With its all new five-passenger Soul, Kia will be joining the growing field of fuel efficient compact crossover vehicles that includes top selling vehicles like the Honda Fit, Scion xB, and MINI Countryman. Based on the Kia Rio, the Soul will go on sale in Europe in February 2009 and in the U.S. beginning in April 2009. Kia says the base price will be 'in the low teens.' U.S. market cars will be available with 122 hp 1.6-liter or 142 hp 2.0-liter four-cylinder gasoline engine with a five-speed manual transmission standard and four-speed automatic optional. Kia has also shown a several 'green' concept variants including a Soul Hybrid, which uses Kia's Gamma 1.6-liter gasoline engine mated to a 15 kW AC electric motor using a continuously variable transmission, Idle Stop&Go, and regenerative braking. The prototype is designed to offer fuel consumption in the range of 57 mpg.

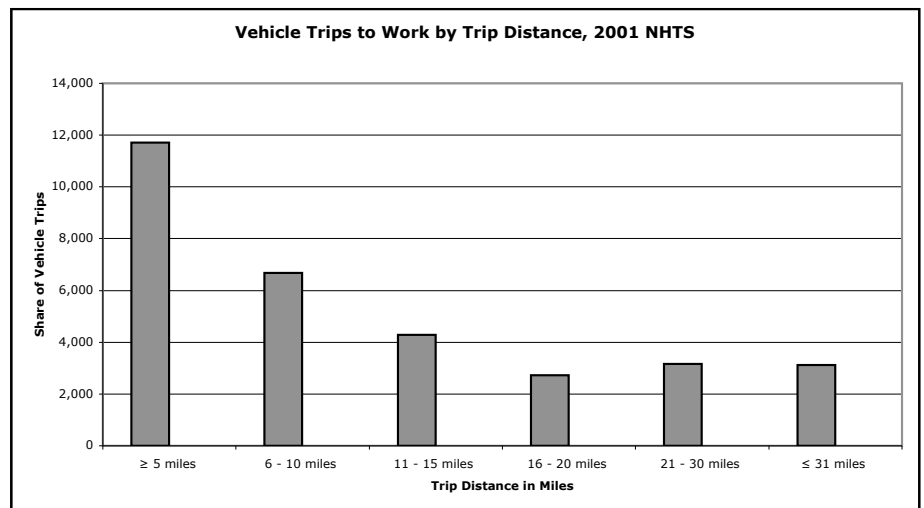
FACTOIDS

VEHICLE MILES TRAVELED IN COMMUTING TO WORK

Half of all trips to work are less than 11 miles in length according to the 2001 Nationwide Household Travel Survey (NHTS), with most of those under 6 miles. Still, 10 percent of work trips are over 30 miles in length.

Note: Includes trips to work and work-related trips

Source: Generated from the National Household Travel Survey, <http://nhts.ornl.gov>



ADVANCED MATERIALS

TOYOTA TO INCREASE 'ECOLOGICAL PLASTIC' IN VEHICLE INTERIORS

Toyota plans to increase its use of plant-derived plastics in more vehicle models. The TMC developed 'Ecological Plastic' will be used in scuff plates, headliners, seat cushions, and other interior vehicle parts. The company aims for Ecological Plastic to account for about 60 percent of the interior components in vehicles that feature it. Two types of Ecological Plastic are produced, one completely from plant-derived

Toyota says that Ecological Plastic emits less CO2 during a product's lifecycle than plastic made solely from petroleum.

materials and another produced from a combination of plant- and petroleum-derived materials. Because plants play a role in either type, Toyota says that Ecological Plastic emits less CO2 during a

