



EVERY ALTERNATIVE.

**Heavy Duty NG Engines for Refuse
Three Pillar Approach**

Environment

Energy Security

Financial

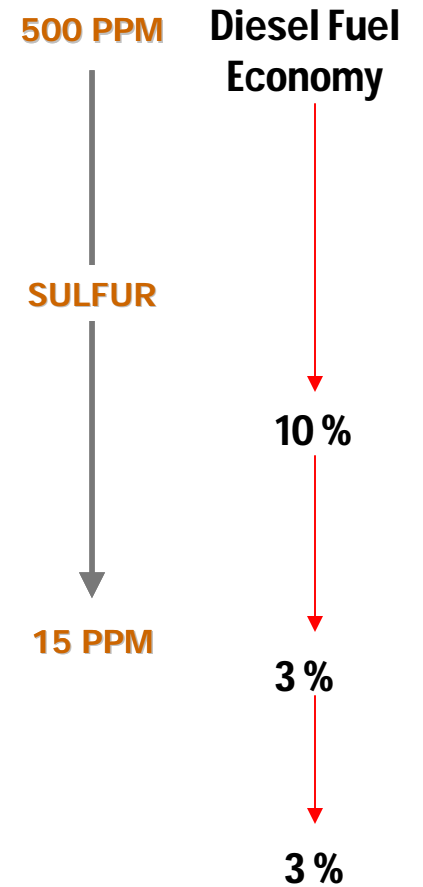
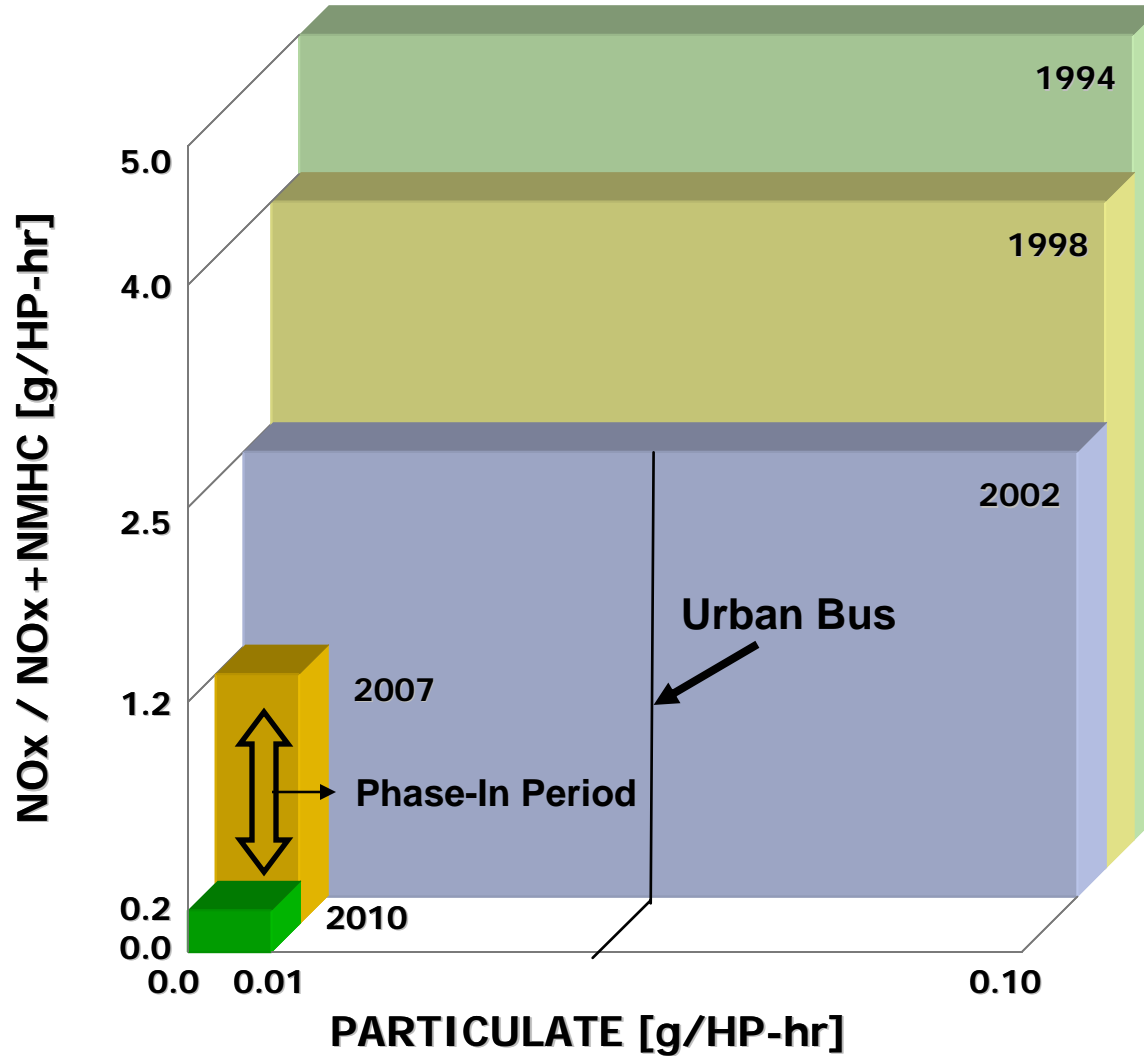
Gordon Exel

