

NGVA Europe

Presentation Dossier

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The Mission (1/2)



- To provide a platform for all parties involved in the European NGV business to work jointly in order to optimize the use of available market opportunities.
- To collect, review and disseminate new information on technological innovations, environmental demands or proposed legislation.
- To collect, review and disseminate reliable statistical information concerning the NGV market development.
- To prepare and present well founded projections of future market potentials including a sensitivity analysis based on different scenarios.
- To develop draft position papers documenting desirable changes of standards (CEN/ISO), international regulations (GRPE), European emission regulations (MVEG) and other EU legislation.
- To have a dialogue with national NGV associations, European associations (e.g. Eurogas, Marcogaz, EBA and GERG) and international associations (e.g. NGV Global, former IANGV; IGU and IEA), seeking consensus on proposed position papers.
- To coordinate national and European lobbying activities based upon approved position papers (national actors to promote the same message as NGVA Europe would be promoting on the European or international level).
- To become recognized by the EU as a major stakeholder representing all of the parties interested in the future growth of the NGV market, being an active participant and major supplier of information to the EC.

The Mission (2/2)



- To adopt a pragmatic attitude to an ever changing political climate. Europe is a flexible concept. We now have the EU, the EFTA, the EEA, the EU candidate countries, the Mediterranean Union, and the Eastern Partnership to consider. NGVA Europe will keep its doors open to support of activities in all of the EMEA (Europe, Middle East and Africa) countries, but focus on the pan-European area.
- In Sweden biomethane now accounts for 65% of the fuel used in NGVs. It is essential to highlight the large potentials for use of renewably sourced methane, and the fact that all biological waste can be used for very efficient production of biomethane, also in other countries.
- To support the use of LNG which requires far less space for fuel storage than CNG and thus is an excellent alternative for heavy duty vehicles in daily use. LNG also provides an opportunity for cost efficient over land transportation of NG/biomethane into areas without close access to the natural gas grid.
- To become the preferred internet source for general information concerning the NGV business.
- To become the main source of information concerning European NG/biomethane refuelling opportunities. The refuelling infrastructure is the key to continued progress, and it is essential that NGVA Europe can (1) provide an overview of current refuelling opportunities, and (2) offer suggestions concerning future infrastructure developments (e.g. using the Blue Corridor concept).

Registered Offices



- One of the strategies that has been defined for the new Association is to use time limited staffing arrangements (with renewal options) and a similar approach concerning the localisation of its offices.
- The Association's secretariat is now domiciled in Spain and the bylaws are in accordance with the Spanish rules for non profit organisations. An English language version of the bylaws is also available.
- As lobbying in the European Union was defined as one of the main objectives of the Association, only after two years of operation NGVA Europe has been able to open a permanent branch office in Brussels, in September 2010.
- Matthias Maedge, that has been working for NGVA Europe from its constitution in May 2008, is now based in Brussels as EU Affairs and Marketing Manager.
- In line with the provisions of the bylaws, other branch offices may be opened later.

Staff Members



NGVA Europe has four people of permanent staff:

- General Manager **Manuel Lage**
- EU Affairs & Marketing Manager **Matthias Maedge**
- Technical Manager **Jaime del Álamo**
- Office Manager **Pilar Pérez**

General Manager

Main responsibilities



Manuel Lage. Ph.D. Mechanical Engineering, *Ingénieur Moteurs ENSPM* (Paris)

Senior manager with 36 years of experience in the European truck industry: Chrysler Europe, Pegaso and Iveco (Spain, UK & Italy), having been responsible for Engine Engineering, Truck Development, Strategy and Product Planning, Sales & Marketing and Business Development.

Former responsible for IVECO Natural Gas Vehicle Development. He was also responsible of Institutional Relations of IVECO/Fiat in Spain.

Fluent in Spanish, English, French, Italian and good knowledge of Portuguese.



Main responsibilities:

- Chief Executive Officer of the Association
- To carry out the lobbying actions and contributions, mainly at European level, in line with the priorities established by the Working Committees, and confirmed by the Board and by the General Meeting
- To establish a yearly *road map* in which any of the actions defined by the Working Committees have to be included and assigned responsibilities and timing
- To guarantee the correct development of the Association activities, on a day to day basis, and also via special events
- To represent the Association in different European and International fora

EU Affairs & Marketing Manager

Main responsibilities



Matthias Maedge. Master in Political Science, Media & Communication and English / German Translation.

