



Senate and House Legislation Will Expand the Use of Natural Gas For Transportation in the United States, Says Clean Energy

-- Proposed Energy/Jobs Bills Will Displace Foreign Oil, Create Green Jobs and Reduce Greenhouse Gas Emissions --

SEAL BEACH, Calif., Jul 28, 2010 (BUSINESS WIRE) -- Legislation being introduced in the US Senate by Senate Majority Leader Harry Reid (D-NV), and intended for introduction in the US House of Representatives by Ways & Means Committee Chairman Sander Levin (D-MI), will benefit the deployment and use of natural gas vehicles and fuel in the United States, according to Clean Energy Fuels Corp. (Nasdaq: CLNE).

Andrew J. Littlefair, Clean Energy President and CEO, said, "We applaud our congressional leaders in the Senate and the House for bringing this vital legislation to the forefront. It will help fund natural gas vehicle purchases, particularly heavy-duty trucks, support growth in natural gas fueling infrastructure nationwide, and provide loans to support domestic manufacturing of alternative fuel vehicles."

In the Senate bill, with \$3.8 billion proposed for vehicle purchase rebates (75% for heavy-duty vehicles), as many as 200,000 alternative fuel vehicles may be placed in service, which could result in more than 1.8 billion gallons of petroleum displacement annually. Additionally, at least \$500 million is proposed for fueling infrastructure development and \$2 billion for the manufacturing loan program.

Littlefair noted that the proposed legislation also may result in more than 500,000 new direct manufacturing and labor jobs and other related indirect jobs. The fueling infrastructure created could effectively build the framework of a national natural gas fueling network with as many as 400 LNG fueling stations for regional trucking and more than 1,000 CNG/LNG multi-use fueling stations in urban centers.

In the House bill, vehicle purchase tax credits are proposed for heavy-duty natural gas vehicles, per-gallon tax credits for natural gas fuel are reinstated for 2010 and extended through 2011 and investment tax credits would encourage domestic manufacturing jobs, particularly those related to clean energy technologies

For the environment, both bills encourage the increased use of natural gas as a transportation fuel, which will reduce greenhouse gas emissions per vehicle in light duty vehicles by up to 29% compared to gasoline and in heavy duty vehicles by up to 22% compared to diesel. Renewable biomethane gas produced from landfills and other sources can reduce greenhouse gas emissions per vehicle by 88% compared to gasoline or diesel as it becomes available for use in natural gas vehicles.

Clean Energy (Nasdaq: CLNE) is the leading provider of natural gas (CNG and LNG) for transportation in North America. It has a broad customer base in the refuse, transit, ports, shuttle, taxi, trucking, airport and municipal fleet markets, fueling more than 18,300 vehicles at 200 strategic locations across the United States and Canada. Clean Energy owns and operates two LNG production plants, one in Willis, Texas and one in Boron, Calif., with combined capacity of 260,000 LNG gallons per day and designed to expand to 340,000 LNG gallons per day as demand increases. It owns and operates a landfill gas facility in Dallas, Texas, that produces renewable methane gas, or biomethane, for delivery in the nation's gas pipeline network. Clean Energy also owns BAF Technologies, Inc. of Dallas, a leading provider of natural gas vehicle systems and conversions for taxis, limousines, vans, pick-up trucks and shuttle buses. Please visit www.cleanenergyfuels.com.

Forward-Looking Statements This news release contains forward-looking statements within the meaning of Section 27A of the Securities Act of 1933 and Section 21E of the Securities Exchange Act of 1934 that involve risks, uncertainties and assumptions, including statements about the potential passage of federal legislation supporting the sale and use of natural gas vehicles and natural gas fuel and the potential impact of any such legislation should it be passed into law. Actual results and the timing of events could differ materially from those anticipated in these forward-looking statements as a result of several factors including the inherent uncertainty of the legislative process, the lack of availability of natural gas vehicles and LNG fuel necessary to support rapid growth of the natural gas fueling business and any shortage of resources or available capital necessary to rapidly expand the natural gas fuel infrastructure. The forward-looking statements made herein speak only as of the date of this press release and the company undertakes no obligation to publicly update such forward-looking statements to reflect subsequent events or circumstances.

SOURCE: Clean Energy Fuels Corp.

Clean Energy Fuels Corp.

News Media

Bruce Russell, 310/559-4955 x101

brussell@cleanenergyfuels.com

or

Investors

Ina McGuinness, 310/954-1100

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