Vice President and General Manager, America's

Environment



Emissions Standards Continue to Evolve

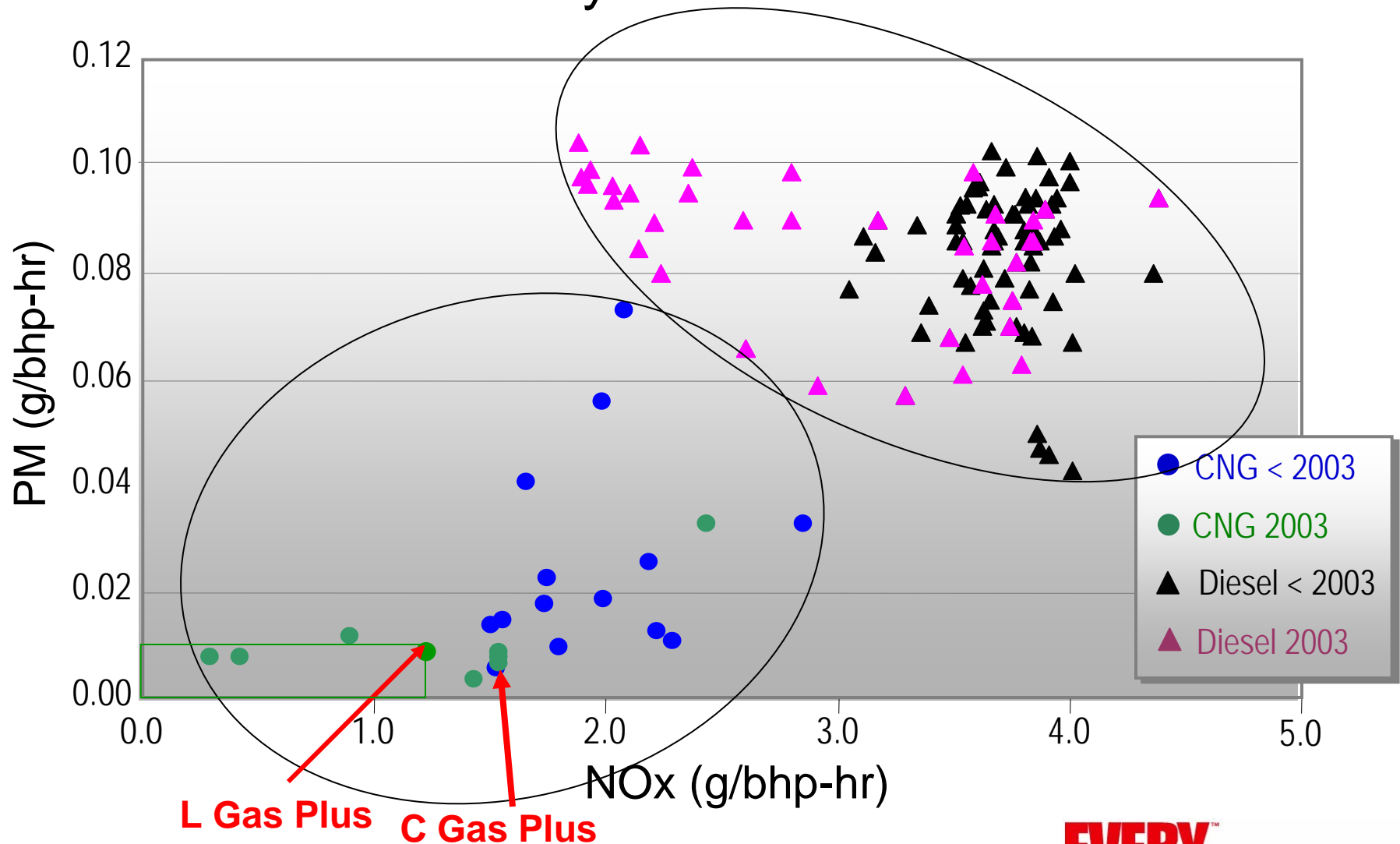


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Environment



Cleaner Today and Tomorrow



Source: DOE 1/28/03 Presentation

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Environment



Green House Gas Emissions Compared to Diesel-Today & Tomorrow

Table ES-2 Summary of GHG Results – Medium Duty Vehicles

| | 2002 | 2010 |