Last employment: Student employee of Patrick Meinhardt, member of the German parliament, shadow secretary of education, Liberal Democrat (FDP). Responsible for: Writing press releases for regional/nationwide issues and preparing surveys pertaining to the implementation of the Bologna Process.

Fluent in German, English, French and Spanish.



Main responsibilities:

- Permanent representation of NGVA Europe in Brussels
- Continuous contact and information exchange with the EU institutions and officers
- Membership acquisition, contact and development
- Coordination with other associations
- Marketing of the own association. Exchange of information and news. Website.
- Training courses organisation and development

Technical Manager

Main responsibilities



Jaime del Álamo. Mechanical Engineer. Master in Automotive Engineering by the Polytechnic University of Madrid (Spain)

Last employment:

Technical assistant in the Spanish Ministry of Environment, Air Quality Dept. Representative in various international technical working groups (EC, ISO, UNECE). Elaboration of reports for the Ministry; main field of activity: transport and environmental sector (DG ENV)

Fluent in Spanish, English and good knowledge of French.



Main responsibilities:

- Managing, coordination and assistance to EU/UN Working Parties activities
- Monitoring of European Standards & Regulations related to NGV
- Responsible for the implementation of the Brussels & Geneva technical Roadmaps
- Support to members in technical issues
- Coordination of Case Studies, Technical Communications, Technical Reports, etc.

Office Manager Main responsibilities



Pilar Pérez. Master in Arts.

Last employment:

Assistant to the Natural Gas Vehicle Development in Iveco España S.L.
Customer services in Old Church Art Gallery, London
Area di Conservazione. Museo Luigi Pecci. Florence. Italy

Fluent in Spanish, English and Italian.



Main responsibilities:

- Agenda coordination for NGVA Europe events and participations
- Internal and external event managing
- Fiscal and Social Security Association details. Monitoring and data supply
- Daily back office and travel organisation
- Budget data support and updating

Board of Directors



- Chairman: **Trevor Fletcher**, The Hardstaff Group, Nottingham (U.K.)
- Vice-Chairman: **Gerhard Holtmeier**, erdgas mobil e.V., Berlin (Germany)
- Secretary: **Hans Wach**, Gasmobil AG, Arlesheim (Switzerland)

- Directors:
 - Flavio Mariani**, ENI S.p.A., Milano (Italy)
 - Elena González**, Gas Natural Fenosa S.A., Madrid (Spain)
 - Pablo Cebrián**, IVECO España S.L., Madrid (Spain)
 - Maurizio Pastine**, Fiat Group Automobiles S.p.A., Turin (Italy)
 - Anders Mathiasson**, Swedish Gas Assoc., Stockholm (Sweden)
 - Eugene Pronin**, Gazprom, Moscow (Russia)

***Peter Boisen**, first Chairman and co-founder of NGVA Europe, was nominated **Honorary Chairman** in the BoD of March 2010.*

Working Structure



The work of NGVA Europe is now organised in four main lines of activity:

1. **Staff responsibilities**, EU affairs, Marketing & Communications, European projects, coordination & cooperation with other European & World organisations, preparation of official NGVA Europe documents etc.
2. **Technical work** (coordinated by Jaime del Álamo, Technical Manager, with the help of appointed experts from among the Association's members): General technical work of the own Association and a permanent representation in EU/UN technical working parties on standards and emission regulations.
3. **Lobbying activities** are coordinated by the General Manager, Manuel Lage, and carried out by Matthias Maedge, from the new Brussels office.
4. Work in NGVA Europe **ad-hoc working groups** on various issues

Ad-hoc working groups



1. Biomethane

Coordinator: Mattias Svensson, SGC, Sweden

2. Dual Fuel Technology

Coordinator: Jürgen Brachetti – Brachetti & Partner, Germany

3. Education/Training

Coordinator: Gijsbrecht van Schoonhoven – Ingenieurbüro van Schoonhoven, Germany

4. Exhibition Coordination

Coordinator: Mark Lawday – Luxfer Cylinders, United Kingdom

5. LNG & L-CNG

Coordinator: Enric Boné – IDIADA, Spain

6. Successful Market Initiatives

Coordinator: Gabriele Gozzi – Idromeccanica, Italy

7. Hythane (CH₄/H₂ mixtures)

Coordinator: Ezio Volpi – Metatron, Italy

New Working Group Hydrogen/Natural gas mixtures



Working Group Coordinator: Ezio Volpi, Metatron (Italy)

Statement by NGVA Europe:

CNG vehicle technology allows the use of up to 30% hydrogen / 70% methane mixtures.

