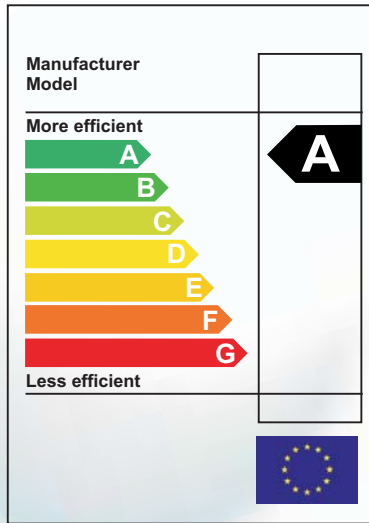


Summary of ideas for efficient incentives:



- Labelling to categorize the efficient vehicles.
- Insurance price reduction for NGV´s.
- NG/biomethane bonus for NGV users.
- Cheaper rates for users of NGV taxis.
- Priority lanes for NGV taxis at airports, train stations or ferry terminals.
- Cheaper leasing rates for CO₂ lower emissions vehicles.
- Reserved parking areas for EFVs at cities.
- Allow circulation of CNG vehicles during high emission periods.
- Favour the use of alternative fuels in the vehicles fleets public contest.
- Categorised and recognised the European cities using alternative fuelled public transport by a ranking "European champion cities".
- Guarantee of a certain period of time in any of the incentives.

The GasHighWay project will disseminate their results in the II International Seminar that will be held in Brussels in February 2012.

More information about the project in the official website www.gashighway.net where among other things you can find the map of NG/biomethane existing filling stations.

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Catalogue of incentives & best practices in Europe for NGV's



Partners:

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CZBA - CZECH BIOGAS ASSOCIATION, Czech Republic
ENVIPARK - ENVIRONMENT PARK S.P.A., Italy
ETA - ETA FLORENCE, Italy
GEA - GRAZ ENERGY AGENCY LTD, Austria
GERBIO - GERMAN SOCIETY FOR SUSTAINABLE BIOGAS AND BIOENERGY UTILIZATION, Germany
HERMIA - TECHNOLOGY CENTRE HERMIA LTD, Finland
IPIEO - INSTITUTE FOR FUELS AND RENEWABLE ENERGY, Poland
MM - MÖNUS MINEK SEES LLC, Estonia
NGVA EUROPE - THE EUROPEAN ASSOCIATION FOR BIO/NATURAL GAS VEHICLES
RDA-BB - REGIONAL DEVELOPMENT AGENCY S.A., BIELSKO-BIALA, Poland
SGC - SWEDISH GAS CENTRE AB, Sweden
STGW - STEIRISCHE GAS-WÄRME GMBH, Austria

Fuel related measures:

• Reduced taxation schemes for CNG/biomethane:



Measures of this kind were supporting the development of Natural Gas Vehicles (NGV) in some countries like Austria, Bulgaria, Croatia, Czech Republic, Estonia, France, Germany, Italy, Netherlands, Poland, Portugal, Sweden, Switzerland, Spain or UK.

Example: Germany. The German government introduced a new national law in 2006 that fixed a reduced excise duty for CNG until 2018. The normal tax is 31,80 €/MWh and the reduced figure for CNG was then set at 13,90 €/MWh, less than half. The total fuel cost savings for CNG vehicles in Germany compared with petrol now is 50% and 30% compared with both diesel and petrol.

• Feed in tariff programmes:



This kind of measure has been executed detached with success, in order to boost the use of biomethane through purchase obligations of biomethane injected into the NG grid. This principle was successfully adopted in countries like Sweden or France. Other countries like Austria, Germany, Netherlands or Switzerland declared a commitment on national level without making it mandatory.

Vehicle related measures:

• Purchase/ substitution vehicle subsidies:



Incentive schemes for the substitution of old cars and the acquisition of new NGV's: this kind of initiative has proved its success in several countries like Italy that gives grants of up to 1.500 € for buying CNG vehicles or up to 500 € for retrofitting to CNG.

In 2009/2010 Italy even gave 6.500 € grants for light commercial CNG vehicles and up to 5.000 € for CNG cars under the national scrapping incentive or Austria that currently gives grants of up to 1.000 € to private customers when converting or purchasing a CNG vehicle and up to 3.000 € for taxis and driving schools.

Other countries with outstanding results:

- Purchase of new vehicles: e.g. Spain, France, Switzerland.
- Substitution of old vehicles: e.g. France, Italy.
- Fleets & companies: e.g. Sweden, Croatia, Czech Republic, Serbia, Poland.



Example: Madrid City (Spain) has a fleet of more than 600 CNG buses and 670 refuse trucks.

• Tax benefit schemes:



Some good examples are the reduction/exemption of vehicle registration and road taxes, parking fees, congestion charges, etc. These measures are easily applicable by every city/ council and the results are highly visible in a short term.

There can be found good examples in countries like Austria where e.g. the federal country of Tyrol grants free parking in short-term parking zones of urban centres, but this also exist in Italy, Spain, Sweden, Switzerland, Croatia or Czech Republic.

• Reduced income tax schemes on the assessed benefit of the private use of a company car:



This has proven to be a very successful measure in Sweden, with several examples.

Infrastructure related measures:

• Specific funding/subsidies for the development of NGV refuelling infrastructure:



The availability of the appropriate refuelling infrastructure is essential for the further development of the NGV market, which helps to increase customer demand and encourage manufacturers to offer more CNG models.

Comment: Investments in the CNG/LNG refuelling infrastructure requires funding. There are more than 3.000 refuelling stations throughout Europe, but the major investments of more than 1,2 billion € already was mostly taken over by the industry. Some 2 billion € more would be required to guaranty a more area-wide refuelling infrastructure.

• Support for investments of biomethane plants, especially in areas with restricted access to the natural gas grid.



Example: Sweden is using the 25% of their biogas as a vehicle fuel. The biomethane share in all methane used in Sweden's 30.000 CNG vehicles in 65%.