|------------------------|--------------|--------------|
| | % GHG Change | % GHG Change |
| Compressed Natural Gas | -2.6 | -13.2 |

CWI in '07

Source: O'Connor, Don, "Green House Gas Emissions from Natural Gas Vehicles", Jan 31, 2003

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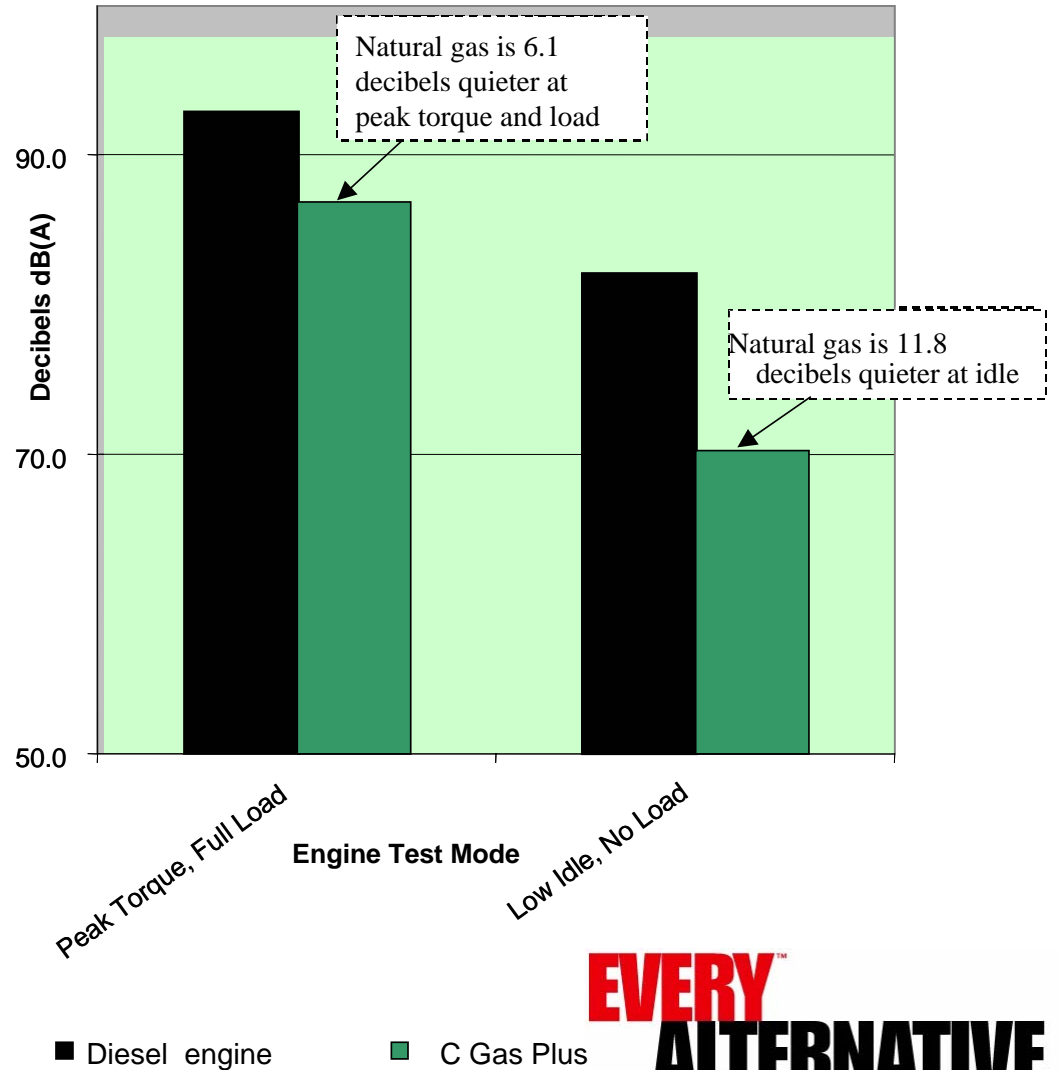
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CWI Natural Gas Engines Reduce Urban Noise Pollution

Communities notice the natural gas noise advantage.

