

I can't judge any of your comparisons without knowing the source of the information. And you need to keep your story on target—you wander off at points. Finally, you should look at the global warming potential of methane (natural gas) vs. carbon dioxide, and take that into account for your green car analysis. Also, cost of these fuels.

The Reality of Green Cars

Many people believe that buying a Toyota Prius is the best possible thing for the environment. The reality is that there are better ways to go green when buying a car that many people think is not realistic when you truly can go to the extreme of green when car shopping.

Yes, buying a hybrid vehicle is good for the environment based upon miles per gallon. Natural gas vehicles could possibly get as low as 20-25 miles per gallon which is a step down from hybrid cars significantly as some hybrid cars can even get up to 60 miles per gallon of gas. So, natural gas vehicles are just as bad as buying a traditional gasoline vehicle...NO. [\[Huh, what does this Tony Blair quote have to do with your story?\]](#) “We can debate this or that aspect of climate change, but the reality is that most people now accept our climate is indeed subject to change as a result of greenhouse gas emissions.”- Tony Blair, former UK Prime Minister.

You can not base how environmentally friendly the car is based solely upon its fuel efficiency. What some people do not pay attention to is a car's CO2 emissions. A car could be getting a good 40 mpg while at the same time be emitting double the amount of CO2 into the air as a 20mpg combustion vehicle which is what “going green” is all about [\[WHO SAYS? What is your source?\]](#).

Another factor to consider is the type of driving you will be doing in the vehicle. There are here main types of driving: City driving, Rural driving, and Motorway driving. City driving would mainly consist of medium speeds and lots of idle time as the car is in traffic but the vehicle is on. Rural driving would mainly consist of constant, 20-35 mile per hour movement and not very much idle time. Motorway driving would mainly consist of 45- 70 mile per hour driving with occasional stops. The vehicle may perform better in different driving types. [\[source for this information?\]](#)

A study [\[what study? By who? When?\]](#) was done in which 3 NGV's, 3 hybrid vehicles, and 3 regular gasoline combustion vehicles were driven in all three areas of driving - city, rural, and motorway. The results show something that most people have probably never thought about. The study's results are as follows. In a city driving environment, hybrid vehicles put out .8 kilograms of CO2 per kilowatt of power delivered, NGV's put out 1.17 kg of CO2 per kWh, and traditional vehicles put out 1.55 kg of CO2 per kWh. This is probably a statistic that was expected. However, in rural driving, hybrid cars put out .9 kg of CO2 per kWh, NGV's put out only .8 kg of CO2 per kWh, and traditional vehicles

put out 1.2 kg of CO₂ per kWh. And in motorway driving, hybrid vehicles put out almost 1 (.93) kg of CO₂ per kWh, NGV's only put out a mere .75 kg of CO₂ per kWh.

| [\[source?\]](#)

In the study, NGV's showed better CO₂ emission statistics than hybrid vehicles in 2 of the 3 driving categories. This proves that miles per gallon does not prove how environmentally friendly the vehicle is.

People probably wonder, though: Where am I supposed to find a natural gas vehicle without making one? Well, some companies have the answer. Transeco Energy Company converts a multitude of popular cars, such as the Ford Fusion, into NGV's and have natural gas refueling stations in operation. Also, a certain car company called Honda makes some kind of car called a Civic that operates on bio-fuel [\[biofuel is NOT natural gas\]](#). The Honda Civic GX gets 24 mpg in the city and 36 mpg on the motorway. So, this vehicle is good economically and environmentally and is a practical sedan vehicle.

| [\[source?\]](#) People simply need to realize that this isn't science fiction anymore and go green.