

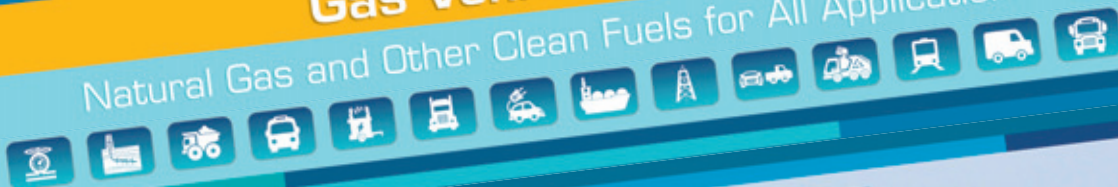
the GVR

Volume 14 #4
Number 164
September 2015

NGV
communications group

Gas Vehicles Report

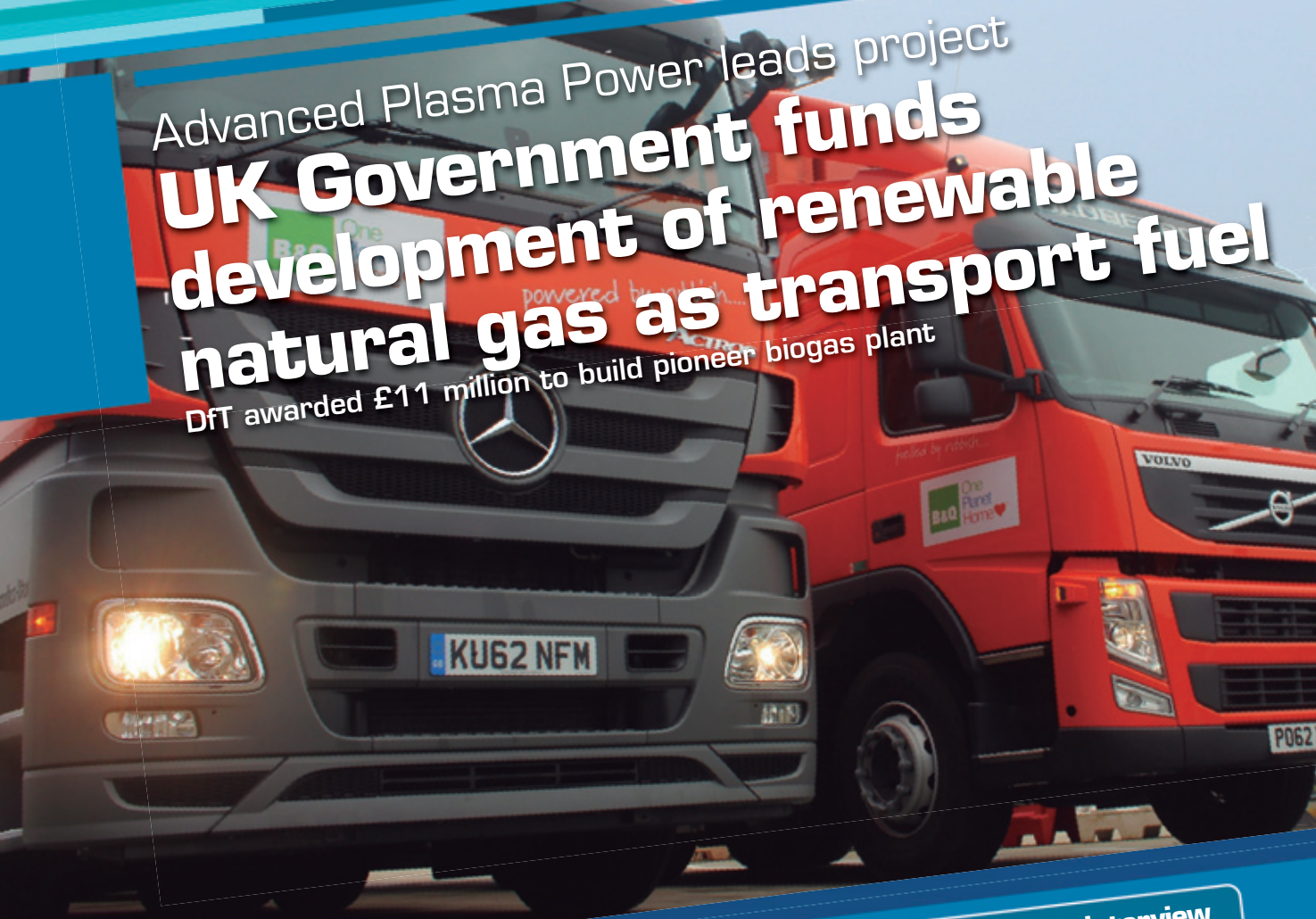
Natural Gas and Other Clean Fuels for All Applications



Advanced Plasma Power leads project

UK Government funds development of renewable natural gas as transport fuel

DfT awarded £11 million to build pioneer biogas plant



NGV Italy

Gas Natural Vendita
supports CNG-powered
mobility



Exclusive interview

Fornovo Gas highlights
economic savings for
transition to NGVs

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NEW  **NGV**
journal HAS ALREADY
ARRIVED!

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The GVR: 2015 Journalistic Timetable

Edition	Month	Deadline	Special report
156	January	14 December	LNG vehicles. Potential and applications
157	February	14 January	A new challenge to face: biomethane widespread use in transportation.
158	March	14 February	Cylinder outlook: market needs and new technologies
159	April	14 March	Non-traditional European markets. Business Opportunities. NGVAfrica (Refueling Africa)
160	May	14 April	L-NGV 2015 San Diego. Complete coverage.
161	June	14 May	Special Distribution at World Gas Conference
162	July	13 June	Italy: NGV evolution from its cradle. Other clean fuels in the country.
163	August	14 July	Valves. What's new on this segment. NGVAfrica (LDVs & HDVs in the region)
164	September	14 August	Vehicles running on clean fuels. Sales and new models.
165	October	14 September	Clean fleets. Successful experiences.
166	November	14 October	LNG adaption in marine applications. Special distribution at Ecomondo.
167	December	21 November	Balance of the year. Projections for 2016.

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the service of ecology and economy

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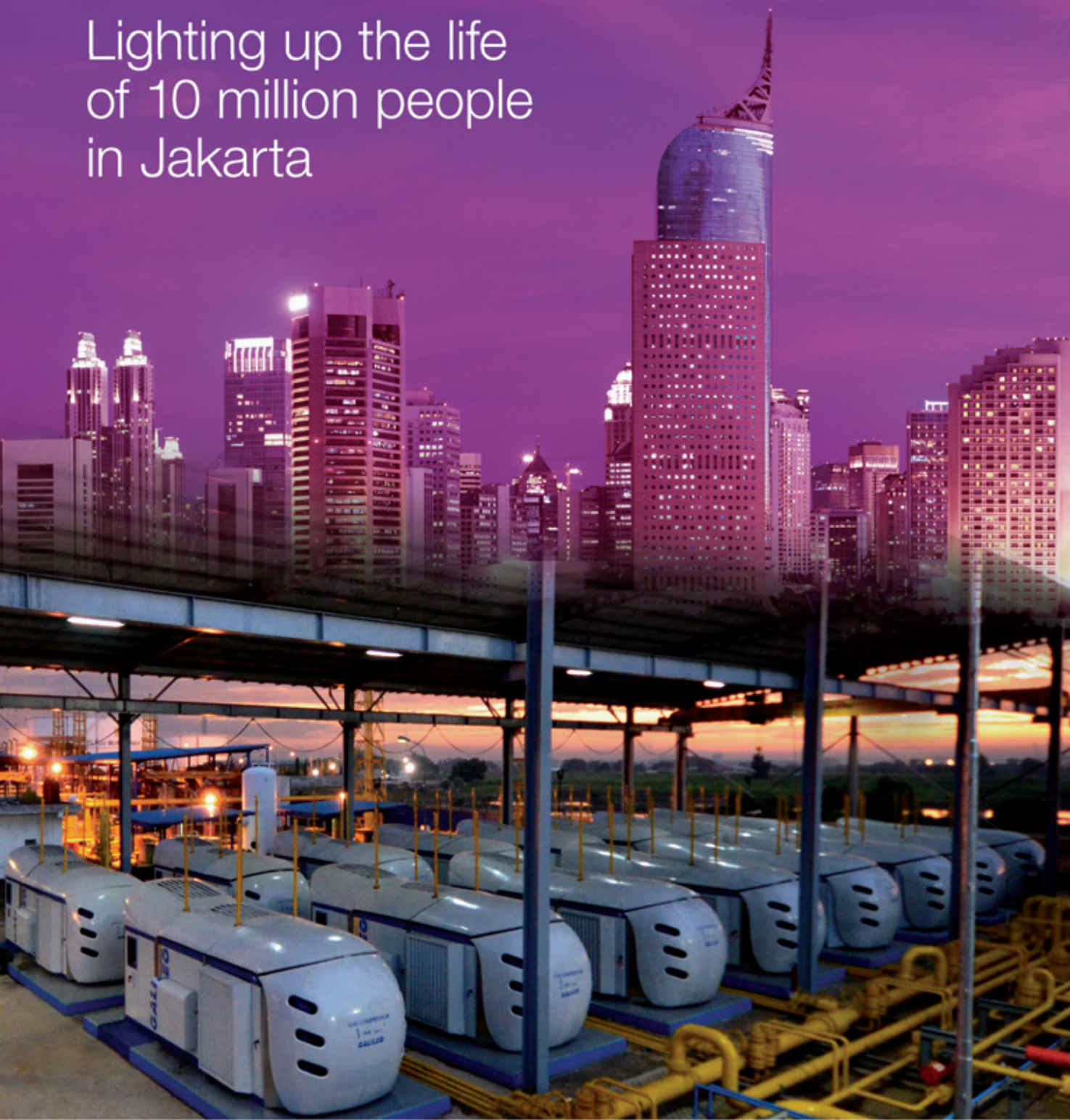
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NGV European news

United Kingdom

A consortium of UK companies, formed by Advanced Plasma Power (APP), National Grid, Progressive Energy, and CNG Services, has been awarded £11m in government funding to build the first-ever plant of its kind which will turn waste from local homes and businesses into a sustainable fuel to power heavy goods vehicles. The grant is part of a Department for Transport (DfT) program to develop and commercialize the technologies required to decarbonize the transport sector.

The new APP plant in Swindon, England, will be the first of its kind in the world and take residual waste – the UK's largest sustainable source of biomass – and convert it into compressed biomethane, using APP's pioneering Gasplasma® technology and will produce enough fuel for 75 heavy goods vehicles, equivalent to all of the buses operating in Swindon.

Construction of the plant will begin in 2016 and the consortium has already found local customers for the product and suppliers for the feedstock. The post-recycling residual waste will be provided by a local source, and the gas produced will be used by local haulage company, Howard Tenens, and consortium partner CNG Services.

Transport Minister Andrew Jones announced news of the grant as part of £25 million awarded to winners of the Government's Advanced Biofuels Demonstration Competition. "Biofuels have an important role to play in keeping Britain moving forward in a sustainable and environmentally-friendly way. This £25 million is not only a vital investment in technology that will help secure a greener future but will also support the creation of thousands of jobs."

Rolf Stein, CEO of Advanced Plasma Power, also commented: "APP is delighted to have been selected in this competition by the DfT. It recognizes our position at the very forefront of environmental and technical innovation in the UK. The grant also highlights the important role our technology can play in producing clean biofuels from waste on a local basis, so as to help reduce the greenhouse gas emissions from both the waste management as well as transport sectors without the requirement to give over large swathes of land to growing energy crops. From an economic, environmental and social perspective it presents a real triple win. Our state-of-the-art process can unlock the enormous value of residual waste as a resource and provides a cost-effective means of converting such waste to fuels such as bio-methane. Our expectation is that this plant will lead the way to a new generation of ultimate recycling facilities both in the UK and around the world."