ONE Diesel engine idling is louder than **TEN** natural gas engines idling together



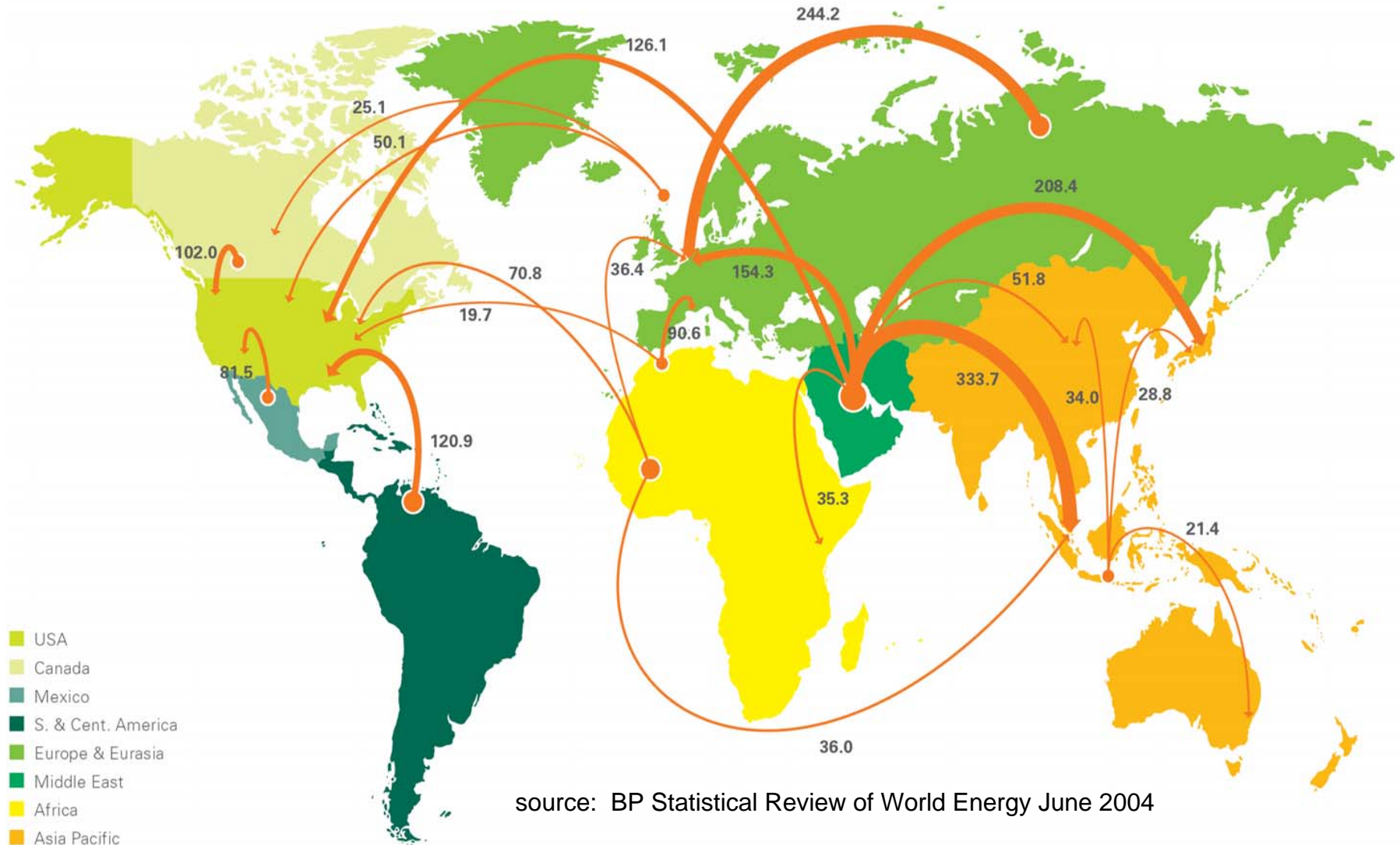
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Energy Security