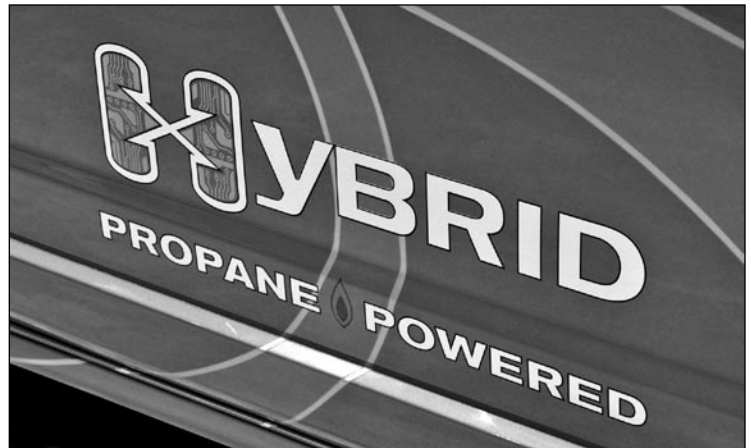
product's lifecycle than plastic made solely from petroleum, while additionally helping to reduce petroleum use. Ecological Plastic adequately meets the heat-resistance and shock-resistance demands of vehicle interiors through the use of various compounding technologies, such as those allowing molecular-level bonding and homogeneous mixing of plant-derived and petroleum-derived raw materials.

ALTERNATIVE FUELS

PROPANE SATURN VUE 2 MODE HYBRID SHOWN

Customizer Rick Bottom Design has teamed with GM to create a 2009 Saturn Vue 2 Mode Hybrid that can run on gasoline or propane (LPG). The propane conversion was provided by ICOM North America and CleanFUEL USA, which are collaborating with major automakers to bring more LPG engine platforms to market. The Propane LPI system in the Vue 2 Mode, which utilizes ICOM of Italy's latest gas injection technology, is similar to the LPG conversion technology used in the Roush Ford F-150 propane pickup.

The clean and green theme is reinforced with an array of three Solatec photovoltaic panels on the Vue's roof. The panels are just 0.6mm thick and flexible enough to conform to the roof contour. The car's paint is an environmentally friendly water-



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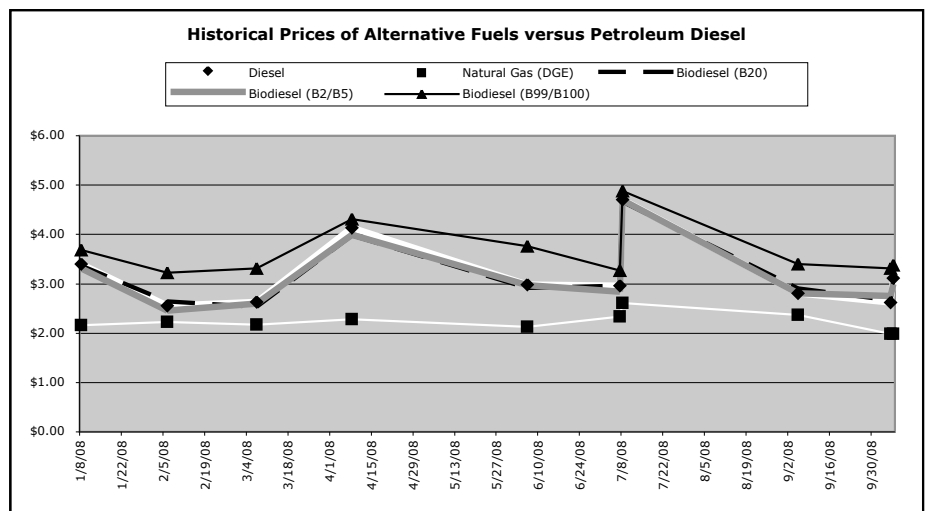
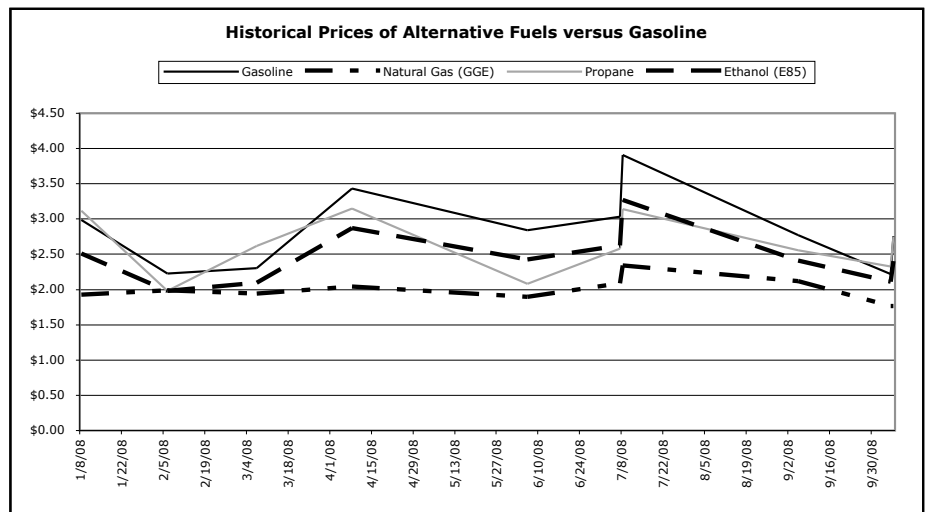
based process from BASF. Rick Bottom Designs added its own belly pan and a front fascia from Irmischer. The suspen-