Spain

The IV GASNAM Congress, which will take place on 20-21 October, is organized under the new perspective of the association, redefined as Iberian Association of Natural Gas for Mobility. GASNAM already has over 70 members and is established as the association of reference for all matters

related to natural gas, the alternative fuel for both on-road and maritime transportation.

Natural gas now offers a great opportunity to the Administration for the transposition of the European Directive on Alternative Fuel Infrastructure, whose main objectives are to reduce oil dependency and CO2 emissions.

The Spanish fleet running on CNG and LNG is flourishing, with mostly heavy urban vehicles such as refuse collection trucks and buses, plus a growing volume of LNG road trucks. This fleet is contributing to the objectives of the Directive, replacing 104,000 tons of oil products per year, a figure which no other alternative energy can approach. In this sense, the straightforward theme for this conference is: 'Natural gas, the current alternative for mobility'.

GASNAM takes up the challenge of giving maximum visibility to the peninsula's great opportunity and potential, which receives more than 50% of the LNG unloaded in Europe, to become the new model of new European map regarding alternative energies, with natural gas in first line. Moreover, the Iberian Peninsula has a network with more than 100,000 km of gas pipelines and distribution of natural gas.

The use of natural gas as an alternative fuel also has a major positive impact on the industry: construction of tanks; LNG distribution logistics; engineering, design and manufacture of light and heavy vehicles; marine engine manufacturing and shipbuilding, including five ships under construction in different Spanish shipyards, which will use natural gas as fuel.

Germany

An engine on CNG achieved highest marks in environmental performance, in a test that compared 5 different types of fuel in one and the same car model. The natural gas engine achieved the lowest CO2 emissions of the five engines tested and also got highest marks for low emissions of pollutants, reported NGVA Europe.

Having on the market exactly the same car but sold with different power sources inspired the German touring organization and automobile club ADAC, to test the environmental performance of the differently powered engines under the same, 'real-life' conditions. The car – a Volkswagen Golf – is not only on the market with the traditional petrol and diesel engines, but also available as a plug-in-hybrid, an all-electric car and as a TGI with an engine on CNG.

The ADAC included the cost of fuel production in the measurements (Well-to-Wheel) and discovered that the natural gas version of the Golf had the lowest CO2 emissions with 98 gr/km, closely followed by the electric version with 101 gr/km. The diesel engine came third with 120 gr/km, the hybrid landed on the fourth place with 131 gr/km and petrol last with 148 gr/km.

All engines came close to each other on pollutant emissions, with the electric engine scoring best (no pollutants) and the engines on natural gas and petrol sharing the second place. The diesel engine came in at a close third place. The hybrid engine clearly lagged behind.

In a separate test the ADAC found out that users of natural gas cars are clearly happiest with the fuel consumption, before users of hybrid cars and LPG engines, who came second and third in the online survey of 20.000 ADAC members. The outcome of the survey mirrored the results of a recent test of environmental performances of popular models, in which the ADAC measured CO₂ and pollutant emissions under realistic circumstances.

In the top ten friendliest cars for the environment, six models are natural gas cars, with as overall winner the Skoda Octavia G-tec with an average consumption of 3,7 kilogram of CNG, corresponding to a CO₂ emission of 101 gr/km. According to the German energy mix, 20% biomethane are not taken into account and should be discounted.

Finland

An upgraded biogas production facility, gas network connection and around 10 km of gas pipeline will be constructed in cooperation between Gasum and Biotehdas at the Ekokem Circular Economy Village in Riihimäki, Finland. To be completed in 2016, the facility will have an annual production potential of 50 GWh, which corresponds to the annual energy need of 4,500 cars or 2,000 detached

houses. Renewable and 100% Finnish, the biogas produced will be easily accessible in the area covered by the gas network.

"The Riihimäki Circular Economy Village is Finland's first concrete step toward the circular economy. Waste delivered to the Village will be processed into recycled plastics, construction materials, district heat, and electricity and – thanks to Gasum's contribution – into biogas at the Biotehdas Biorefinery. At the Circular Economy Village the recycling rate of municipal waste is already 50% and the recovery rate around 98%," said Ekokem Strategy Director Mari Puoskari.

At the biogas production facility, Biotehdas will be responsible for gas production, while the upgrading and network injection of biogas will be carried out by Gasum. In addition to the upgrading facility, Gasum will construct a gas network connection on the site as well as a gas pipeline section that will be around 10 km long. Once upgraded, the properties of biogas correspond fully to those of natural gas.

This investment by Biotehdas and Gasum will enable the direct network injection of renewable and 100% Finnish biogas from the Ekokem Circular Economy Village for use by a variety of customers in sectors such as transport, heat production, industrial processes, property heating and gas cooking. The investment will increase the annual volume of biogas injected into the Gasum gas network considerably from the current level to around 130 gigawatt-hours.




NGV
I T A L Y

The Italian NGV Industry

Gas Natural Vendita supports the diffusion of natural gas fuel for vehicles in Italy.

The Company

Gas Natural Vendita, which has been operating in Italy since 2002, is part of Gas Natural Fenosa, a multinational energy company, pioneer in the integration of gas and electricity, which is present in over 30 countries and has over 23 million customers.

Gas Natural Vendita sells gas and electricity, and provides services to address the needs of both the residential and business sectors (commercial and wholesale).

The company also supplies energy services and solutions for both residential customers and SMEs, as well as operating in the automotive market. By combining the experience and expertise of a leading group with local market knowledge, Gas Natural Vendita has grown to be a valued and successful energy partner in the Italian market, providing energy for around 420,000 families and 16,000 business customers, including self-employed professionals and SMEs.

International know-how and the local contribution to the diffusion of sustainable mobility.

Gas Natural Vendita has operated in the CNG sector since 2008, in Italy, bringing over the vast experience and expertise developed by Gas Natural Fenosa in Spain and other countries.

Gas Natural Vendita has worked with natural gas fuel for vehicles since 2008, when it began to implement the business model of its umbrella group in Italy, bringing over the vast experience and expertise developed by Gas Natural Fenosa in Spain and other countries.

In addition to the supply of natural gas, the company offers customized contracts to operators in the industry, determined according to specific individual requirements, providing comprehensive support for anyone who wants to become a distributor of natural gas for vehicular use.

Gas Natural Vendita supports the diffusion of more sustainable forms of mobility by making natural fuel more widely available, and even running periodical information and awareness campaigns for both motorists and the networks of garages and dealerships in the territories it operates in.

Natural gas fuel for vehicles is growing in popularity.

Both nationally and globally, the "natural" alternative is

seeing an overall trend of steady growth, with the demand in Italy increasing by 8% in the period 2013-2014 (in terms of new registrations). This is because natural gas for vehicles is now an excellent alternative for everyone who wants to save money on their own vehicle use, and at the same time protect the environment, a priority which people are ever more aware of. The Italian market for the use of natural gas for vehicles is one of the most successful in the world: more than 900,000 vehicles are powered by natural gas, with a network of around 1,000 filling stations. Of these, a significant percentage is located in the north of the country, but it should be noted that now even the South is catching up with the rest of Italy, with a network of distributors in gradual expansion. Gas Natural Vendita is strongly committed on this front, especially in the south. In fact, in recent years it has opened 12 filling stations for the supply of natural gas for vehicles, mainly in Calabria, Puglia and Sicily, and it plans to open 13 new facilities methane plant in southern Italy in the near future.

A complete, customized package.

Gas Natural Vendita, through natural gas fuel for vehicles, provides a complete package to support its distributors in opening a natural gas filling station, comprised of:

- consulting in the planning phase;
- investment and installation of natural gas compression systems: compressors and dispensers;
- routine and emergency maintenance provided by a network of specialized technicians, equipped to solve any problems related to the installed compressor equipment;
- visual identification of the filling station, and promotion and marketing.

For further information please visit

www.gasnaturalvendita.com



**NGV**
ITALY**L'industria italiana NGV**

Gas Natural Vendita a sostegno della diffusione del metano per auto in Italia.

L'Azienda

Gas Natural Vendita, presente in Italia dal 2002, fa parte di Gas Natural Fenosa, multinazionale energetica pioniera nell'integrazione di gas ed elettricità, presente in più di 30 paesi con oltre 23 milioni di clienti.

Gas Natural Vendita commercializza gas, energia elettrica e servizi, rivolgendosi a differenti segmenti di riferimento: residenziale e business (commerciale e grossista).

L'azienda è anche attiva nella fornitura di soluzioni e servizi energetici dedicati sia ai clienti residenziali che alle PMI e opera anche nel mercato per autotrazione dove, nel Sud di Italia, si configura come uno dei principali promotori della diffusione del metano per auto.

Coniugando l'esperienza e le competenze di un gruppo leader con la conoscenza del mercato locale, Gas Natural Vendita è cresciuta in questi anni, posizionandosi sul territorio italiano, come un apprezzato partner energetico che attualmente soddisfa i bisogni energetici di circa 420.000 famiglie e di 16.000 clienti business, inclusi liberi professionisti, PMI.

Il know-how internazionale e il contributo locale alla diffusione della mobilità sostenibile.

Gas Natural Vendita opera nel settore del metano per auto dal 2008, anno in cui ha iniziato ad implementare in Italia il modello di business del Gruppo di appartenenza portando quindi nel nostro paese la pluriennale esperienza e le competenze sviluppate da Gas Natural Fenosa in Spagna ed altri paesi.

L'offerta che l'azienda rivolge agli operatori del settore, oltre alla fornitura di gas naturale caratterizzata da formule contrattuali declinate secondo specifiche esigenze personalizzate, consiste in un supporto completo per tutti coloro che vogliono diventare distributori di metano ad uso veicolare.

Il contributo di Gas Natural Vendita nel rendere sempre più capillarmente disponibile un carburante in grado di sostenere la diffusione di forme di mobilità più sostenibile, consiste inoltre nelle campagne di informazione e sensibilizzazione che l'azienda periodicamente rivolge agli automobilisti ed alle reti di autofficine e concessionarie dei territori in cui è presente.

Il metano per auto è in crescita.

Sia a livello nazionale sia mondiale, l'alternativa "metano" sta registrando complessivamente un trend di crescita costante, sostenuta da una domanda che in Italia, dal 2013 al 2014, ha registrato un incremento del 8% sul fronte delle nuove immatricolazioni. Questo perché il metano per autotrazione rappresenta oggi un'ottima alternativa per chiunque voglia risparmiare con la propria auto e al tempo stesso desideri preservare l'ambiente: una consapevolezza che si va diffondendo sempre di più. L'Italia è uno dei mercati al mondo con le migliori performance in quanto a utilizzo del metano per autotrazione: oltre 900 mila veicoli alimentati a metano e una rete di rifornimento di circa 1.000 stazioni. Di queste, una percentuale significativa è ubicata nel Nord del Paese, ma va segnalato come negli ultimi tempi anche il Sud stia recuperando il suo ritardo rispetto alle altre regioni italiane,

con la rete di distributori in progressivo ampliamento. Gas Natural Vendita è fortemente impegnata su questo fronte proprio nel meridione. Negli ultimi anni ha attivato infatti 12 stazioni per il rifornimento di metano per autotrazione, principalmente ubicate in Calabria, Puglia e Sicilia. Nel prossimo futuro è prevista l'apertura di 13 nuovi impianti, sempre nel Sud Italia.

Un'offerta completa e personalizzabile.