World Oil Flows



Major trade movements
Trade flows worldwide (million tonnes)



source: BP Statistical Review of World Energy June 2004

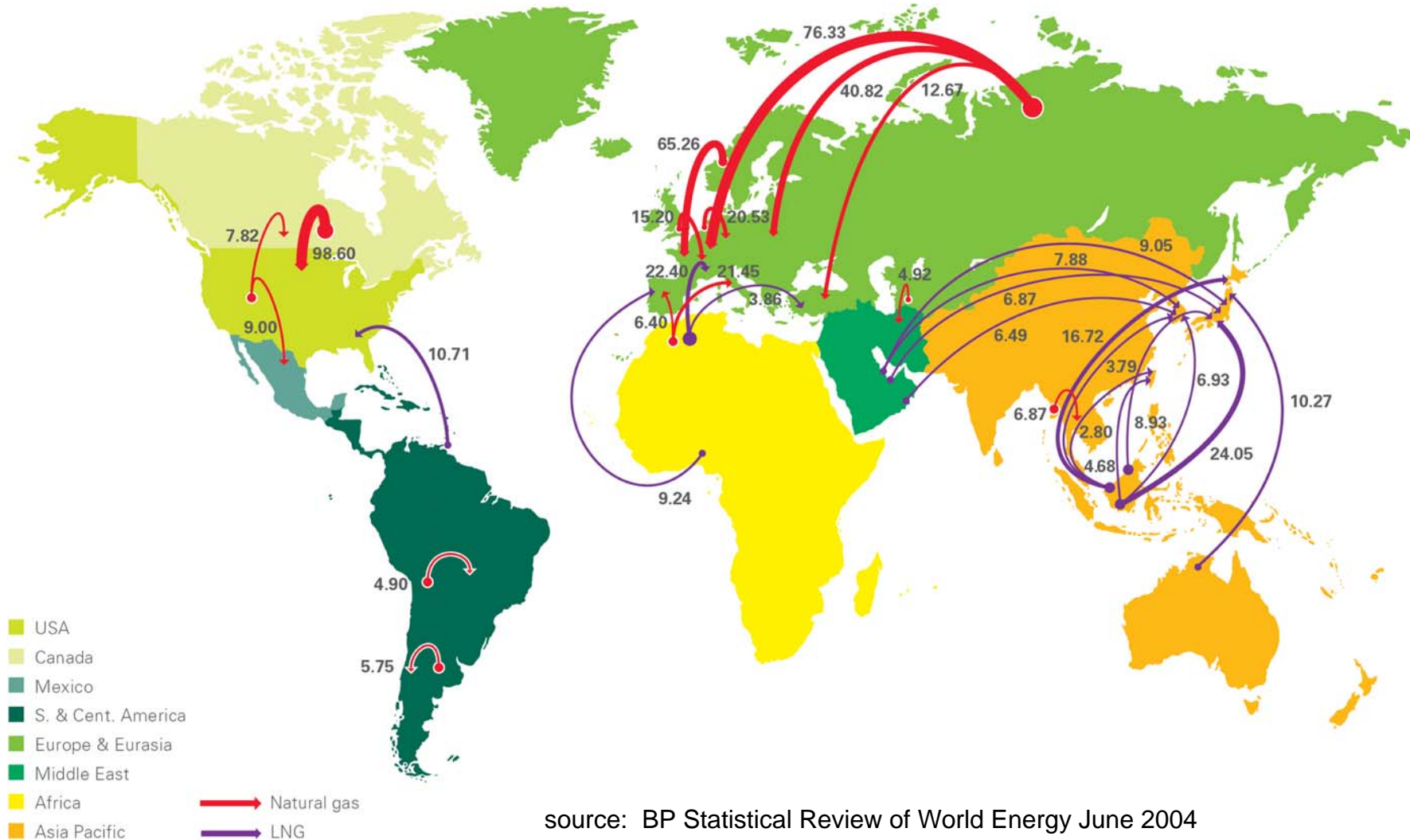
Energy Security

World NG Flows



Major trade movements

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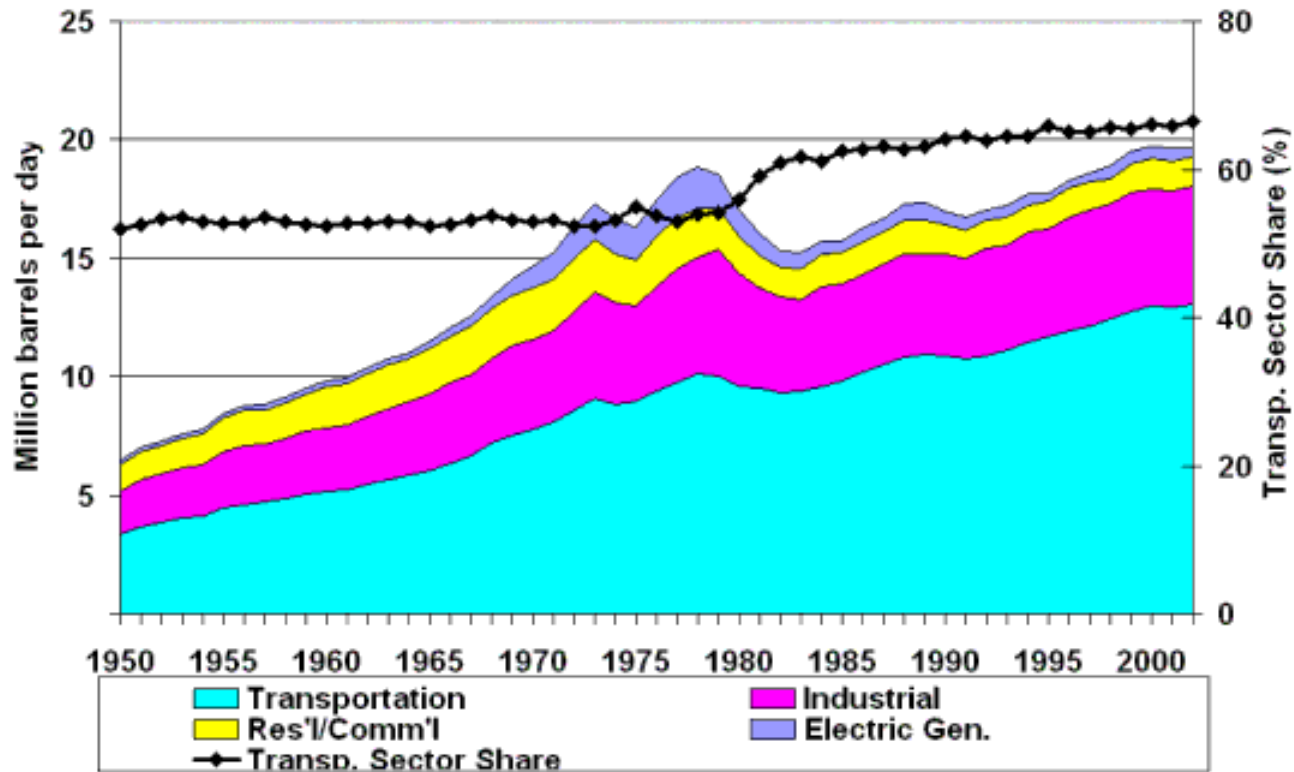


source: BP Statistical Review of World Energy June 2004

Energy Security



U.S. Oil Demand By Sector



Source: http://www.eia.doe.gov/pub/oil_gas/petroleum/analysis_publications/oil_market_basics/Dem_image_US_cons_sector.htm

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Financial



CWI Vision

To be the world's leading provider of clean gaseous fueled engines that deliver the most economic solution for all bus and truck customers.

