



FOR IMMEDIATE RELEASE

**NEW FUEL SOURCE TO SIGNIFICANTLY REDUCE GREENHOUSE GAS EMISSIONS ON ROAD TO CACHE CREEK LANDFILL**

-- Renewable landfill biogas could soon be innovative source of truck fuel --

Chilliwack, B.C., May 7<sup>th</sup>, 2009 – A B.C. waste management company has successfully concluded tests proving it can substantially reduce greenhouse gas emissions from heavy trucks hauling Greater Vancouver's solid waste to the Cache Creek landfill site, and is now set to expand the program.

Wastech Services Ltd. has been working with three leading B.C. companies in Westport Innovations, Terasen and IMW Industries to complete the pilot project, which involved testing a fully loaded heavy truck fueled by liquefied natural gas (LNG) on the heavily travelled 250 kilometer route between Vancouver and Cache Creek.

"We are delighted that the field trial was a success," says Russ Black, General Manager, Wastech. "Now that we've demonstrated it's possible to use an LNG-fuelled rig on the Cache Creek haul, we can now move to the implementation of our plans."

Wastech's plan is to convert its fleet of 28 trucks from diesel to clean burning, lower emission LNG. The change will mean an immediate reduction in vehicle greenhouse gas emissions. Wastech plans to acquire its vehicle fuel from the landfill site itself, by capturing and purifying biogas generated by the natural decomposition of organic waste. Using this alternative, renewable source of energy will mean a cleaner environment, especially along the Highway 1 route through the Fraser Valley and Fraser Canyon.

"This project is consistent with our efforts to reduce greenhouse gas emissions while spurring new economic opportunities and made-in-BC jobs," said Barry Penner, who is responsible for the provincial government's climate action plan. "It's great to see the local benefits from moving to a greener economy."

John Les, B.C. Liberal candidate for Chilliwack said, "This is a great example of another innovation in environmental technology. In addition to the air quality benefits, of which Fraser Valley residents will be very aware, there are very important investment and job creation benefits for people."

Wastech's initiative is supported by Chilliwack-based IMW Industries, which provides compressor fueling technology, and Westport Innovations, which manufactures and sells the world's widest range of low-emission, alternative fuel engines for heavy commercial vehicles.

Westport Innovations co-founder and chief executive officer David Demers says he is pleased to see a homegrown application of his company's world-leading technology.

“Our engines are designed to handle challenging conditions, and we look forward to working with Wastech on further trials and onward to full implementation.”

During the trial, Wastech’s trucking contractor reported the truck engines performed well, easily hauling full loads up the steep hills and mountains along the highway to Cache Creek.

The plan to capture renewable biogas for use as a fuel is based on a successful program in southern California that uses purified landfill gas to power a fleet of garbage collection trucks.

“This initiative is in line with B.C.’s Smart Gas strategy to achieve greenhouse gas emission reductions of 33 per cent by 2020,” says Doug Stout, Terasen Gas Vice President, Marketing and Business Development. “We are pleased to support a project that reflects our goal to capture and develop practical uses for clean, economic, renewable energy in British Columbia integrated with the existing natural gas system.”

IMW is a leading supplier of equipment that compresses and stores natural gas for vehicle fueling applications. IMW sells its technology all over the world and currently supplies compression equipment to TransLink’s natural gas bus operations. “We’re excited to be working with Belcorp/Wastech and moving this project forward,” said IMW president Brad Miller. “This is the kind of innovative thinking that’s helping put B.C. on the map as an environmental leader.”

***About Wastech Services Ltd.***

*Wastech, owned by Belcorp Environmental Services, currently operates the Cache Creek Landfill in partnership with the Village of Cache Creek. The Company also owns and/or operates four solid waste transfer stations in the Lower Mainland, a recycling and a resource recovery facility in Coquitlam, and transports the portion of the region’s solid waste currently allocated to the Cache Creek Landfill.*

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**Editors note: B-roll video of test vehicle during field trials is available.**

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### ENVIRONMENTAL BENEFITS OF LIQUIFIED NATURAL GAS RELATIVE TO OTHER TRANSPORT OPTIONS

May 7<sup>th</sup>, 2009 - Wastech Services Ltd. recently commissioned Dr. Jeffrey Morris of Sound Resource Management Group, Inc., an economist and life cycle analysis expert, to compare the use of liquefied natural gas (LNG) engines in trucks hauling solid waste to the Cache Creek Landfill to Wastech's existing truck fleet that uses diesel engines.