Gas Natural Vendita attraverso "metano per auto" supporta i distributori grazie alla sua offerta completa per l'attivazione di stazioni di servizio a metano, che comprende:

- consulenza in fase progettuale;
- investimento e posa in opera d'impianti di compressione gas metano: compressore ed erogatori;
- manutenzione ordinaria e straordinaria realizzata attraverso una rete di tecnici specializzati, in grado di risolvere tutte le problematiche relative agli impianti di compressione installati;
- identificazione visuale della stazione e attività promozionali e di marketing.

Per approfondimenti consultare il sito

www.gasnaturalvendita.com



Fornovo Gas: “Economic savings is still the main driver for the transition of fleets to CNG”

Specialist in natural gas compression systems for refueling stations for over forty years, and with a solid know-how in CNG transportation and distribution services, the company is a market leader looking for constant technological development and quality that makes their products reliable and long lasting. GVR spoke with Federico Tosi, Business Developer EMEA for Fornovo Gas.

For over 40 years of its history, Fornovo Gas has progressively and constantly extended the frontiers of the business. In 1969, the year it was founded, the company started to manage refueling stations for the provision of natural gas for automotive purposes, and later extended the activities to the distribution of natural gas (both for use in auto-traction and for civil use) via gas tanks and cylinder trailers.

Subsequently, up until 2002, they managed the maintenance, production, packaging and finally also the installation and activation at sales outlets of natural gas compression plants for automotive purposes on behalf of a leading Italian manufacturer.

In 2003, the know-how they had accrued over previous years resulted in taking a fundamental decision: to produce their own line of

compressors and equipment for natural gas. This was a truly innovative project which, by introducing avant-garde construction criteria and technology, considerably raised the operating performance of the plants and improved the lifespan of individual components.

The first plant fitted with equipment designed and produced entirely by Fornovo Gas was activated in 2005. At present, they have installed more than 500 of these worldwide.

TIMCO CNG, Public Access CNG Station, 1601 E 1st Street, Santa Ana, United States.

This public-access CNG station was opened by TIMCO CNG using Fornovo Gas compressor technology. It is located in a strategic position in Santa Ana, California, off I-5 between Los Angeles and San Diego. The station was built with a grant from California's Mobile Source Air Pollution Reduction Review Committee (MSRC) and the South Coast Air Quality Management District (SCAQMD) and was opened on Earth Day, April 22, 2014. It provides consumer and fleet drivers of NGVs a positive fuelling experience with convenience, low prices, well lit canopies and music at the dispensers.



Our GVR Magazine made a personal interview with Federico Tosi, Business Developer EMEA for Fornovo Gas, who outlined a broad scenario regarding NGV business but also spoke about current initiatives the company has undertaken. The focus remains firmly on quality, design, development, production, installation and maintenance.

Q: Which are the products and services Fornovo Gas is currently offering? Which are their main features?

A: Fornovo Gas manufactures non-lubricated V and W type gas compressors, air or water cooled, available skid mounted or in steel or concrete GASVECTOR® cabinets.

We also produce CNG Dispensers and a compact CNG station (GASVECTOR CITY) and oil free compressors for Oil & Gas and industrial applications. Subsequently, from 2002, we have managed the maintenance, production, packaging and finally also the installation and activation at sales outlets of natural gas compression plants.

Q: Which are the main NGV projects that the company is currently developing? Do you have partnerships with other companies to perform these projects?

A: This year we are building NGV stations powered by biomethane in Norway and Denmark plus conventional NGV stations in China, Georgia, Italy, Nigeria, Perú, Russia, Spain, Turkey, UK, Uzbekistan and we have just introduced our compressors in Colombia and Indonesia. Usually our agents or EPC partners manage all the activities locally, but in some cases we work directly with the final customers, especially in Europe.

Q: What kind of companies or business are your main customers?

A: In the past our main customers were only natural gas station owners, small private organizations or big oil and gas companies like ENI, Gulf, Socar, Gas Natural Fenosa and Statoil, but now we are constantly

operating with big industrial players like Wärtsilä and Honeywell and leading companies in Upgrading Systems for Biogas. We are proud that almost 100 biomethane plants in Europe (more than 30% of the total) are equipped with our compressors.

Worldwide presence

Q: What businesses are you managing in the European market? And outside this region?

A: Fornovo Gas is present in almost every country in Europe, from Portugal to Serbia, from Italy to Finland, from Hungary to Iceland. Outside Europe we are quite well known in Russia and CIS, and we are increasing our presence in the Far East, US and South America.

Q: How many CNG refueling stations are operating with your technology worldwide?

A: We have almost 900 compressors in operation worldwide, considering also the NGV stations powered by biomethane, we can say that 80% of these compressors are working in CNG refueling station.

Market's projections

Q: How do you foresee the development of the European NGV industry within the next years?

A: I think the European NGV Industry will constantly grow in the coming years, but not at the percentage forecasted, mainly due to the oil price trend. I hope every country in the European Union will support much more than they do today the creation of a CNG station network.

Q: How do you think the market could expand further? What is missing or what should be done to accelerate its growth?

A: The only way to grow is with more and more public investments and with a more proactive approach by the gas distribution companies in the promotion of natural gas as an alternative fuel. This is for them a way to increase their natural gas sales.

Q: What do you think about current fueling infrastructure for natural gas vehicles? Do you think it is robust enough?

A: Only in Italy and Germany

Q: Do you think that EU strict environmental regulations are enough to make fleets switch to natural gas vehicles?

A: It will help for sure, but I'm convinced that the economic saving is still the main driver for the fleet owners.



Contec Global, CNG Mother Station, Block – 1, Industrial Area – 1, Opic Estate, Agbara, Nigeria.

This project was envisaged to meet the demand for natural gas at a consumer point located 100 kilometers from the mother station site. As there is no natural gas pipeline at the consumer point, this virtual pipeline system has been envisaged where large capacity cylinder trailers will carry out the role of gas pipeline by transporting CNG to the consumer point. Fornovo Gas compressor technology is used at the Mother Station where pipeline gas is compressed to 250 bar and used to fill the fleet of cylinder trailers. The mother station will be opened in Q3 2015 and will be the pivotal resource in the project to supply natural gas to consumers in an area of Nigeria that would otherwise be cut off.

Westport and Fuel Systems will merge aiming at major global footprint

The merger will create a premier alternative fuel vehicle and engine company with expanded product and technology portfolio with scale and combine complementary technologies, development focus, and global customer and product mix in more than 70 countries.

Westport Innovations Inc. and Fuel Systems Solutions, Inc. jointly announced that the companies have entered into a merger agreement to create a premier alternative fuel vehicle and engine company. The transaction will result in a combined equity value of \$351 million based on the closing trading prices for the shares of both companies on August 31, 2015 and combined annual revenues ranging from \$380 to \$405 million projected for 2015.

The combined company will benefit from complementary product solutions, and a fortified global footprint, with efficient operations and a core focus in developing next generation technology. The merger combines 17 brands in the automotive and industrial space and will allow customers and stakeholders to benefit from the consolidation of technologies, and the expansion of product portfolios, OEM relationships, and global distribution networks.

The new entity will conduct business in more than 70 countries, represent a combined 100 years of experience and will trade on both the TSX and Nasdaq under the Westport Fuel Systems name, ticker symbol Nasdaq: WPRT and TSX: WPT, with a new business unit called Fuel Systems Automotive and Industrial Group. The companies' respective boards of directors have unanimously approved this transaction.

The agreement

Under the terms of the merger, Westport will acquire all of the outstanding shares of Fuel Systems common stock in a



Traditionally, Westport has focused majority of its efforts in the heavy-duty arena.

stock-for-stock transaction under which Fuel Systems shareholders will receive 2.129 Westport shares for each share of Fuel Systems common stock they own at closing, representing a 10% premium to Fuel Systems shareholders based on the closing trading prices of Westport's and Fuel Systems' shares on August 31, 2015 or an implied value to Fuel Systems shareholders of \$7.54 per share. Following closing, existing Westport shareholders will hold approximately 64% of the combined company and Fuel Systems shareholders 36% of the combined company on a fully diluted basis.

The transaction is subject to regulatory approvals, including expiration or termination of the applicable waiting period under the Hart-Scott-Rodino Antitrust Improvements Act and other customary closing conditions. The transaction is also subject to the required approval of both Fuel Systems and Westport's shareholders. To date, shareholders owning 34% of Fuel Systems and 15% of Westport outstanding shares have each agreed to vote

their shares in favor of the merger. Subject to the satisfaction of closing conditions and receipt of required approvals, the companies anticipate closing the transaction in the 4th quarter of 2015. Westport and Fuel Systems will operate as separate companies until that time.

Experts' predictions

"The merger of these two organizations, both rich in technology innovation and with proven track records of manufacturing, production and sales, will provide greater breadth of alternative fuel systems solutions as products and development engineering to OEM partners globally," said David Demers, CEO of Westport. "We expect that the increased scale of products and consolidation of facilities will produce both cost-efficiencies and enhanced products, ultimately creating value for all our customers and our shareholders. This transaction marks a milestone in our strategic plans, whereby Westport will realize increased sales and significant cost efficiency opportunities while

continuing to focus on the development, validation and launch of its proprietary Westport™ HPDI 2.0 and enhanced spark ignition technology."

"After conducting a lengthy strategic evaluation process, Fuel Systems' Strategic Oversight Committee determined that this opportunity creates significant returns for the shareholders of Fuel Systems," stated Mariano Costamagna, CEO of Fuel Systems Solutions. "Bringing together these two premier companies in alternative fuel technology combines our technology expertise and long-standing relationships with global OEMs, our strong shared focus on improving profitability, and aligns our corporate cultures, creating an ideal fit. Through this transaction, we are creating a strong platform for growth in all of our addressable markets from which to best serve our customers. Our combined businesses and brands mean

increased scale and relevance both internationally and in the U.S. We are confident that we have found the right partner, and look forward to working together as we integrate the two companies."

Improved efficiency

Traditionally, Westport has focused the majority of its technological development and commercialization efforts in the heavy-duty and high horsepower arena, while Fuel Systems has significant experience and focus in the light- and medium-duty products for automotive and industrial applications.

The complementary industry expertise provides a compelling rationale for the merger, as the combined company's product development efforts will span passenger car to heavy-duty trucks to locomotives and marine applications to stationary power. There is significant potential for improved profitability even in current volatile market conditions, including

Transaction details

- The all-stock merger exchange ratio represents a 10.0% premium to Fuel Systems shareholders based on the closing trading prices of Westport's and Fuel Systems' shares on August 31, 2015, and a 23.9% premium to the exchange ratio of the past 30 days volume weighted average price (VWAP) as at August 31, 2015. Upon closing of the transaction, Westport shareholders are expected to own approximately 64%, and Fuel Systems shareholders are expected to own approximately 36%, of the combined company on a fully diluted basis.
- To date, shareholders owning approximately 34% of Fuel Systems and 15% of Westport outstanding shares have each agreed to vote their shares in favor of the merger.

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untapped savings and merger synergies in excess of \$30 million per year starting in 2016 and fully realized by calendar year 2018, excluding one-time costs.

Included in the \$30 million per year is \$15 million in annualized benefits expected to be generated by Fuel Systems' restructuring program in 2016 and beyond, Westport's previously announced initiatives to reach adjusted EBITDA positive by mid-2016, and an additional \$15 million in merger synergies through a combination of reductions in corporate management costs, manufacturing costs, and operating expenses. As the shift to alternative fuels accelerates, this merger will benefit customers, shareholders, employees and industry partners through its increased global reach, a broad technology vision, and significantly improved operational efficiencies.