“Hydrogen mixtures could be used as a transition fuel towards the use of pure hydrogen, to facilitate the introduction of hydrogen powered vehicles in Member States where the natural gas infrastructure is good”.

This quotation is taken from the *Regulation PE-CONS 3674/08 on type approval of hydrogen Powered motor vehicle, and amending Directive 2007/46/EC*, paragraph 8, page 6. Thus vehicles using mixtures of H₂+CH₄ are considered as hydrogen vehicles.

This definition included in the Regulation of the type approval of hydrogen vehicles will bring stimulus to the mass production (before this regulation mixtures powered vehicles had to be type approved with an ad hoc procedure).

Technical coordinating responsibilities: EU/UN Working Parties (1/2)



Coordinator: Jaime del Álamo

Working party	Activity	NGVA Europe representatives
Field of activity Gas Quality (Martin Seifert)		
CEN/TC 234 WG9	Technical specification for biomethane injected into the NG grid	Martin Seifert Jaime del Álamo
ISO TC 193	Developing of international standards on natural gas quality	Martin Seifert Jaime del Álamo
Field of activity Components Standardisation (Flavio Mariani)		
CEN/TC326	European Standards referring to the use of natural gas in vehicles. CNG & LNG filling stations	Flavio Mariani Jaime del Álamo
ISO/TC22/SC25	International standards on systems and components for CNG, LNG and mixtures of CNG+H2 equipment.	Flavio Mariani Jaime del Álamo
GRSG (Group of Rapporteurs on General Safety)	UN ECE regulations regarding vehicle safety	Jaime del Álamo

Technical coordinating responsibilities: EU/UN Working Parties (2/2)



Working party	Activity	NGVA Europe representatives
Field of activity Vehicle Emissions (Stefan Behrning)		
GRPE (Working Party on Pollution and Energy)	UN ECE regulations regarding vehicle exhaust emissions	Jaime del Álamo
Informal Group on Gaseous Fuelled Vehicles (GFV)	Advanced informal discussions about amendments regarding UN ECE regulations	Jaime del Álamo Stefan Behrning
Informal Group Environment Friendly Vehicles (EFV)	Monitoring of international regulations on vehicle emissions	Jaime del Álamo Stefan Behrning
MVEG Motor Vehicle Emission Group	Preparation of regulations for vehicle emissions	Rosa Delgado Jaime del Álamo

The Country Representatives Committee (CRC)