Converting the existing fleet of 28 trucks from diesel to LNG would provide significant greenhouse gas (GHG) and environmental health benefits, including:<sup>(1)</sup>

- A total reduction in annual greenhouse gas (GHG) emissions of approximately **7,000 tonnes** of carbon dioxide equivalents. If the LNG is produced using renewable electricity, the GHG reduction would be **9,000 tonnes**.
- A total reduction in potential annual human health impacts, measured in toluene equivalents, of approximately **700 tonnes**.<sup>(2)</sup> Toluene is toxic to humans as well as wildlife and toluene equivalents (eToluene) are a key indicator of the potential impact on human health from emissions.

Notes: (1) Compares LNG engines to 2009 diesel engine fleet. Data based on total tonnage of solid waste transported. Assumes a backhaul of wood chips to West Coast. (2) Human health impacts measured as e-Toluene equivalents.

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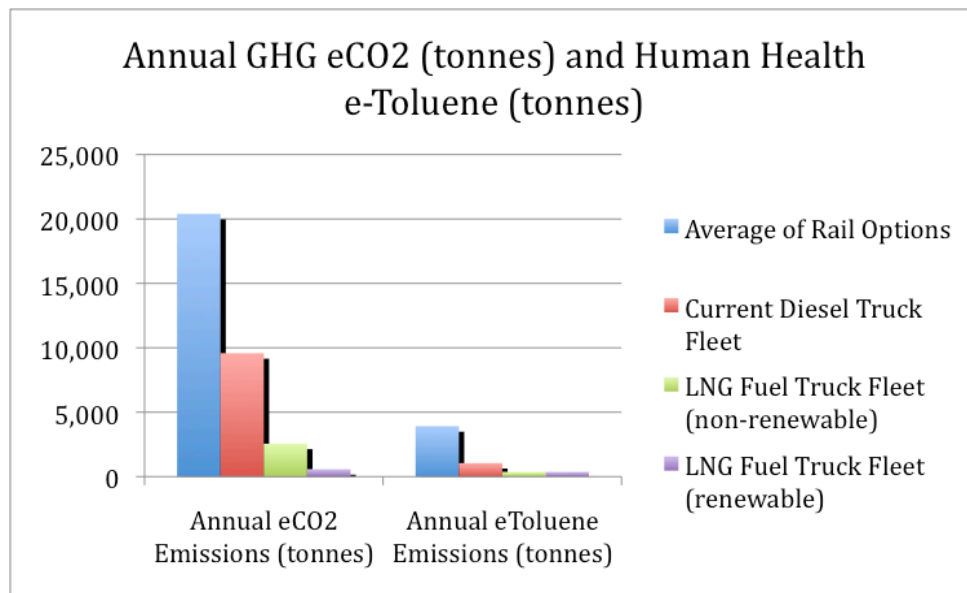
As part of his study, Dr. Morris also compared LNG fueled trucks and the current diesel truck fleet to the three rail options currently being considered by Metro Vancouver to transport solid waste to landfills in the United States. The three options include rail links to landfills in Columbia Ridge, Oregon, Roosevelt, Washington and Wenatchee, Washington.

The Morris Report contained the following conclusions:

- Wastech's *current* fleet of diesel trucks is superior to all three of the U.S. rail options in terms of climate change and human health impacts.
- Converting the diesel trucks to LNG trucks further increases the GHG and human health benefits.

- On an annual basis, the LNG truck option with the backhaul of wood chips to the Vancouver area produces GHG impacts that are **eight times lower** than for the average of the rail options proposed by Metro Vancouver.
- On an annual basis, the LNG truck option with the backhaul of wood chips to the Vancouver area produces potential human health impacts that are **four times lower** than for the average of the rail options proposed by Metro Vancouver.

The following chart highlights the GHG and human health impacts of using LNG fueled trucks to haul Greater Vancouver solid waste to the Cache Creek Landfill relative to the current diesel fleet and an average of the three proposed rail options involving landfills in the U.S.



Source: Dr. Jeffrey Morris, Sound Resource Management, May 2009.

Notes: LNG (non-renewable) truck data assumes that natural gas energy is used to generate the electricity needed to power the LNG processing facilities. LNG (renewable) assumes renewable, green energy source is used to power the processing facility. Both LNG categories assume a backhaul of wood chips from Cache Creek to the Vancouver area.

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