sion is lowered with 35mm Irmischer springs and enhanced with 245R40/20 low rolling resistance Dunlop tires mounted on 20x8 inch lightweight Konig five spoke alloy wheels.

HISTORICAL ALTERNATIVE FUEL PRICES COMPARED TO GASOLINE AND DIESEL

From September of 2005 through July of 2008, regular gasoline has typically been more expensive than propane, natural gas, and E85 (85 percent ethanol and 15 percent gasoline) on a gasoline gallon equivalent (GGE) basis. During the same period, petroleum diesel has typically been less expensive than biodiesel. The greater the amount of biodiesel in the biodiesel blend, the higher the cost, with B100 (100% biodiesel) being the most expensive. However, that price gap has been narrowing between 2007 and 2008.

Source: U.S. Department of Energy, Energy Efficiency and Renewable Energy, Clean Cities Alternative Fuel Price Report, Historical Alternative Fuel Prices From Previous Reports. July 2008



ELECTRIC CARS

ELECTRIC F-150 SHOWS HOW ELECTRIFIED PICKUPS CAN BE EFFICIENT

British company PML Flightlink, the company responsible for the in-wheel motors in the Volvo ReCharge C30 concept car, recently unveiled its Hi-Pa Drive F-150 pickup. Its aim: illustrate that electric vehicles don't necessarily have to be small to suit a mission. In this case, the mission is accomplished by converting the world's best selling pickup truck to electric power with four Hi-Pa Drive in-wheel motors.

DST Industries and PML built the Hi-Pa Drive F-150 in collaboration with Ford Motor Company. Due to its generous size and weight carrying capacity, packaging the electric conversion in the F-150 was in some ways easier than doing so in a smaller vehicle. Removing the big gasoline V-8 engine, transmission, driveline, axles, and fuel system left considerable room to work with, not to mention eliminating a great deal of weight. The Hi-Pa Drive F-150 conversion is all neatly contained under the hood and beneath the truck without encroaching on interior space or cargo room.

Although weighing just 66 pounds each, PML's in-wheel motors are capable of delivering 150 horsepower at each wheel, offering a combined total of 600 horse-



power and instant torque that's off the charts. With four independent motors each driving a wheel, true all-wheel-drive capability can be tailored by computer control to suit specific applications. Energy is stored in a powerful 40 kW battery mounted between the frame rails in the space formerly occupied by the gas tank, transmission, and driveshaft. The battery has enough capacity for 100 miles of driving on a single

PML's in-wheel motors are capable of delivering 150 horsepower at each wheel, offering a combined total of 600 horsepower.