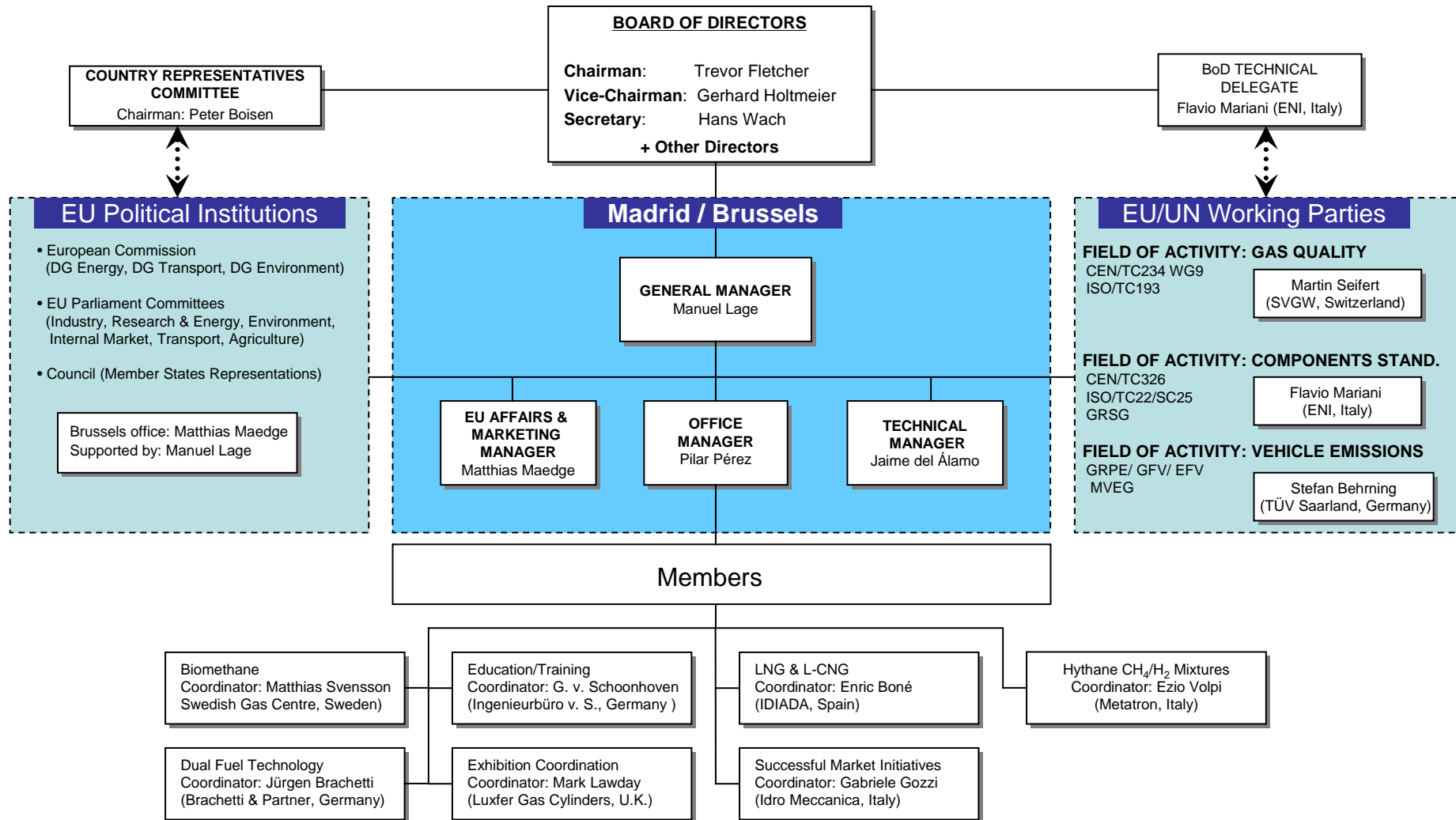


The CRC is a link between NGVA Europe and the national NGV interests

- New proposals on standards, regulations and legislation will be distributed to the CRC members, in order to better coordinate NGVA Europe's lobbying work together with national NGV interests.
Early information exchange of this nature will enable the start of national lobbying activities
- The CRC representatives supply statistical updates on the national NGV developments as per June 30 and December 31 each year
- The CRC representatives also provide NGVA Europe with a compact overview concerning their national NGV market (main stakeholders, national legislation affecting NGV market developments and any other generally interesting information)

Chairman of the CRC: Peter Boisen

Organisation Chart



Technical working activities: Roadmap Geneva



- The Roadmap Geneva is a working document we keep continuously updated. It describes NGVA Europe's working activities in Geneva. These activities reflect NGVA Europe's interests in the definition of technical standards & regulations regarding NGVs.
- Geneva work is related to international technical standards & regulations and provides the technical basis for EU policy. It is carried mainly out in ISO (Int. Standardization Org.) and GRPE (Working Party on Pollution and Energy) working groups.
- NGVA Europe coordinates its activities with the International Association of NGVs (IANGV), which is also working on these issues on the world level (e.g. UN activities) and other major national interest parties (like ENI, NGV System Italia, etc.)
- This work is coordinated by Jaime del Álamo and is organized via three fields of activity:
 - **Gas Quality** (Martin Seifert)
 - **Components Standardisation** (Flavio Mariani)
 - **Vehicle Emissions** (Stefan Behrning)