Strategic highlights

- Increased scale and opportunity to better serve customers – The combined company will have a broad global reach, with increased scale and product diversity enhancing the ability to serve some of the world's largest and fastest growing markets through a fortified geographic footprint, greater product diversity, and a leading distribution network spanning 70 countries.
- Complementary research and development efforts – The merger would combine Westport's development expertise in medium- and heavy-duty and high horsepower applications with Fuel Systems' core focus and development efforts in automotive and industrial applications. Together, the combined technological expertise and future product development will span passenger car to heavy-duty trucks to locomotives and from marine applications to stationary power.
- Complementary product mix and customer sets – Westport and

Fuel Systems will combine their industry experience and complementary portfolio of products and technologies, resulting in a comprehensive solutions offering across light- and heavy-duty transportation applications and industrial-focused applications. The complementary customer bases and communities will be served with combined asset base and state-of-the-art facilities strategically located across 5 continents and a shared commitment to providing exceptional products, service and related solutions.

- Broadens OEM relationships – Fuel Systems brings long standing relationships with several key global OEMs, including but not limited to General Motors Company, Ford Motor Company, Nissan Motor Company, Kia Motors Corporation, Subaru of Fuji Heavy Industries, and Mitsubishi Group. Westport has key relationships with complementary global OEMs, including but not limited to Volvo Car Group, Volkswagen, Fiat Chrysler Automobiles, Tata Motors, GAZ Group, PACCAR Inc., Daimler AG, Weichai, Cummins, Ford, Volvo AB.

- Leveraging combined track record of innovation and highly skilled employee base – The companies expect that their proven track records of product development will strengthen as a result of the combination, and benefit from capital-efficient and optimized research and development programs and a highly skilled employee base. The companies believe that as a combined company they will be well positioned to create a stronger innovation platform to invest in developing new products and new technologies, and will be positioned to fuel future growth better than either company on a standalone basis.

- High-Value IP Portfolio – Both companies have a long history of technology innovation and engineering capabilities, which have garnered the interest and demand from global vehicle and engine OEMs. The combined company will have filed over 500 patents in CNG/LNG/LPG parts and systems

worldwide. This combination of a strong intellectual property position, prolific development and commercialization efforts will help expand the product pipeline for the industry.

Financial highlights:

- Strong revenue base creates platform for growth – For the year ended December 31, 2015, both Westport and Fuel Systems are reiterating their respective revenue outlooks. Westport expects consolidated revenue to be between \$110 million and \$125 million for the year, while Fuel Systems expects consolidated revenue to be in the range of \$270 to \$280 million for the year, resulting in a combined range from \$380 to \$405 million projected for the year ended December 31, 2015.

- Significant savings and merger synergy opportunities – The companies expect the transaction to be accretive to the combined company's adjusted EBITDA and earnings in 2016, excluding one-time costs, through approximately \$30 million of annual pre-tax savings and merger synergies fully realized by calendar year 2018. Included in the \$30 million per year is \$15 million in annualized benefits expected to be generated by Fuel Systems' restructuring program in 2016 and beyond and Westport's initiatives to reach positive adjusted EBITDA by mid-2016 and through a combination of reductions in corporate management costs, manufacturing costs, and operating expenses as a result of the merger. Westport has a publicly stated goal of reaching break even by the middle of 2016 and the merger would only strengthen the company's ability to meet this goal.

- Increased financial strength and flexibility – The combined company will also benefit from a strengthened balance sheet and enhanced liquidity and will be positioned for continued investment and long-term financial stability. The combined companies reported approximately \$117 million in cash and short term investments as of June 30, 2015.

Management and headquarters

- Upon closing, the combined company will trade on both the TSX and Nasdaq under the Westport Fuel Systems name and be headquartered in Vancouver, Canada with a new business unit called Fuel Systems Automotive and Industrial Group. This new unit will represent the combination of Fuel Systems with Westport's Operations unit; its automotive division will be headquartered in Cherasco, Italy, and its industrial division will be headquartered in Santa Ana, CA.
- David Demers and the rest of the Westport executive team will lead the combined company, while Mr. Mariano Costamagna, who is retiring as CEO of Fuel Systems, will serve in a senior advisory position of the company's new business unit with additional titles in the organization to be determined at a later date. Top talent across the combined organization will be evaluated and retained based on the organization's new structure.
- Three individuals selected by Fuel Systems will be nominated for addition to the combined company's Board of Directors including Mr. Mariano Costamagna and two directors to be confirmed. As Westport's Board of Directors will remain the same size, three current directors of Westport are expected to be replaced by the new Fuel Systems directors.

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Bosch leads consortium to develop direct injection systems for NGVs

Exploiting methane's CO₂-reducing potential, Bosch is heading a project to develop improved systems for CNG vehicles and help achieve fleet CO₂ targets. The Direct4Gas research is supported by German government and also includes Daimler's collaboration.

Direct injection is not only something for diesel and gasoline engines. In compressed natural gas engines, it could also make cars even more economical and eco-friendly. Driving enjoyment would also be boosted: compared with present systems that use manifold gas injection, it could deliver as much as 60% more torque at low rpm, and offer the prospect of an even more dynamic driving experience in the CNG cars of the future.

However, there is still no technology for directly injecting natural gas into the combustion chamber. In the Direct4Gas project, researchers now want to develop a direct injection system for monovalent engines, or engines that run exclusively on CNG.

CNG potential

Even now, there are plenty of good reasons for choosing a CNG engine. The compressed natural gas used in passenger cars is inexpensive, and emissions from the vehicles (and thus also vehicle tax in many countries) are low. But this alternative fuel has much greater potential: CNG is mainly composed of methane, whose chemical composition means that cars powered by natural gas could emit far less CO₂ than at present. In combination with modifications to the engine, the saving could be as much as 33% over a comparable gasoline-powered car.

However, this all depends on combustion processes that are tailored precisely to natural gas. By 2020, newly registered vehicles in the EU will not be permitted to emit more than 95 grams of CO₂ per kilometer on average. By 2025, this limit could be even lower. Efficient CNG vehicles can help meet exacting emissions standards, and this not only

because they emit less CO₂. Emissions of particulate matter are also significantly lower than from gasoline or diesel engines.

Direct injection

Today's CNG vehicles are generally bivalent, running on gasoline and CNG with engines designed for gasoline direct injection. For CNG operation, they are fitted with an additional manifold injection system for methane. "The problem with this configuration is that neither the combustion process nor the values for efficiency and emissions can be optimized. For this to happen, the CNG – like the gasoline – needs to be injected directly into the combustion chamber," said Dr. Andreas Birkefeld, the project leader from Robert Bosch GmbH. Because methane behaves differently from gasoline when injected directly, it is important to optimize the combustion process for methane.

The Direct4Gas researchers and engineers will design samples of a direct injector that satisfies much higher standards than the manifold injection valves used up to now. It will have to be especially robust, gas-tight, and reliable, and meter the CNG very precisely. Modifications to the engine itself are to be kept to a minimum, so that the industry can continue using the same components as for gasoline engines.

The project team will equip experimental gas engines with the newly developed injector, and test it in the laboratory and in vehicles. Researchers will also examine mixture formation, ignition, and exhaust-gas treatment and develop specific solutions. Direct injection will also be superior to manifold injection in the low-rpm range that is

so important for handling: the researchers estimate that direct injection will increase the amount of torque that can be delivered by as much as 60%. This would make the CNG engines of the future significantly more dynamic.

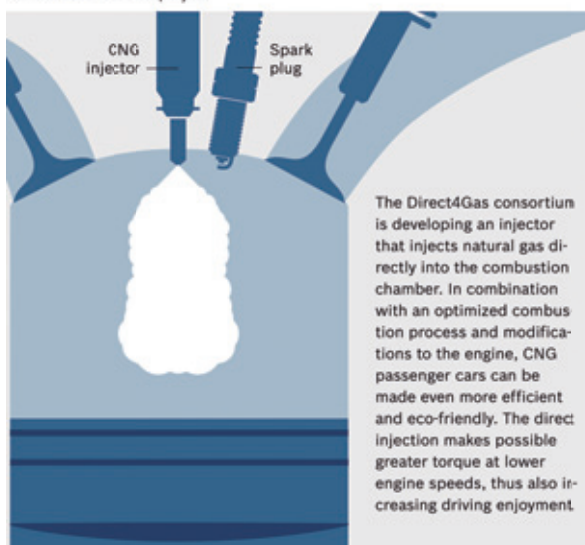
The partnership

The long-term objective of the consortium of automotive suppliers and automakers is to create the conditions needed for making the technology ready for production, and the project is an important step toward this goal. The consortium is led by Robert Bosch GmbH. Other partners include Daimler AG and the Research Institute of Automotive Engineering and Vehicle Engines Stuttgart (FKFS). Umicore AG & Co. KG is an associated partner.

Following a resolution of the German Bundestag, Direct4Gas is supported with 3.8 million euros from the Federal Ministry for Economic Affairs and Energy as part of the "Increasing vehicle powertrain efficiency" initiative. The project started in January 2015 and will run until the end of 2017.

CNG direct injection

Direct4Gas research project



Eni discovers largest gas field ever found in the Mediterranean Sea

The Italian company has found a supergiant gas field in the Egyptian offshore, a field that could hold a potential of 30 trillion cubic feet of lean gas in place. The discovery, after its full development, will be able to ensure satisfying Egypt's natural gas demand for decades.

Eni has made a world class supergiant gas discovery at its Zohr Prospect, in the deep waters of Egypt. The discovery well Zohr 1X NFW is located in the economic waters of Egypt's Offshore Mediterranean, in 4,757 feet of water depth (1,450 meters), in the Shorouk Block, signed in January 2014 with the Egyptian Ministry of Petroleum and the Egyptian Natural Gas Holding Company (EGAS) following a competitive international Bid Round.

According to the well and seismic information available, the discovery could hold a potential of 30 trillion cubic feet of lean gas in place (5.5 billion barrels of oil equivalent in place) covering an area of about 100 square kilometers. Zohr is the largest gas discovery ever made in Egypt and in the Mediterranean Sea and could become one of the world's largest natural-gas finds. This exploration success will give a major contribution in satisfying Egypt's natural gas demand for decades.

Eni will immediately appraise the field with the aim of accelerating a fast track development of the discovery that will utilize at best the existing offshore and onshore infrastructures.

Zohr 1X NFW was drilled to a total depth of approximately 13,553 feet (4,131 meters) and hit 2,067 feet (630 meters) of hydrocarbon column in a carbonate sequence of Miocene age with excellent reservoir characteristics (400 meters plus of net pay). Zohr's structure has also a deeper Cretaceous upside that will be

targeted in the future with a dedicated well.

Repercussions in Cairo

Eni's CEO, Claudio Descalzi, has recently traveled to Cairo to update Egypt's President, Abdel Fattah Al-Sisi, on this important success, and discuss this discovery with the Prime Minister, Ibrahim Mahlab, and the Minister of Petroleum and Mineral Resources, Sherif Ismail.

"It's a very important day for Eni and its people. This outstanding result confirms our expertise and our technological innovation capacity with immediate operational application, and above all shows the strength of the cooperation spirit amongst all the company's units which are at the foundation of our great successes. Our exploration strategy allows us to persist in the mature areas of countries which we have known for decades and has proved to be winning, reconfirming that Egypt has still great potential. This historic discovery will be able to transform the energy scenario of Egypt in which we have been welcomed for over 60 years. The exploration activities are central to our growth strategy: in the last 7 years we have discovered 10 billion barrels of resources and 300 million in the first half of the year, confirming Eni's leading position in the industry. This exploration success acquires an even greater value as it was made in Egypt which is strategic for Eni, and where important synergies with the existing infrastructures can be exploited allowing us a fast production startup," Descalzi commented.