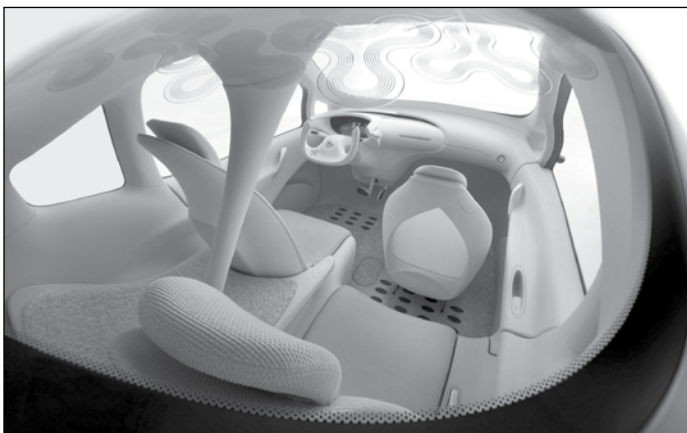
charge. PML estimates that if the truck was configured as a series plug-in hybrid with a small internal combustion engine, range could be extended more than fivefold.

NUVU ELECTRIC CONCEPT UNDERSCORES NISSAN'S INTEREST IN EVS

Nissan's NuVu concept car is nothing short of a complete rethinking of the car's role in an urban environment. It's not designed for highway use or cross-country travel, but rather just zipping around on congested city streets and squeezing into the tightest of parking spots. While the bubbly car is just 118 inches long, that's still about a foot longer than the two passenger smart fortwo. NuVu manages to squeeze three individual bucket seats

inside with an asymmetrical arrangement.

A pure electric vehicle, NuVu has a drive motor mounted out back powering the rear wheels. The drivetrain is said to be a fully working mobile test bed of the technology that will be used in Nissan's production electric vehicle that's scheduled for launch in 2010. The NuVu has a 75 mile



range and top speed of about 75 mph. Energy is stored in an Automotive Energy Supply Corp. laminated lithium-ion battery pack mounted beneath the floor of the passenger compartment. An aircraft-style yoke is used to

steer the NuVu and all major functions including steering, throttle, brake, and gear changes are by-wire, with no mechanical linkages.

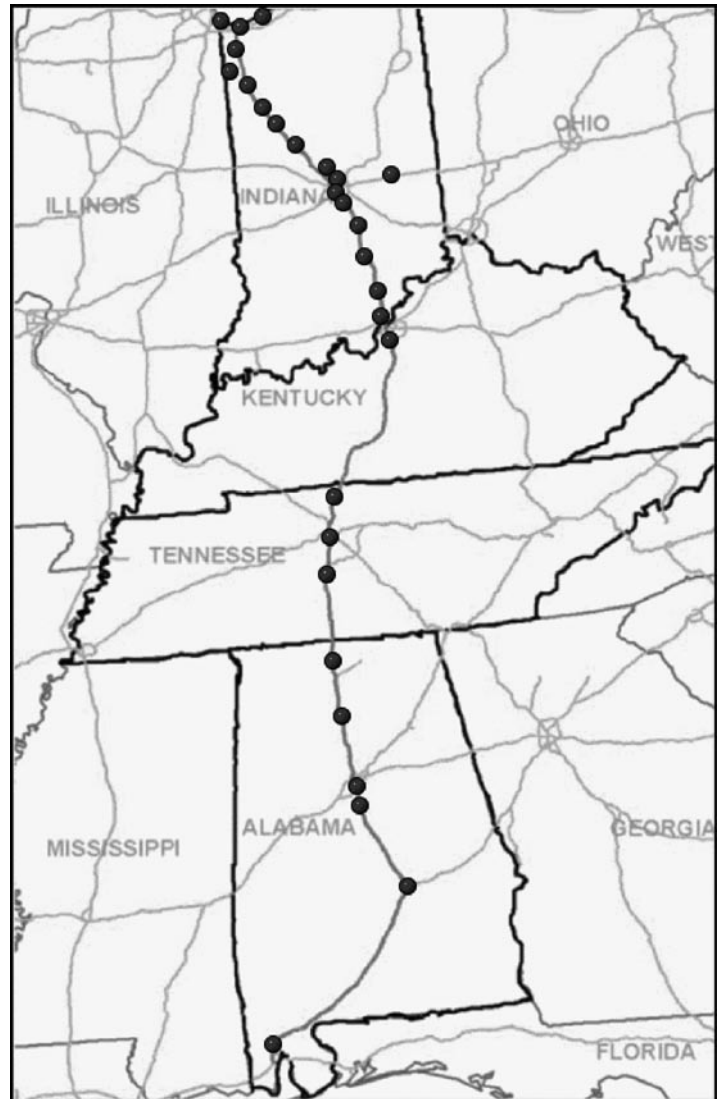
According to Nissan, the NuVu delivers a more realistic interpretation of two of the most important design aspects of earlier electric concepts, the futuristic Pivo 2 and the sporty Mixim. The result? Nissan says it has designed a car 'that with just a few changes could go into production tomorrow.'