Roadmap Geneva: Working Priorities (1/2)



Work item	Priority	Explanation/Remarks	Action
Including NGVs in UN-related carbon trading or emission trading schemes	medium	Swiss climate “cent” initiative	Monitoring of UN-activities
Changing the UN ECE total hydrocarbon standard to a methane cap	high	<ul style="list-style-type: none"> • EU-legislation • Amendment to UN-Regulation 115 • Work being carried in GRPE/GFV 	Lobbying to change THC value to a methane cap
Harmonizing ISO and UN regulations regarding on board system components and retrofit systems	high	<ul style="list-style-type: none"> • ISO-standards in review inside ISO TC 22 CS25 ISO considered • GRPE/GFV amendments considered 	Including ISO standards in ECE R110 and ECE R115
Development of a biomethane fuel quality standard at UN ECE	high	<ul style="list-style-type: none"> • Work being carried inside CEN/TC 234/WG9 regarding biomethane injection into the gas grid • Work being carried inside CEN/TC 019/WG37 regarding the definition of a biomethane automotive fuel quality standard (liaison with CEN/TC 019 accepted) 	<ul style="list-style-type: none"> • Establishing a NGVA Europe biomethane regulation working group • Collaboration with CEN in the development of standards permitting biomethane injection into the grid, and the definition of a biomethane fuel quality standard
Creation of worldwide LNG vehicle, fuel quality and fuelling station standards/ regulation	high	Relevant standards committee's: CEN/TC 326 ISO TC 22 SC25 ISO/PC 252/WG2	<ul style="list-style-type: none"> • Following LNG Standards • Including LNG-standards in ECE R110/115 • Adding of amendments to ECE R110/115 regarding LNG • Development of specifications for LNG refuelling stations under ISO/PC 252/WG2

Roadmap Geneva: Working Priorities (2/2)



Work item	Priority	Explanation/Remarks	Action
To ensure that the CNG fueling station signage consolidated resolution is included in the next series of treaty amendments on road signage	medium	In Europe the road sign for CNG refueling stations is accepted	Include the CNG refueling station signage in EU resolutions
Increasing the percentage of hydrogen allowed by UNECE for methane/ hydrogen blends	low		Investigation by a technical working group
Continuous representation of NGVA Europe in the informal working group on gaseous fuelled vehicles (GFV)	high		Evaluation of new UN-amendments inside GFV informal group
Continuous participation in the informal GRPE working group on Environmentally Friendly Vehicles (EFV)	medium		Following the discussions in regard of gaseous fuel vehicles
Continuous representation in the Dual Fuel Task Force Group of the GFV informal group	high	The DF Task Force objective is to develop the required technical documentation to allow the type approval of DF engines	Development of technical specifications to permit the type approval of DF engines through the modification of ECE R49
Development of a study on "Use of Gas in Transport in the UNECE Region"	medium		Collaboration with a large group of stakeholders to develop a joint study regarding the use of gas in the transport sector in the UNECE region

EU policy affecting NGVs: Roadmap Brussels



As the Roadmap Geneva, the Roadmap Brussels is a working document which will be kept continuously updated by NGVA Europe. It describes the most important EU policy regarding NGVs being on the European political agenda. These activities also mark the presence of NGVA Europe's interests in the definition of the legislation regarding NGVs in general.

This work is coordinated by M. Lage and carried out by Matthias Maedge, operating from the Brussels office.

The country representatives are also involved in the review of the Roadmap. We are encouraging them to contact Members of the European Parliament (MEPs) from their respective countries in order to help seeking for political support of NGVA Europe positions. Part of the lobbying work must be undertaken also on a national level. The overall message is coordinated by NGVA Europe.