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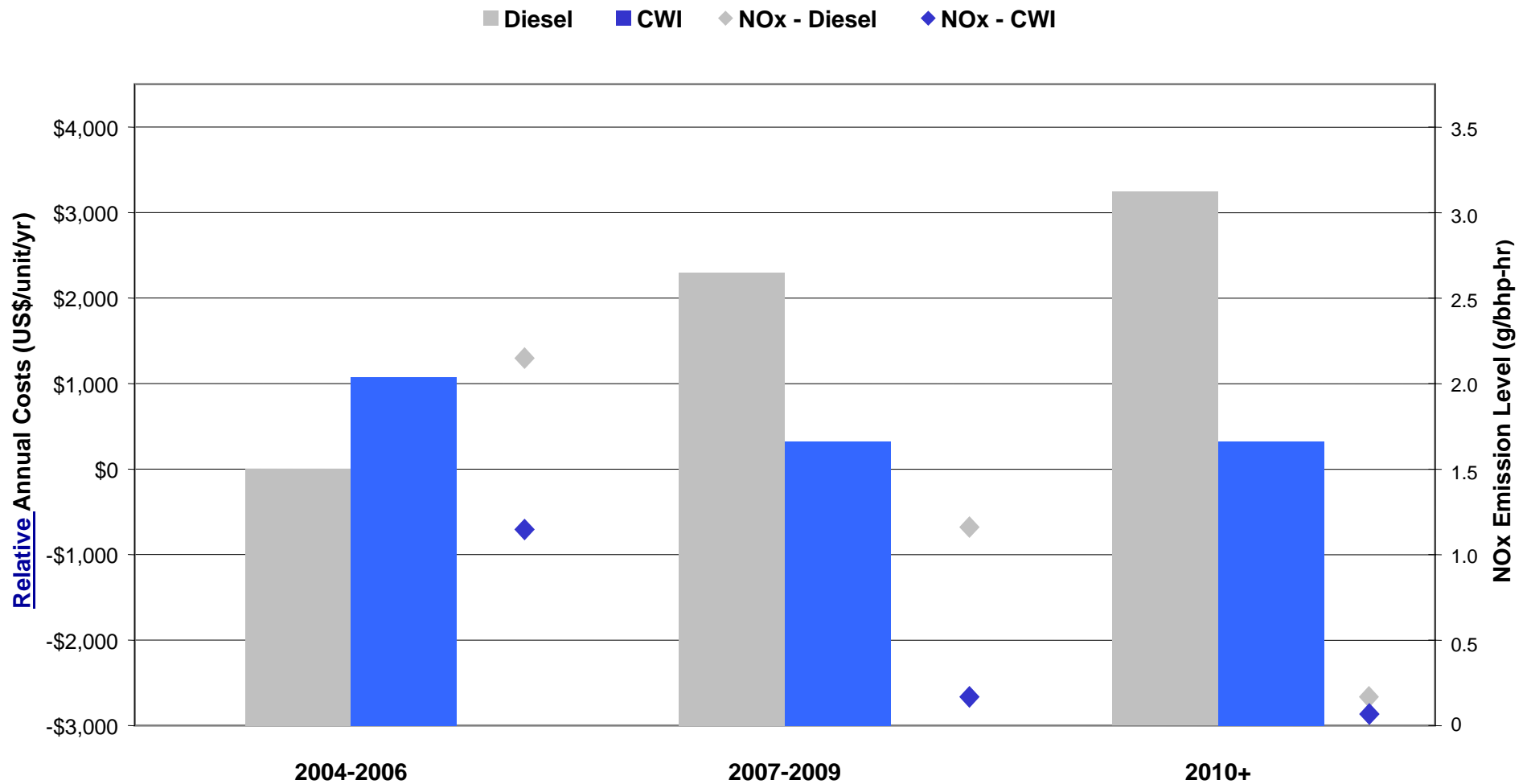
CWI LCC Model: Key Assumptions

- Utilizes third party data wherever possible
- Assumes CNG/Diesel fuel price differential (\$0.60/DGE)
- Model assumes diesel penalties for EGR and exhaust aftertreatment
- Assumes planned gains in efficiency with 2007 CNG technology, and includes all capital and operating costs related to infrastructure requirements
- Model does not include Highway & Energy Bill credits