FACTOIDS

BIOFUELS CORRIDOR EXTENDS FROM GREAT LAKES TO GULF OF MEXICO

E-85 (85% ethanol, 15% gasoline) and B20 (20% biodiesel, 80% conventional diesel) are now available for the entire 886-mile length of Interstate 65 from Gary, Indiana, to Mobile, Alabama. The project began in 2006 and was completed in October 2008 with biofuel station locations in Indiana, Kentucky, Tennessee, and Alabama. Currently, it is possible to travel the entire length of I-65 and be no more than a quarter of a tank from the nearest E85 station.

Source: Indiana Office of Energy & Defense Development, www.in.gov/oed/2396.htm.



CLEAN CITIES COALITIONS NOW NUMBER 86 ACROSS THE U.S.

As a result of the Energy Policy Act of 1992, the Clean Cities Program was started by the Department of Energy to contribute to the energy, environmental, and economic security of the United States by supporting local decisions to reduce U.S. dependence on imported petroleum. Government agencies and private companies voluntarily come together in a coalition which provides tools and resources for community-centered programs to reduce consumption of petroleum-based fuels. There are currently 86 designated Clean Cities Coalitions

Source: U.S. Department of Energy Clean Cities Program



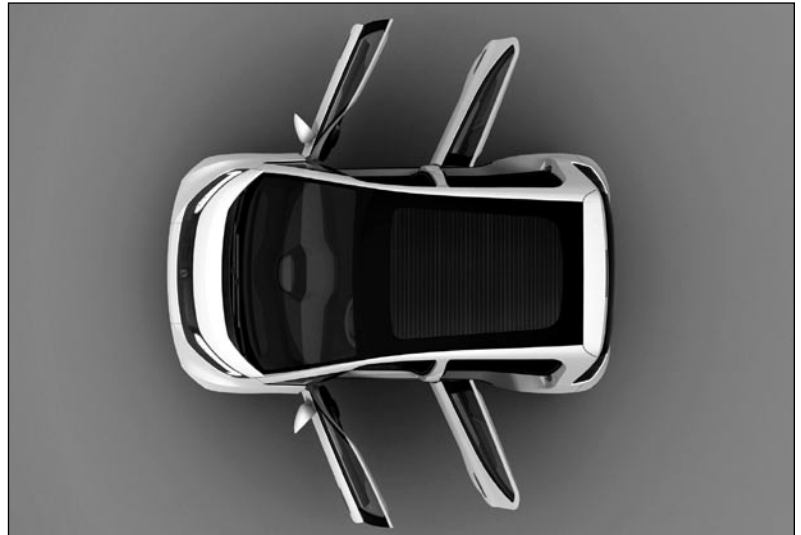
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C o n t i n u e d f r o m c o v e r

deliver energy to a 45 kWh electric motor that drives the front wheels. The B0 is projected to offer a range of just over 153 miles and a top speed of 80 mph. Considering the quick recharge time of just a few hours from a standard household outlet, the 150+ mile range should be easy to live with. Pininfarina pegs 0-60 kmh (37 mph) acceleration at 6.3 seconds.