Eni, through its subsidiary IEOC Production B.V., holds a 100% of the Contractor's working interest in the Shorouk Block and is the operator of the concession. Eni has been present in Egypt since 1954 through its subsidiary IEOC, a company which has always been a frontrunner in exploring and exploiting gas resources in Egypt since the discovery of the Abu Maadi Field in 1967.

By adopting new exploration concepts, leading edge technologies and operational approaches, through AGIBA and Petrobel, operating companies participated by IEOC and EGPC, Eni has successfully managed to double production of oil from the Western Desert and the GOS Abu Rudeis Concessions in the last three years as well as to revamp production from the Abu Maadi plays in the Nile Delta area following the recently announced Nidoco NW 2 discovery (Nooros prospect) currently already in production.

Eni is the main hydrocarbon producer in Egypt, with a daily equity production of 200,000 barrels of oil equivalent.



LNG Section

Sefarina, the first LNG-fueled ship to be bunkered at port of Antwerp

The Sefarina, a seagoing ship operated by the Dutch company Chemgas Shipping, has scored another "first" in the port of Antwerp. After being the first ship to obtain a particulates discount, on Monday it was also the first seagoing vessel to be bunkered with LNG in the port of Antwerp.

Bunkering with this cleaner type of fuel has already been possible in Antwerp for some time, but so far it has been used only for barges, with the LNG being supplied by trucks. The recent truck-to-ship bunkering of the Sefarina now counts as a test case for the safety procedures that will apply to bunkering of seagoing ships.

LNG bunkering in the port of Antwerp has been available since 2012. A truck collects LNG at the LNG import terminal in Zeebrugge and brings it to the quay in Antwerp where it is pumped into the ship, a procedure known as truck-to-ship bunkering.

As part of its sustainability policy Antwerp Port



Authority aims not only to encourage the use of LNG as ship's fuel but also to facilitate it. The Port Authority therefore seeks a candidate to build and operate an LNG bunkering and filling station under a concession on quay 528. The aim is for barges to be able to bunker with LNG in the port of Antwerp at a permanent facility by the beginning of 2019 at the latest.

LaNaval will develop Spain's first LNG-powered ferries for Baleària

Baleària shipping company and Construcciones Navales del Norte shipyard (LaNaval) have signed a memorandum of understanding to build two new ferries powered by natural gas with an investment of around €350 millions. Besides being the first passenger LNG-powered ferries in Spain, they will be among the ships with highest capacity in Europe and the largest built in a Spanish shipyard, with a length of 225 meters and a breadth of 30.4.

With a strong commitment to energy efficiency, Baleària has ordered two new vessels with dual fuel engines, which can operate with natural gas or diesel and therefore will enable the company to reduce CO2 emissions by more than 30% and other harmful emissions. The first building, which will start next year, is expected to be operational by the first quarter of 2018.

"Investing in the construction of new vessels is the way to grow and become more competitive. The ships will be technologically advanced and innovative not only because of their propulsion, but also by incorporating systems that allow us to be more eco-efficient, as well as offer better customer service and comfort," said President of Baleària Adolfo Utor.

Moreover, the CEO of LaNaval Jose Ignacio Irasuegui commented: "The agreement is a milestone for us by achieving a new customer of the scope of Baleària. We hope to establish a long-term relationship and consolidate its strategy in the market of passenger ferries and, in general, the design and construction of ships with high technological content."



LNG Section

Two large dual fuel ferries will be built to sail Scottish coast

Caledonian Maritime Assets Limited (CMAL) has announced Ferguson Marine Engineering Ltd (FMEL), Port Glasgow, Scotland is the preferred tenderer for the £97million contract to build two large dual fuel ferries for the Clyde and Hebrides Ferry Service (CHFS). The two 100-meter ferries built at Port Glasgow will be able to accommodate 127 cars or 16 HGVs or a combination of both and up to 1,000 passengers.

They will be capable of operating across a range of drafts and speeds to meet the precise requirements of the current operator, CalMac Ferries Ltd, and will be able to service a wide range of ports and routes without significant redevelopment over their expected 30 year plus lifespan. The ship will be capable of operating at speeds of up to 16.5 knots and will be fitted with three bow thrusters to provide a high level of maneuverability in adverse weather conditions.

To ensure the new vessels can operate in the demanding conditions of the west coast of Scotland, the winning design from FMEL incorporates a high level of in-built backup capability to improve reliability and ability. From an efficiency and emissions perspective, they are designed to operate on either marine diesel or LNG, where benefits will be gained by a marked reduction in CO2 and sulphur and nitreous oxides emissions.

FMEL will undertake the detailed design and construction work of new vessels, as well as their testing, equipping, launching and delivery. It is anticipated that the first vessel will enter service early in 2018, with the second following a few months later. It is likely that the first ship will initially serve on the Ardrossan to Arran route, using the new port facilities being built at Brodick. The second vessel is destined for the Uig Triangle.



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H₂ transportation

New partnership will reinforce hydrogen fueling network in the UK

ITM Power, energy storage and clean fuel company, has signed a strategic agreement with Shell for the delivery of Hydrogen Refueling Stations (HRS) on three Shell retail forecourts in the UK. These three HRS deployments will be the first to be integrated onto forecourts in the UK.

"This agreement and the OLEV (Office for Low Emission Vehicles) funding for these new refueling stations in the South East is an important step in developing hydrogen mobility in the UK," said Graham Cooley, CEO of ITM Power.

ITM Power announced on 28 March 2015 that it had been awarded £1.89m by OLEV to invest in two new HRS in London at strategic locations suitable for use by Fuel Cell Electric Vehicles (FCEV). Both HRS will incorporate on-site hydrogen generation using the Company's PEM HGas electrolyzer platform.

Additional financial support of £1.7m is being contributed by the FCH JU (Fuel Cell and Hydrogen Joint Undertaking) to provide support for the operation of these stations in the early years. Following the agreement with Shell, at least one, possibly two, of these HRS will be built under the OLEV scheme.



Hydrogen fuel cell Toyota Mirai arrives in Australia in October

Toyota's first commercially available hydrogen fuel cell vehicle, the Mirai, will be on show for the first time in Australia at the 6th World Hydrogen Technologies Convention in Sydney in early October. This will be the first time a right-hand drive fuel cell vehicle is in Australia and it will give the public a taste of the new technology that Toyota is introducing globally.

Already on sale in Japan and soon to be available in North America and Europe, the Mirai was officially unveiled late last year. In an impressive coup, Australia will be one of the first countries outside of these regions to display the Mirai. While it is in Australia, government representatives and other key stakeholders in Melbourne, Sydney and Canberra will be given the opportunity to experience the vehicle.



"Toyota pioneered the mass production of hybrid technology and we truly believe fuel cell vehicles will play a key role in Toyota's global future," said Toyota Australia President Dave Buttner. "It's clear that Australians are searching for more eco-friendly options. Fuel cell vehicles emit only water and can offer the same convenience of petrol-powered cars."

Buttner added that while Toyota Australia is following the new technology with great interest, the relevant infrastructure needs to be in place before it can be sold here. "Before we can introduce these vehicles to Australia we need to have relevant infrastructure such as refueling stations, which will take time. That is why we need to work with industry and government to discuss the refueling infrastructure required in Australia to support fuel cell vehicles," he said.

H₂ transportation

Wind hydrogen refueling station opens on the M1 in South Yorkshire

ITM Power has launched its first public access hydrogen refueling station at the Advanced Manufacturing Park, just off the M1, Junction 33 in South Yorkshire, funded by InnovateUK. The opening is being supported by Hyundai, Toyota, and Honda. The event will showcase the Hyundai ix35, the Toyota Mirai, the Honda FCX Clarity and a British Microcab. The M1 motorway was highlighted as a key route for the early deployment of hydrogen refueling in the UK in the published UK H2Mobility Phase 1 Report.

The site, which as a public access refueling station is the first of its kind in the UK, consists of a 225kW wind turbine coupled directly to an electrolyzer, 220kg of hydrogen storage, a hydrogen dispensing unit and a 30kW fuel cell system capable of providing backup power generation for nearby buildings. The facility has been upgraded as a showcase for ITM Power's hydrogen generation equipment and is used to provide retail hydrogen fuel services.

The station currently offers hydrogen gas at 350bar which was a specification of the Island Hydrogen (formally known as Eco Island) project. It will be upgraded early 2016 to provide hydrogen at 700bar as a result of funding from the Office for Low Emission Vehicles (OLEV), this will provide the fuel cell vehicles with a longer range of between 350 – 400 miles and extend the reach of clean emission transportation in South Yorkshire to hydrogen refueling stations elsewhere in the UK, including London.

Graham Cooley, CEO, ITM Power, said: "We are extremely pleased to be launching the first of the company's hydrogen refueling stations, at this very accessible location off the M1 in South Yorkshire. This station will provide important reference for demystifying the ability to utilize renewable energy supply for its efficient conversion to clean fuel for clean transport emissions, that is enabled by ITM's rapid response PEM electrolyzer platform and the super impressive performance of fuel cell electric cars."