Roadmap Brussels

Our main political postulations



- Natural gas **is an alternative fuel**, the only real alternative to oil derivatives
- Due to the much lower emission values of exhaust pollutants like NOx or PM, and its also much lower noise emission NG/biomethane should be promoted as the **recommended urban fuel**
- Acknowledgement of Bio Natural Gas Vehicles (NGVs) as **ECO-innovation** (Biomethane Vehicle Technology)
- Introducing a common **European price policy** for NG/biomethane (maximum tax rate).
- Setting common rules for allowing **biomethane injection** into the gas grid Europe-wide (only 9 countries are feeding in so far). Studies show that a 10% share by 2020 is possible for all EU + EFTA countries
- Acknowledgement of **CO2 avoidance** potential via biomethane when injected into the gas grid (green gas principle)
- **Well-to-wheels** (WTW) studies need to put more emphasis on Methane
- The growing availability of **LNG (Liquid Natural gas)** in Europe is paving the way to use it as the perfect diesel oil replacement in long distance road transport
- **NG/Biomethane is the bridge for Hydrogen**. Hydrogen/methane mixtures can be easily used in the present NG vehicles.
- **Political signal** to encourage OEMs to offer more CNG vehicles and to do better marketing and promotion for these vehicles. European action plan for further development of the NG/biomethane refueling infrastructure

Roadmap Brussels

Ongoing activities at Commission level



- **Expert Group on Future Transport Fuels** was established in April 2010, chaired by Franz. Soeldner (DG MOVE). Final report presented on 25th January 2011 by Commission vice president Sim Kallas, responsible for transport.
NGVA Europe was the only stakeholder for NG and responsible for all content in the report on methane. Report includes proposals for main incentives needed to reach the EU 2020 and 2050 vision and also includes NGVA Europe suggestions on future support for Methane in transport. (e.g. HD in urban transport, LNG Blue Corridors, Infrastructure investments etc.)
The **White Paper** should give a long term perspective on developments influencing the transport sector in Europe, with a time perspective 2050, and set out the policy framework until 2020 (**end of March**).
- The **Clean Transport Systems (CTS)** initiative has as main objective to develop a long-term European alternative fuel strategy capable to provide substitution of oil as fuel in the whole transport sector. **NGVA Europe contributes (1st meeting 25th January)**
- The **Strategic Transport Technology Plan (STTP)** should provide a long-term framework for the development of key technologies for the whole transport sector, covering the stages from research to market introduction. **NGVA Europe contributes (first hearing 15th February)**
- **CARS 21** should assess market and technology developments to advise the Commission on policies and measures to implement to strengthen competitiveness of European industry and sustainable mobility. **NGVA Europe contributes (first meeting 4th March)**

Roadmap Brussels Breakfast Roundtables in EP



- **NGVA Europe together** with its Board member **erdgas mobil** and their host MEP Joachim Zeller successfully organized a breakfast roundtable for several MEPs in European Parliament on 9th December 2010.
MEP Matthias Groote (Germany) said: "I am a fan of CNG vehicles".
- **New breakfast roundtable** organised by OMV to present Dudenhöffer Study on 23th March. NGVA Europe is supporting this event and is mentioned in the invitation.
Some 200 MEPS will be invited. **50 MEPs expected to attend.**

Fee Structure for 2011



Level	Votes	2009 annual membership fee (excl. VAT)	Category 1 Commercial enterprises	Category 2 Associations	Category 3 NGO's, Public Entities and Private Persons
			Criteria	Criteria	Criteria
			Annual sales turnover million Euro	Annual income budget, million Euro	Annual income budget, million Euro
A	11	€ 14.700	>1000	>10	n.a.
B	8	€ 11.760	501-1000	5-10	n.a.
C	5	€ 7.350	101-500	1-5	n.a.
D	3	€ 4.410	10,1-100	0,5-1	>0,5
E	1	€ 1.550	0,1-10	0,1-0,5	0,1-0,5
F	0	€ 390	0-0,1	n.a.	0-0,1
N.B.:					
For NGO's, public entities and private persons only levels D-F are offered					
Note: Level F only applies for Category 1 and 3 if the annual sales turnover/annual budget income is not exceeding 100.000 €					
Paid up memberships offer the following benefits:					
All A-level members have the right to claim a seat on the board. The directorship, however, is a personal responsibility of the nominated person					
Access to members' section of NGVA Europe web site					
Access to NGVA Europe events at discounted membership rates					
Possibility to join NGVA Europe committee work					
Reasonable support from NGVA Europe staff					
NGVA Europe press releases, newsletters, statistical reports,					
Reviews of pending ISO/CEN standards, UN ECE regulations and EC/EEA legislation					

Association addresses



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