Pininfarina's B0 features a weight-saving fiberglass composite body over an aluminum spaceframe. The design is pure Pininfarina, with purposeful lines that flow together in interesting shapes without becoming too busy. The B0 has a very wide stance for its overall size with wheels pushed out to the extreme corners of the body. The rear wheels are so far rearward, in fact, that the rear wheel arches and fenders transition directly into the rear bumper. The interior is clean and fashionable with light on dark surfaces that lend a contemporary feel.

To capture clean, free energy, the roof and portion of the hood are covered with high-performance solar panels. The Bolloré Group is also developing straight-forward panels of photovoltaic cells to be installed by either a homeowner or in public places by businesses or municipalities to recharge the electric car's battery with solar energy.



The B0 will be branded as a Pininfarina when it goes into production in the fall of 2009 at the Pininfarina plant in Italy. Batteries will be produced at Bolloré's plant in Quimper, France. Pininfarina will offer the cars initially in Western Europe by the end of 2009, presumably as a 2010 model.

GOVERNMENT ACTIVITIES

TWO STATES FOCUS ON FACILITATING CHARGING FOR ELECTRIC VEHICLES

The states of California and Oregon are focusing on electric charging infrastructure to make electric and plug-in hybrid vehicles more practical to use. In California, the mayors of San Francisco, San Jose, and Oakland have announced a nine-step policy plan to encourage the use of electric vehicles. This includes policies to expedite permits for installing charging outlets, creating incentives for employers to install charging, securing suitable 110 volt outlets

in every government building for charging, developing a plan for installing 220 volt outlets throughout each city, and harmonizing local regulations and standards to achieve regulatory consistency for electric vehicle companies. The mayors will also establish programs for buying large numbers of electric vehicles at discount rates for government and private fleets.

In Oregon, Nissan will supply electric vehicles for the state's vehicle fleet starting

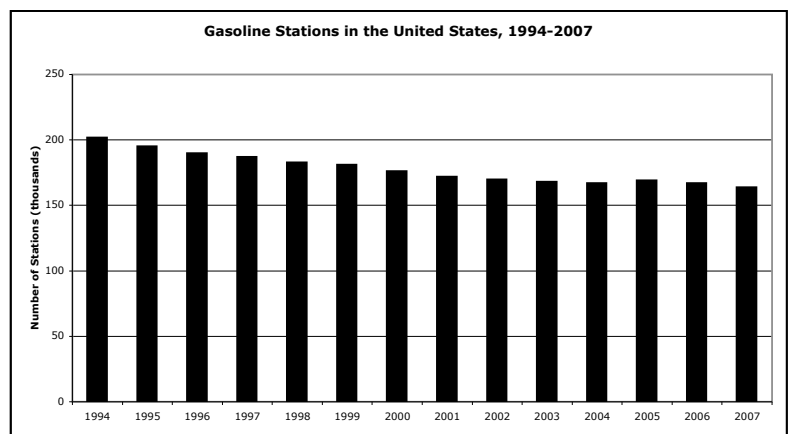
in 2010. Nissan plans to work with the Oregon government to develop a network of electric vehicle charging stations, mirroring similar moves in California. The state has also committed to developing specifications for charging stations and to set up model agreements with charging station suppliers for use by local governments and utilities. In addition, in Oregon there's a proposal to shift the state's tax credit for hybrids to plug-in hybrids and electric vehicles.

INFRASTRUCTURE

NUMBER OF GASOLINE STATIONS CONTINUES TO DECLINE IN 2007

The number of gasoline stations in the United States has been declining since 1994 when there were over 200,000 stations. From 2003 to 2006, those declines leveled off and in 2005, the number of stations increased slightly. However, since 2005, the number of stations has begun to decline again with a loss of more than 3,000 stations from 2006 to 2007.