NGV America reports on 2014 production and sales totals

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Worldwide NGV statistics

Country	Natural Gas Vehicles						Refuelling stations					VRA	Monthly gas consumption (M Nm3)			Last update
	Total	Cars/LDV's	MD/HD Buses	MD/HD Trucks	Others	% of total NGVs in the world	Total	Public	Private	Plan ned	% of total fuelling stations in the world		Average consumption (actual report)	The consumption in theory	Reported consumption	
Iran	4,000,000	3,993,948	6,036	16		17.91%	2,220	2,185	35	800	8.34%		7300.00	737.03	990.5%	July 2014
China	3,994,350	2,587,288	1,025,531	331,531	50,000	17.88%	6,502	6,302	200	2,913	24.42%	9		3810.03	0.0%	October 2014
Pakistan	3,700,000	3,520,000			180,000	16.57%	2,997	2,997			11.25%			642.60	0.0%	August 2014
Argentina	2,487,349	2,487,349				11.14%	1,939	1,939			7.28%	32	239.80	447.72	53.6%	July 2014
India	1,800,000	500,000	300,000	200,000	800,000	8.06%	936	936			3.51%		163.21	1190.00	0.0%	December 2013
Brazil	1,781,102	1,781,102				7.97%	1,805	1,805			6.78%	7	144.53	320.60	45.1%	June 2014
Italy	885,300	880,000	2,300	3,000		3.96%	1,060	1,010	50		3.98%	100	80.00	167.70	47.7%	December 2015
Colombia	500,000	462,871	27,469	9,660		2.24%	800	800			3.00%	3	45.00	173.45	25.9%	October 2014
Thailand	462,454	393,057	13,367	54,268	1,762	2.07%	497	471	26		1.87%			154.58	0.0%	September 2014
Uzbekistan	450,000	450,000				2.01%	213	213		50	0.80%			81.00	0.0%	June 2013
Bolivia	300,000	300,000				1.34%	178	178			0.67%	46	26.28	54.00	48.7%	August 2014
Armenia	244,000	192,000	17,300	34,700		1.09%	345	9	336		1.30%		26.53	114.22	23.2%	December 2011
Bangladesh	220,000	145,304	10,000	27,000	37,696	0.98%	585	585			2.20%	13	91.55	79.64	115.0%	April 2013
Egypt	207,617	205,000	2,270		347	0.93%	181	177	4		0.68%		57.11	43.73	130.6%	September 2014
Peru	183,786	183,775	11			0.82%	237	237			0.89%		18.56	33.11	56.1%	June 2014
Ukraine	170,000	8,036	102,216	59,748		0.76%	325	133	192		1.22%	8	52.00	355.89	14.6%	March 2014
USA	150,000	83,000	44,300	22,700		0.67%	1,615	873	742	239	6.06%	4,747	77.52	166.00	46.7%	January 2015
Germany	98,172	95,708	1735	176	553	0.44%	921	849	72	1	3.46%	804	18.00	22.60	79.6%	May 2014
Russia	90,050	65,000	10,000	15,000	50	0.40%	253	211	42	15	0.95%	4	33.75	53.71	62.8%	July 2013
Venezuela	90,000	90,000				0.40%	166	166		300	0.62%	80	8.15	16.20	50.3%	June 2011
Georgia	80,600	51,000	6,000	5,000	18,600	0.36%	100	100		25	0.38%			32.11	0.0%	November 2013
Bulgaria	61,320	61,197	105	11	7	0.27%	110	109	1	7	0.41%		15.00	11.34	132.3%	June 2014
Malaysia	55,999	55,345	594	60		0.25%	184	182	2		0.69%	10	14.80	11.75	126.0%	October 2013
Sweden	46,715	43,795	755	2,163	2	0.21%	213	147	66		0.80%	21	12.00	11.88	101.0%	September 2014
Japan	42,590	16,564	1,560	22,516	1,950	0.19%	314	274	40		1.18%	612		25.77	0.0%	March 2013
South Korea	40,532	8,203	31,069	1,257	3	0.18%	201	101	100		0.75%		93.00	95.69	97.2%	November 2014
Myanmar	27,137	23,658	3,475	4		0.12%	45	45			0.17%			14.69	0.0%	September 2014
Canada	14,205	11,800	199	6	2,200	0.06%	89	86	3		0.33%	500		2.84	0.0%	May 2013
France	13,550	10,050	2,400	1,100	0	0.06%	311	40	271	11	1.17%	200	6.00	9.89	60.7%	September 2014
Switzerland	11,640	11,278	173	129	60	0.05%	167	134	33	3	0.63%	117	1.61	2.66	60.6%	August 2014
Dominican Republic	10,909	10,909				0.05%	15	15		100	0.06%		0.09	1.96	4.7%	June 2013
Tajikistan	10,600	10,600				0.05%	53	53			0.20%		4.13	1.91	216.5%	December 2007
Austria	8,332	8,100	176	54	2	0.04%	180	175	5		0.68%	12	13.50	2.03	665.3%	June 2013
Chile	8,164	8,055	109			0.04%	15	15		70	0.06%	1	3.20	1.78	180.1%	December 2011
Netherlands	7,573	6,498	686	386	3	0.03%	147	140	7	31	0.55%	558	16.80	3.54	475.0%	June 2014
Czech Republic	8,817	7,950	527	85	255	0.04%	101	75	26	30	0.38%	130	2.49	3.09	80.6%	December 2014
Kyrgyzstan	6,000	6,000				0.03%	6	6			0.02%		0.60	1.08	55.6%	December 2007
Indonesia	5,690	4,850	570	20	250	0.03%	11	11		4	0.04%			2.61	0.0%	November 2013
Hungary	5,118	5,000	86	32	0	0.02%	19	4	15	10	0.07%	1,500	0.30	1.18	25.3%	June 2014
Singapore	4,638	4,618	20			0.02%	3	2	1		0.01%		1.03	0.891241	1.155693192	October 2013
Belarus	4,600	4,600				0.02%	42	42			0.16%		1.03	0.83	124.4%	September 2011
United Arab Emirates	4,179	4,129	50			0.02%	18	17	1	54	0.07%	1	1.05	0.89	117.6%	December 2014
Spain	3,990	905	1,609	1,322	154	0.02%	86	38	48	12	0.32%	21	7.84	6.06	129.5%	December 2013
Turkey	3,850	1,850	2,000			0.02%	14	8	6		0.05%	35	4.20	6.33	66.3%	December 2011
Nigeria	3,798	3,452	25	287	34	0.02%	8	8		10	0.03%			0.93	0.0%	March 2014
Poland	3,590	3,050	400	40	100	0.02%	88	26	62	52	0.33%	40	1.60	1.79	89.6%	September 2014
Trinidad & Tobago	3,535	3,500	35			0.02%	11	11		22	0.04%		1.80	0.74	244.9%	January 2015
Australia	3,110	25	2,060	275	750	0.01%	52	5	47	10	0.20%	130		5.99	0.0%	June 2013
Mexico	2,620	2,569	51			0.01%	8	8			0.03%	22	1.37	0.62	222.6%	May 2012
Moldova	2,200	2,200				0.01%	24	24			0.09%		0.40	0.40	101.0%	September 2011
Iceland	2,016	2,000	2	14		0.01%	6	5	1		0.02%	1	0.17	0.38	44.5%	September 2014
Finland	1,800	1,675	75	26	24	0.01%	26	25	1	1	0.10%	10	0.42	0.55	75.8%	August 2014
Afghanistan	1,701	300	1		1,400	0.01%	2	2			0.01%					August 2013
Mozambique	1,380	1,216	153		11	0.01%	5		5	2	0.02%		0.24	0.68	35.4%	November 2014
Belgium	1,053	1,000	3	37	13	0.00%	20	16	4	21	0.08%	17		0.22	0.0%	July 2014
Greece	1,000	280	618	102	0	0.00%	7		7	7	0.03%		1.33	1.99	67.0%	September 2014
South Africa	937	800	136		1	0.00%	3	3		5	0.01%			0.55	0.0%	September 2014
Serbia	878	792	58	28	0	0.00%	10	8	2	2	0.04%	3	0.93	0.34	274.4%	June 2014
Norway	667	124	538	4	1	0.00%	22	14	8	4	0.08%		2.15	1.64	131.1%	June 2014
United Kingdom	663	20	3	600	40	0.00%	22	5	17	5	0.08%	10	3.00	0.49	606.6%	July 2014
Portugal	586	46	354	86	100	0.00%	5	1	4	1	0.02%		1.16	1.14	101.4%	December 2011
Vietnam	462	400	50	12		0.00%	7	7			0.03%					July 2012
Slovakia	426	100	261	65	0	0.00%	14	10	4	4	0.05%	20	0.80	0.85	93.8%	September 2014
Lithuania	380	80	300			0.00%	5	3	2	4	0.02%	5	0.20	0.91	21.9%	September 2014
Estonia	340	300	30	10	0	0.00%	5	5		1	0.02%	1	0.15	0.15	98.7%	September 2014
Croatia	329	219	78	18	14	0.00%	3	2	1	1	0.01%		0.16	0.29	55.5%	September 2014
Luxembourg	270	230	39	1		0.00%	7	6	1	2	0.03%		0.06	0.16	37.7%	July 2014
Algeria	215	115	100			0.00%	4	4			0.02%			0.32	0.0%	September 2014
New Zealand	201	19	61	84	37	0.00%	14		14		0.05%			0.26	0.0%	December 2010
Lichtenstein	143	64	61	18		0.00%	2	1	1	1	0.01%		0.10	0.21	47.9%	December 2011
Denmark	104	61	26	17	0	0.00%	7	7		3	0.03%					July 2014
Qatar	76	1	75			0.00%	1		1		0.00%			0.23	0.0%	September 2013
Slovenia	58	29	24	5		0.00%	7	2	5	1	0.03%	5	0.090	0.08	110.8%	June 2014
Tanzania	55	55				0.00%	1	1		2	0.00%			0.01	0.0%	August 2013
Macedonia	54	7	47			0.00%	1		1	3	0.00%		0.02	0.14	14.8%	January 2011
Ecuador	40	40				0.00%	1	1			0.00%			0.01	0.0%	May 2009
Bosnia & Herzegovina	35	34	1			0.00%	3	2	1		0.01%	2		0.01	0.0%	September 2014
Tunisia	34	32	2			0.00%	1		1		0.00%			0.01	0.0%	December 2007
Latvia	29	29				0.00%	2	0	2		0.01%	1	0.003	0.01	49.2%	September 2014
Philippines	20		20			0.00%	1		1		0.00%			0.06	0.0%	November 2013
Kazakhstan	20		20			0.00%	1	1		90	0.00%				0.0%	November 2013
Panama	15	15				0.00%					0.00%					November 2008
Ireland	3	3				0.00%				9	0.00%			0.00	0.0%	June 2013
Romania	2			2		0.00%	2	2			0.01%					February 2014
Turkmenistan						0.00%	1	1			0.00%					November 2009
Montenegro						0.00%	1		1		0.00%			0.00		March 2006
Total	22,335,773	18,825,274	1,620,405	793,615	1,096,479	100%	26,629	24,111	2,518	4,938	100%	9,841	8,597	8,939	96.2%	February 2015

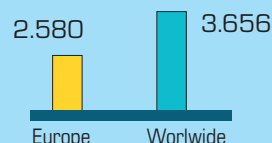
Notes: The column 'theoretical monthly consumption' is calculating total monthly consumption if cars consume 180, buses 3000, trucks 800, and other vehicles 50 Nm3 per month. There is, of course, a huge difference between different truck types.