Financial



Annual Incremental Capital and Operating Costs – Refuse Collection



NG declining LCC - efficiency gains and no complex aftertreatment costs

NG is now and will continue to be the emissions leader

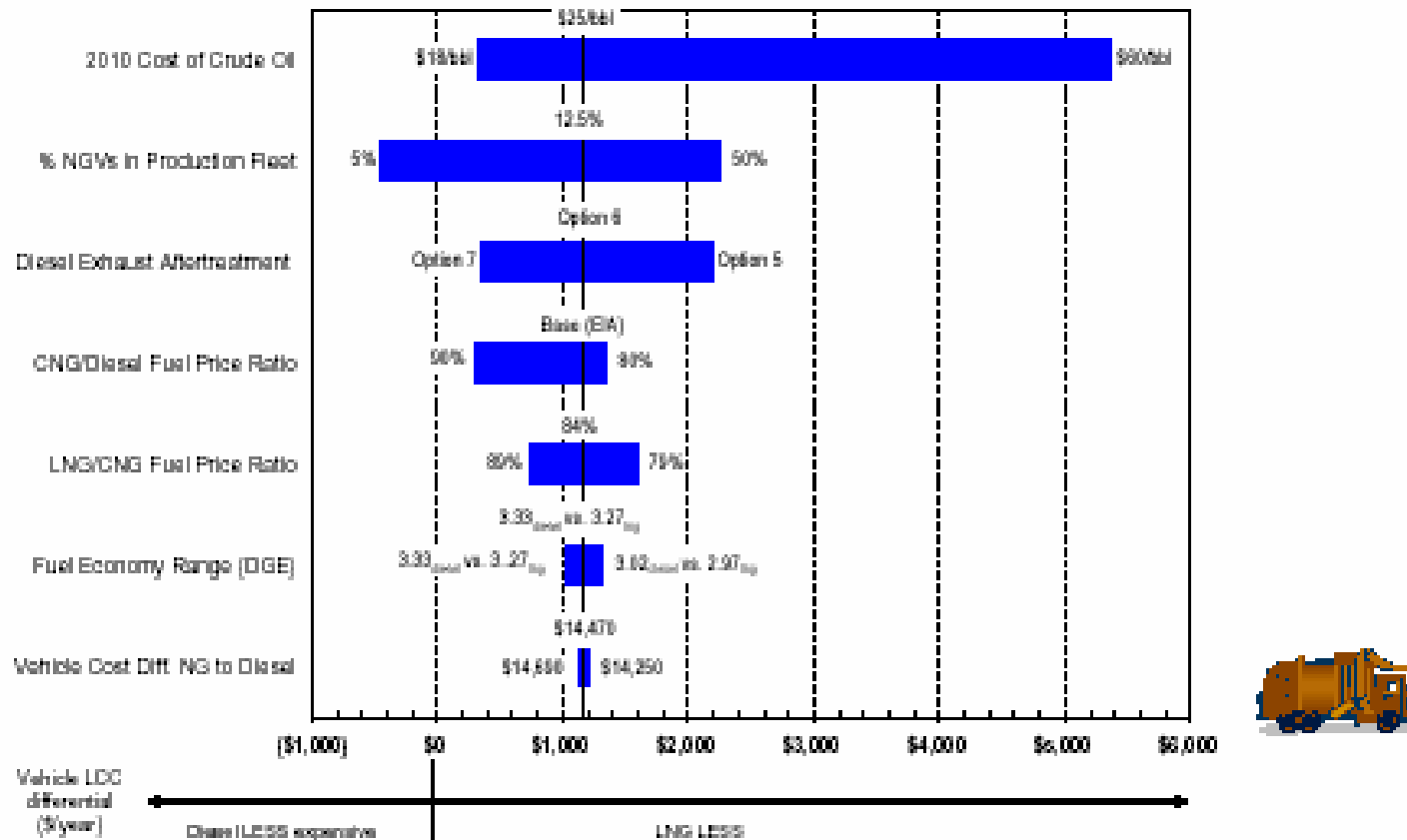
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2010 Heavy-duty Diesel and Natural Gas Technology Costs *Sensitivity Analysis*

Sensitivity of Refuse Hauler results for LNG compared to CIDI



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Summary



Key Characteristics-Diesel vs. NG

Natural Gas Engines Continuous Improvement

| | L 10 G | C 8.3 | C Plus | '07 Gas |
|----------------|--------|--------|---------|---------|
| Emissions | Better | Better | Better | Better |
| Reliability | Worse | Worse | Similar | Similar |
| Fuel Cost/Mile | Worse | Worse | Similar | Better |
| Durability | Worse | Worse | Similar | Similar |
| LCC | Worse | Worse | Worse | Better |
| Timeline | 1989 | 1996 | 2001 | 2007 |

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Summary



Heavy Duty Natural Gas Top 10

Energy Security

- 1) Reduce dependence on imported oil
- 2) Leverage availability of domestic natural gas
- 3) Target high fuel use fleets for greatest impact - transit and refuse

Environmental

- 4) Global- contribute to goals of Kyoto Accord
- 5) Improve Urban Air Quality-reduce smog and health related emissions
- 6) Reduce Urban Noise

Financial

- 7) Lower overall costs in target fleets
- 8) Emerging economics in all fleets

Cummins Westport

- 9) Supported by the largest distribution network in the world
- 10) Over 10,000 natural gas engines in service worldwide

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www.cumminswestport.com

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