Source: National Petroleum News Survey



CALENDAR OF EVENTS

• **February 1-4, 2009**
NATIONAL BIODIESEL
CONFERENCE & EXPO 2009

San Francisco, California
 Contact: BBI International
 Phone: 719.539.0300
 E-mail: nbbregistration@bbiinternational.com
 Website: www.biodieselconference.org

• **February 22-24, 2009**
PRACTICAL STRATEGIES FOR
MANAGING CO2 EMISSIONS

Sonoma, California
 Contact: AIChE
 Phone: 646.495.1300
 E-mail: xpress@aiche.org
 Website: www.aiche.org/conferences

• **February 23-25, 2009**
14TH ANNUAL NATIONAL ETHANOL
CONFERENCE: POLICY & MARKETING

San Antonio, Texas
 Contact: Julie Davies
 Phone: 800.258.6094
 E-mail: necregistration@bbiinternational.com
 Website: www.nationalethanolconference.com

• **February 25-27, 2009**
RETECH 2009

Las Vegas, Nevada
 Contact: Rob Church
 Phone: 805-290-1338
 E-mail: registration@acore.org
 Website: www.retech2009.com

• **March 10-12, 2009**
RENEWABLE ENERGY WORLD
CONFERENCE & EXPO

Las Vegas, Nevada
 Contact: Kay Baker
 Phone: 918.831.9102

E-mail: kayb@pennwell.com
 Website: http://rewna09.events.pennnet.com

• **March 16-19, 2009**
WORLD BIOFUELS MARKETS
CONGRESS & EXHIBITION

Brussels, Belgium
 Contact: Valerie Giblin
 Phone: +44.20.7099.0600
 E-mail: info@greenpowerconferences.com
 Website: www.worldbiofuelsmarkets.com

• **March 17-18, 2009**
BIOMASS 2009: FUELING OUR FUTURE

National Harbor, Maryland
 Contact: Courtesy Associates
 Phone: 202.973.8622
 E-mail: biomassmeeting@courtesyassoc.com
 Website: www.biomass2009.com

• **March 17-19, 2009**
AMERICANA 2009

Montreal, Canada
 Contact: Romy Régis
 Phone: 514.270.7110
 E-mail: americana@reseau-environnement.com
 Website: www.americana.org

• **March 30-April 3, 2009**
NATIONAL HYDROGEN
ASSOCIATION CONFERENCE

Columbia, South Carolina
 Contact: Debby Smith
 Phone: 202.223.5547
 E-mail: smithd@hydrogenassociation.org
 Website: www.hydrogenconference.org

• **April 26-29, 2009**
AICHE NATIONAL SPRING CONFERENCE

Tampa, Florida
 Contact: American Institute of Chemical

Engineers
 Phone: 646.495.1300
 E-mail: xpress@aiche.org
 Website: www.aiche.org/conferences

• **May 3-6, 2009**
31ST SYMPOSIUM ON BIOTECHNOLOGY
FOR FUELS AND CHEMICALS

San Francisco, California
 Contact: Society for Industrial Microbiology
 Phone: 703.691.3357
 E-mail: simhq@simhq.org
 Website: www.simhq.org/meetings/meetings.aspx

• **May 17-20, 2009**
BIO 2009 ANNUAL
INTERNATIONAL CONVENTION

Atlanta, Georgia
 Contact: Biotechnology Industry Organization
 Phone: 202.962.6655
 E-mail: reg2009@bio.org
 Website: www.bio2009.org

• **May 18-22, 2009**
BIO 2009 ANNUAL
DOE FUEL CELL
ANNUAL MERIT REVIEW

Arlington, Virginia
 Contact: JoAnn Milliken
 Phone: 202.586.2480
 E-mail: JoAnn.Milliken@ee.doe.gov
 Website: www.hydrogen.energy.gov/annual_review.html

• **June 23-25, 2009**
RENEWABLE ENERGY
FINANCE FORUM-WALL STREET

New York, New York
 Contact: Tom Weirich
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 E-mail: energyevents@euromoneyplc.com
 Website: www.refwallstreet.com

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