Country's share of the world's total NGVs and fuelling stations

Country	Natural Gas Vehicles		Refuelling stations		Last update	
	Total	% of total NGVs in the world	Total	% of total fuelling stations in the world		
Iran	4,000,000	17.91%	2,220	8.34%	July	2014
China	3,994,350	17.88%	6,502	24.42%	October	2014
Pakistan	3,700,000	16.57%	2,997	11.25%	August	2014
Argentina	2,487,349	11.14%	1,939	7.28%	July	2014
India	1,800,000	8.06%	936	3.51%	December	2013
Brazil	1,781,102	7.97%	1,805	6.78%	June	2014
Italy	885,300	3.96%	1,060	3.98%	December	2015
Colombia	500,000	2.24%	800	3.00%	October	2014
Thailand	462,454	2.07%	497	1.87%	September	2014
Uzbekistan	450,000	2.01%	213	0.80%	June	2013
Bolivia	300,000	1.34%	178	0.67%	August 2014	2013
Armenia	244,000	1.09%	345	1.30%	December	2011
Bangladesh	220,000	0.98%	585	2.20%	April	2013
Egypt	207,617	0.93%	181	0.68%	September	2014
Peru	183,786	0.82%	237	0.89%	June	2014
Ukraine	170,000	0.76%	325	1.22%	March	2014
USA	150,000	0.67%	1,615	6.06%	January	2015
Germany	98,172	0.44%	921	3.46%	May	2014
Russia	90,050	0.40%	253	0.95%	July	2013
Venezuela	90,000	0.40%	166	0.62%	June	2011
Georgia	80,600	0.36%	100	0.38%	November	2013
Bulgaria	61,320	0.27%	110	0.41%	June	2014
Malaysia	55,999	0.25%	184	0.69%	October	2013
Sweden	46,715	0.21%	213	0.80%	September	2014
Japan	42,590	0.19%	314	1.18%	March	2013
South Korea	40,532	0.18%	201	0.75%	November	2014
Myanmar	27,137	0.12%	45	0.17%	September	2014
Canada	14,205	0.06%	89	0.33%	May	2013
France	13,550	0.06%	311	1.17%	September	2014
Switzerland	11,640	0.05%	167	0.63%	August	2014
Dominican Republic	10,909	0.05%	15	0.06%	June	2013
Tajikistan	10,600	0.05%	53	0.20%	December	2007
Austria	8,332	0.04%	180	0.68%	June	2013
Chile	8,164	0.04%	15	0.06%	December	2011
Netherlands	7,573	0.03%	147	0.55%	June	2014
Czech Republic	8,817	0.04%	101	0.38%	December	2014
Kyrgyzstan	6,000	0.03%	6	0.02%	December	2007
Indonesia	5,690	0.03%	11	0.04%	November	2013
Hungary	5,118	0.02%	19	0.07%	June	2014
Singapore	4,638	0.02%	3	0.01%	October	2013
Belarus	4,600	0.02%	42	0.16%	September	2011
United Arab Emirates	4,179	0.02%	18	0.07%	December	2014
Spain	3,990	0.02%	86	0.32%	December	2013
Turkey	3,850	0.02%	14	0.05%	December	2011
Nigeria	3,798	0.02%	8	0.03%	March	2014
Poland	3,590	0.02%	88	0.33%	September	2014
Trinidad & Tobago	3,535	0.02%	11	0.04%	January	2015
Australia	3,110	0.01%	52	0.20%	June	2013
Mexico	2,620	0.01%	8	0.03%	May	2012
Moldova	2,200	0.01%	24	0.09%	Septemehr	2011
Iceland	2,016	0.01%	6	0.02%	September	2014
Finland	1,800	0.01%	26	0.10%	August	2014
Afghanistan	1,701	0.01%	2	0.01%	August	2013
Mozambique	1,380	0.01%	5	0.02%	November	2014
Belgium	1,053	0.00%	20	0.08%	July	2014
Greece	1,000	0.00%	7	0.03%	September	2014
South Africa	937	0.00%	3	0.01%	September	2014
Serbia	878	0.00%	10	0.04%	June	2014
Norway	667	0.00%	22	0.08%	June	2014
United Kingdom	663	0.00%	22	0.08%	July	2014
Portugal	586	0.00%	5	0.02%	December	2011
Vietnam	462	0.00%	7	0.03%	July	2012
Slovakia	426	0.00%	14	0.05%	September	2014
Lithuania	380	0.00%	5	0.02%	September	2014
Estonia	340	0.00%	5	0.02%	September	2014
Croatia	329	0.00%	3	0.01%	September	2014
Luxembourg	270	0.00%	7	0.03%	July	2014
Algeria	215	0.00%	4	0.02%	September	2014
New Zealand	201	0.00%	14	0.05%	December	2010
Lichtenstein	143	0.00%	2	0.01%	December	2011
Denmark	104	0.00%	7	0.03%	July	2014
Qatar	76	0.00%	1	0.00%	September	2013
Slovenia	58	0.00%	7	0.03%	June	2014
Tanzania	55	0.00%	1	0.00%	August	2013
Macedonia	54	0.00%	1	0.00%	January	2011
Ecuador	40	0.00%	1	0.00%	May	2009
Bosnia & Herzegovina	35	0.00%	3	0.01%	September	2014
Tunesia	34	0.00%	1	0.00%	December	2007
Latvia	29	0.00%	2	0.01%	September	2014
Philippines	20	0.00%	1	0.00%	November	2013
Kazakhstan	20	0.00%	1	0.00%	November	2013
Panama	15	0.00%		0.00%	November	2008
Ireland	3	0.00%		0.00%	June	2013
Romania	2	0.00%	2	0.01%	February	2014
Turkmenistan		0.00%	1	0.00%	November	2009
Montenegro		0.00%	1	0.00%	March	2006
Total	22,335,773	100%	26,629	100%	February	2015

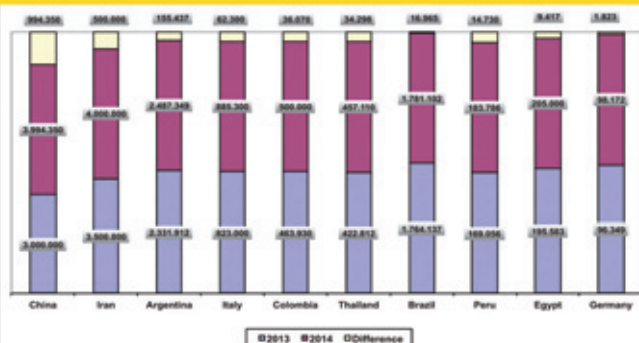
Cities with CNG refuelling stations

Country	Number of cities	Last update
Argentina	341	Aug.'14
Armenia	37	Mar.'08
Australia	3	Nov.'09
Austria	162	Jun.'12
Bangladesh	8	Nov.'05
Belarus	16	Sep.'11
Belgium	10	Jun.'12
Bolivia	7	Jul.'13
Brazil	298	Aug.'14
Bulgaria	41	Jul.'12
Chile	5	Dec.'07
China	100	May.'12
Colombia	78	Jul.'14
Croatia	1	Dec.'10
Czech Republic	51	Dec.'14
Denmark	2	Jul.'13
Dominican Republic	3	Mar.'13
Egypt	16	Apr.'06
Estonia	3	May '13
Finland	15	Dec.'2
France	150	Jun.'13
Germany	740	Dec.'10
Greece	2	Nov.'10
Hungary	15	Jun.'13
Iceland	2	Jan.'11
India	42	Nov.'10
Indonesia	2	Sept.'08
Iran	597	Nov.'11
Ireland	1	Jun.'13
Italy	150	Dec.'06
Latvia	1	Sep.'11
Liechtenstein	1	Jun.'11
Lithuania	3	Sep.'11
Luxembourg	1	Jul.'13
Macedonia	1	Jan.'05
Malaysia	12	Mar.'13
Mexico	2	Mar.'12
Moldavia	13	Sep.'11
Mozambique	2	Aug.'11
Myanmar	4	Oct.'11
Netherlands	98	Jun.'13
Nigeria	3	Jun.'13
Norway	4	Jan.'10
Pakistan	50	Apr.'08
Peru	2	Jul.'13
Philippines	1	Oct.'05
Portugal	5	Dec.'09
Russia	198	May '12
Serbia	3	Dec.'10
Singapore	1	Jul.'05
Slovakia	9	Jun.'13
Slovenia	5	Jun.'13
South Africa	2	Mar.'14
South Korea	52	Nov.'13
Spain	32	Jun.'10
Sweden	79	Dec.'12
Switzerland	19	Jun.'11
Tanzania	1	Oct.'10
Taiwan	1	Apr.'05
Thailand	54	May '14
Trinidad & Tobago	11	Dec.'07
Tunisia	1	Oct.'07
Turkey	2	Aug.'04
United Arab Emirates	4	Jul.'11
United Kingdom	5	Nov.'04
USA	50	May.'14
Venezuela	26	Jun.'11
Total	3,656	



NGV's statistics balance

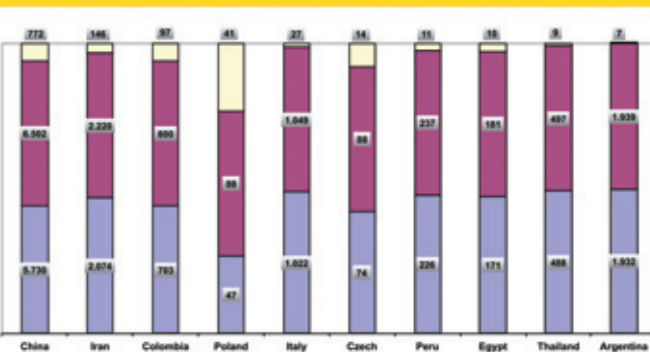
Best growth in NGVs by number (10,000+ NGVs; India is not yet included)



	China	Iran	Argentina	Italy	Colombia	Thailand	Brazil	Peru	Egypt	Germany
2013	3,000,000	3,500,000	2,331,912	823,000	463,930	422,812	1,764,137	169,056	195,583	96,349
2014	3,994,350	4,000,000	2,487,349	885,300	500,000	457,110	1,781,102	183,786	205,000	98,172
Difference	994,350	500,000	155,437	62,300	36,070	34,298	16,965	14,730	9,417	1,823

Countries included are those with number of filling stations above 10,000 units

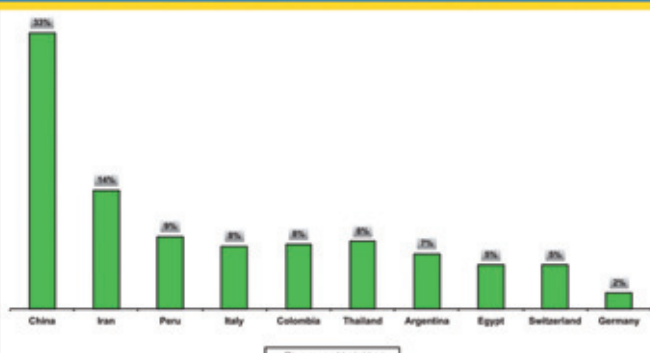
Best growth in filling stations by number (50+ stations; India is not yet included)



	China	Iran	Colombia	Poland	Italy	Czech Republic	Peru	Egypt	Thailand	Argentina
2013	5,730	2,074	703	47	1,022	74	226	171	488	1,932
2014	6,502	2,220	800	88	1,049	88	237	181	497	1,939
Difference	772	146	97	41	27	14	11	10	9	7

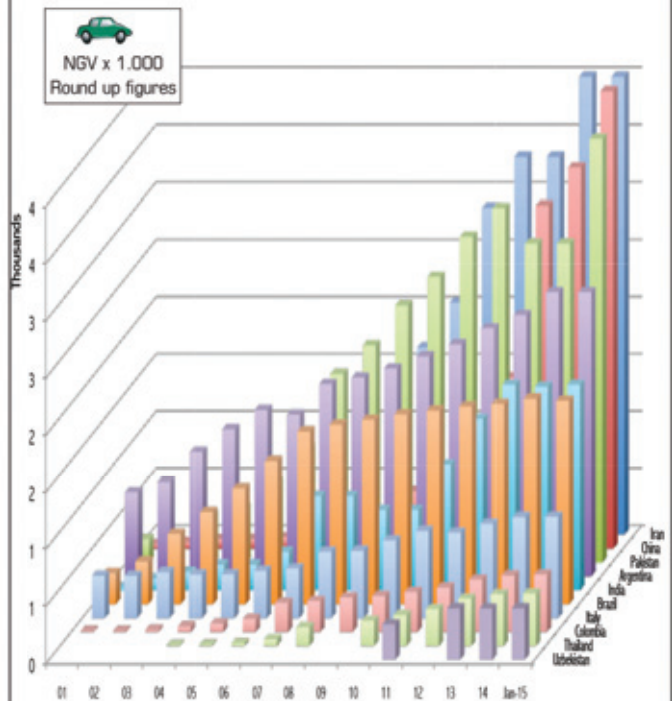
Countries included are those with number of filling stations above 100 units

Best growth in NGVs by % (10,000+ NGVs; India is not yet included)



	China	Iran	Peru	Italy	Colombia	Thailand	Argentina	Egypt	Switzerland	Germany
2013	3,000,000	3,500,000	169,056	823,000	463,930	422,812	2,331,912	197,229	11,850	96,349
2014	3,994,350	4,000,000	183,786	885,300	500,000	457,110	2,487,349	207,617	11,640	98,172
Increase	33%	14%	9%	8%	8%	8%	7%	5%	5%	2%

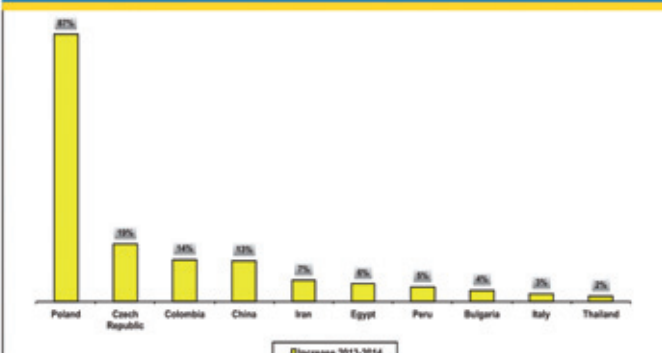
World's top 10 NGV countries



	01	02	03	04	05	06	07	08	09	10	11	12	13	14	Jan-15
Iran			1	15	64	148	612	846	1638	2033	2859	3300	3300	4000	4000
China	36	55	80	82	97	127	201	336	500	500	600	1500	3000	3328	3994
Pakistan	200		410	475	700	1000	1650	1900	2250	2500	2851	3100	2790	2790	3700
Argentina	735	824	1089	1288	1457	1416	1685	1741	1821	1927	2032	2173	2288	2487	2487
India	25	101	159	222	222	335	822	822	700	700	1100	1500	1800	1781	1800
Brazil	272	372	615	804	1011	1253	1512	1573	1614	1662	1694	1730	1754	1800	1781
Italy	370	370	401	381	382	413	433	580	588	677	761	746	823	883	885
Colombia	9	9	19	48	72	114	252	270	300	313	349	387	457	493	500
Thailand				4	9	22	56	162		219	268	321	413	450	457
Uzbekistan											310		450	448	450

Notes: * Figures accumulated in different months. Please refer to the Worldwide NGV statistics to see the respective month in which the data was reported/accumulated.

Best growth in filling stations by % (50+ stations; India is not yet included)



	Poland	Czech Rep.	Colombia	China	Iran	Egypt	Peru	Bulgaria	Italy	Thailand
2013	47	74	703	5,730	2,074	171	226	104	1,022	488
2014	88	88	800	6,502	2,220	181	237	110	1,049	497
Increase	87%	19%	14%	13%	7%	6%	5%	4%	3%	2%

European NGV statistics

Country	Natural Gas Vehicles					Refuelling stations				VRA	Monthly gas consumption (M Nm3)			Last update	
	Total	Cars/LDV's	MD/HD Buses	MD/HD Trucks	Others	Total	Public	Private	Planned		Average consumption (Actual report)	The consumption in theory	Reported consumption		
Italy	885,300	880,000	2,300	3,000		1,060	1,010	50		100	80.00	167.70	47.7%	December	2015
Armenia	244,000	192,000	17,300	34,700		345	9	336			26.53	114.22	23.2%	December	2011
Ukraine	170,000	8,036	102,216	59,748		325	133	192		8	52.00	355.89	14.6%	March	2014
Germany	98,172	95,708	1,735	176	553	921	849	72	1	804	18.00	22.60	79.6%	May	2014
Russia	90,050	65,000	10,000	15,000	50	253	211	42	15	4	33.75	53.71	62.8%	July	2013
Georgia	80,600	51,000	6,000	5,000	18,600	100	100		25		32.11		0.0%	November	2013
Bulgaria	61,320	61,197	105	11	7	110	109	1	7		15.00	11.34	132.3%	June	2014
Sweden	46,715	43,795	755	2,163	2	213	147	66		21	12.00	11.88	101.0%	September	2014
France	13,550	10,050	2,400	1,100	0	311	40	271	11	200	6.00	9.89	60.7%	September	2014
Switzerland	11,640	11,278	173	129	60	167	134	33	3	117	1.61	2.66	60.6%	August	2014
Czech Republic	8,817	7,950	527	85	255	101	75	26	30	130	2.49	3.09	80.6%	December	2014
Austria	8,332	8,100	176	54	2	180	175	5		12	13.50	2.03	665.3%	June	2013
Netherlands	7,573	6,498	686	386	3	147	140	7	31	558	16.80	3.54	475.0%	June	2014
Hungary	5,118	5,000	86	32	0	19	4	15	10	1,500	0.30	1.18	25.3%	June	2014
Belarus	4,600	4,600				42	42				1.03	0.83	124.4%	September	2011
Spain	3,930	905	1,609	1,322	154	86	38	48	12	21	7.84	6.06	129.5%	December	2013
Turkey	3,850	1,850	2,000			14	8	6		35	4.20	6.33	66.3%	December	2011
Poland	3,590	3,050	400	40	100	88	26	62	52	40	1.60	1.79	89.6%	September	2014
Moldova	2,200	2,200				24	24				0.40	0.40	101.0%	September	2011
Iceland	2,016	2,000	2	14		6	5	1		1	0.17	0.38	44.5%	September	2014
Finland	1,800	1,675	75	26	24	26	25	1	1	10	0.42	0.55	75.8%	August	2014
Belgium	1,053	1,000	3	37	13	20	16	4	21	17	0.22		0.0%	July	2014
Greece	1,000	280	618	102	0	7		7	7		1.33	1.99	67.0%	September	2014
Serbia	878	792	58	28	0	10	8	2	2	3	0.93	0.34	274.4%	June	2014
Norway	667	124	538	4	1	22	14	8	4		2.15	1.64	131.1%	June	2014
United Kingdom	663	20	3	600	40	22	5	17	5	10	3.00	0.49	606.6%	July	2014
Portugal	586	46	354	86	100	5	1	4	1		1.16	1.14	101.4%	December	2011
Slovakia	426	100	261	65	0	14	10	4	4	20	0.80	0.85	93.8%	September	2014
Lithuania	380	80	300			5	3	2	4	5	0.20	0.91	21.9%	September	2014
Estonia	340	300	30	10	0	5	5		1	1	0.15	0.15	98.7%	September	2014
Croatia	329	219	78	18	14	3	2	1	1		0.16	0.29	55.5%	September	2014
Luxembourg	270	230	39	1		7	6	1	2		0.06	0.16	37.7%	July	2014
Lichtenstein	143	64	61	18		2	1	1	1		0.10	0.21	47.9%	December	2011
Denmark	104	61	26	17	0	7	7		3					July	2014
Slovenia	58	29	24	5		7	2	5	1	5	0.090	0.08	110.8%	June	2014
Macedonia	54	7	47			1		1	3		0.02	0.14	14.8%	January	2011
Bosnia & Herzegovina	35	34	1			3	2	1		2		0.01	0.0%	September	2014
Latvia	29	29				2	0	2		1	0.003	0.01	49.2%	September	2014
Ireland	3	3							9	3		0.00	0.0%	June	2013
Romania	2			2		2	2							February	2014
Montenegro						1		1				0.00		March	2006
Total	1,760,253	1,465,310	150,986	123,979	19,978	4,683	3,388	1,295	267	3,628	304	817	37.2%	February	2015

Fuel prices in Europe

Country	Premium Gasoline (Euro/litre)	Regular Gasoline (Euro/litre)	Diesel (Euro/litre)	CNG (Euro/Nm³)	CNG price equivalent per litre gasoline	CNG price equivalent per litre diesel	Date
Armenia	0.96	0.91	0.83	0.38	0.34	0.39	Sep-11
Austria*	1.39		1.34	0.71	0.64	0.73	Sep-14
Belarus	0.66	0.61	0.59	0.19	0.17	0.19	Sep-11
Belgium*	1.59		1.40	0.62	0.56	0.64	Sep-14
Bosnia & Herzegovina*	1.20		1.23	0.45	0.40	0.46	Sep-14
Bulgaria*	1.25		1.32	0.63	0.60	0.67	May-14
Croatia*	1.52	1.35	1.16	0.79	0.71	0.81	Jan-11
Czech Republic	1.111		1.105	0.649	0.58	1.13	Dec-14
Denmark	1.76		1.52	1.34	1.20	1.37	Sep-14
Estonia*	1.27		1.24	0.55	0.49	0.56	Sep-14
Finland*	1.59		1.45	0.99	0.89	1.01	Oct-14
France*	1.49		1.29	0.88	0.79	0.90	Sep-14
Georgia	0.91	0.88	0.87	0.48	0.43	0.49	Nov-14
Germany*	1.59		1.43	0.77	0.54	0.79	Sep-14
Greece*	1.66		1.35	0.69	0.61	0.70	Sep-14
Hungary*	1.32		1.34	0.78	0.70	0.80	Sep-14
Iceland	1.59		1.55	0.97	0.87	1.00	Sep-14
Italy*	1.79		1.67	0.69	0.65	0.72	Sep-14
Latvia	1.34		1.27	0.38	0.29	0.32	Sep-14
Lichtenstein	1.43		1.58	1.04	0.91	0.99	Sep-14
Lithuania	1.34		1.27	0.87	0.78	0.89	Sep-14
Luxembourg*	1.34		1.17	0.58	0.52	0.60	Sep-14
Macedonia	1.24		1.04	0.42	0.38	0.44	Jan-11
Moldavia	1.05	0.87	1.00	0.45	0.13	0.46	Sep-11
Netherlands *	1.84		1.50	0.77	0.69	0.79	Sep-14
Norway	1.87		1.77	0.70	0.63	0.72	Sep-14
Poland	1.29		1.27	0.72	0.79	0.74	Sep-14
Portugal	1.57		1.36	1.05	0.94	1.08	Sep-14
Russia	0.71		0.73	0.27	0.24	0.28	Jun-13
Serbia*	1.31		1.31	0.55	0.49	0.56	Feb-11
Slovakia*	1.46		1.35	0.81	0.73	0.83	Jun-13
Slovenia*	1.44		1.36	0.77	0.69	0.79	Sep-13
Spain*	1.41		1.32	0.74	0.58	0.65	Sep-14
Sweden	1.59		1.56	1.38	1.31	1.23	Sep-14
Switzerland*	1.44		1.51	0.99	0.86	0.94	Sep-14
Turkey	1.86		1.62	1.37	1.23	1.40	Sep-14
Ukraine	1.09	0.98	0.94	0.65	0.58	0.66	May-12
United Kingdom*	1.61		1.68	0.81	0.73	0.83	Sep-14

*In these countries sales are measured in kg. The conversion factor depends on the normal density of gaseous natural gas in each country. The default value used is 0.73 kg/Nm3.

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CONFERENCES & EXHIBITION

MAY 25-28, 2016

Bologna, Italy

edprint

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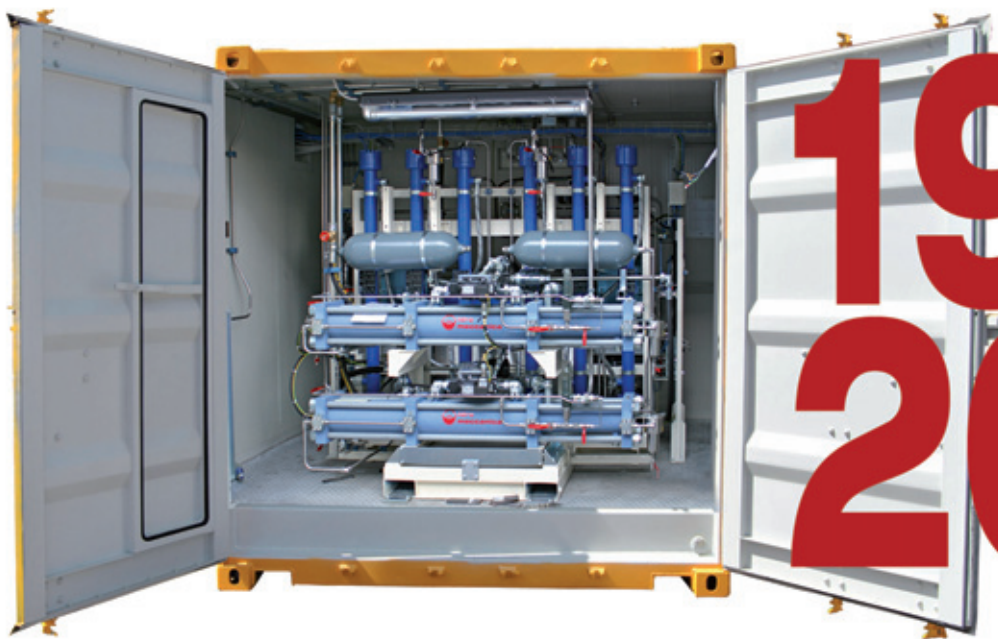
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