Just using methane
CNG World Tour
From Germany, around the world on an NGV.
The journey will cover the 5 continents.

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Modular compressors to meet the customer’s needs

The unique design of our units offers the highest grade of flexibility available on the market. Moreover, the modular design allows for easy station expansion in case of increased demand, and assures best redundancy of service during maintenance.

Most Idro meccanica compressors can be supplied in twin configuration: two cylinders are installed on the same frame so as to provide redundancy service to best meet the customers need.

Advantages of Idro Meccanica compressors

Only around 20 to 30 cycles per minute, assuring lower maintenance costs
Gas compression is achieved without any type of lubrication, assuring same grade as inlet

1966 2005

Idro Meccanica CNG filling stations
extra features

Direct fast-fill with no need of storage of any kind
Storage-assisted booster fast-fill for optimal utilization of stored volume

Nearly 40 years experience

Idro meccanica started production of high pressure compressors for natural gas refuelling stations in 1966.
The GVR Volume V: 2006 Journalistic Timetable and NGV Events

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It’s a good deal to buy an NGV

Mercedes-Benz E-Class, Sedan with bivalent natural gas drive: E 200 NGT
Price for the base model E200 Kompressor (incl. automatic transmission): 32,100 Euro.
Extra costs for natural gas Technology: 2,950 Euro
Total: 35,050 Euro (German prices, without VAT)
Price for a comparable diesel car: E 220 CDI
(incl. automatic transmission and particulate filter): 33,400 Euro (German prices, without VAT)

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Gasoline

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<th>Engine</th>
<th>Euro</th>
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<th>Engine</th>
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<td>Punto</td>
<td>1.2</td>
<td>13.100</td>
<td>1.2</td>
<td>11.750</td>
<td>1.3</td>
<td>13.800</td>
<td>35.000</td>
</tr>
<tr>
<td>Multipla</td>
<td>1.6</td>
<td>22.130</td>
<td>1.6</td>
<td>20.860</td>
<td>1.9</td>
<td>23.360</td>
<td>24.000</td>
</tr>
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<td>Doblo</td>
<td>1.6</td>
<td>15.640</td>
<td>1.4</td>
<td>14.300</td>
<td>1.9</td>
<td>17.200</td>
<td>28.000</td>
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To develop and to improve are attitudes that define our company. Each one of the new solutions that we start up in more than the 20% of the CNG refuelling stations all over the world make up the engine that allows us to grow. By imagining, designing and manufacturing excellent products, today we are able to face the challenges and demands of a new world. **Aspro world, a possible future.**
Informazioni europee sul metano

Il parlamento Europeo ha annunciato in settembre un piano volto ad eliminare le tasse di iscrizione per i nuovi veicoli per un periodo di 5-10 anni. La tassa annua sul traffico, d’altro canto, dovrebbe riflettere le differenze concernenti CO2, Nox e le emissioni di particelle. Tuttavia, come per tutte le questioni concernenti le tasse, il passo tra la presentazione del piano e la firma dell’accordo è grande.

Italia: al salone dell’auto parigino, Fiat ha lanciato la versione a metano della nuova Fiat Panda. I serbatoi del gas, contenenti 13 kg di gas e collocati sul fondo, permettono alla nuova auto di percorrere circa 300 km a metano (oltre al serbatoio di 35 litri di benzina, che permette all’auto di percorrere in totale 300 km). Il motore è un 1.2litre engine.

Germania: uno studio di mercato (oltre 1000 persone intervistate) svolto da AutoScout24 ha rilevato i seguenti dati. L’89% delle persone crede nei veicoli a combustibile alternativo, il 92% crede che saranno i prezzi più convenienti rispetto al combustibile convenzionale a determinare la svolta, il 55% è del parere che un sostegno fiscale ai veicoli alternativi sarà significativo, il 79% preferirebbe un veicolo di fabbrica rispetto a una conversione, il 21% sarebbe già disposto ad acquistare un veicolo a metano. In occasione dell’esposizione di veicoli commerciali a Hannover lo scorso mese di settembre, Ford ha lanciato una nuova versione a metano della Ford Transit. In seguito alle 2'395 nuove ordinazioni della Volkswagen a metano Caddy EcoFuel lanciata lo scorso mese di giugno durante un periodo di tre mesi, è stato deciso di aumentare la produzione a 12’000 unità all’anno.

Francia: il governo francese (che il 5 luglio 2005 ha lanciato un nuovo programma a favore dell’uso di veicoli a metano) ha lievemente riveduto i suoi obiettivi. I nuovi obiettivi sono: 3’200 invece di 1’600 autobus a gas, 900 invece di 300 camion della spazzatura a gas, un totale di 100’000 veicoli leggeri commerciali e privati a gas nei prossimi 5 anni.


Austria: il ministro dell’ambiente austriaco, Josef Pröll, ha annunciato nuovi obiettivi concernenti l’uso di veicoli a biometano. Saranno costruite 20 unità di produzione di biogas e 200 stazioni di rifornimento. In commercio verrà lanciata una miscela dell’80% di gas naturale e del 20% di biometano denominata ”Bio CNG”, il cui prezzo sarà del 10% inferiore rispetto a quello del diesel. Vi saranno inoltre altri vantaggi fiscali a sostegno dell’uso dei veicoli a gas. La flotta di veicoli a metano dovrebbe raggiungere le 50’000 unità entro il 2010 e le 100’000 unità entro il 2013.

The EU Parliament in September announced a plan to phase out new vehicle registration fees over a period of 5-10 years. Annual road tax, on the other hand, should reflect differences concerning CO2, also NOx and particulate emissions. Like all tax issues there is, however, a big step from presenting a plan and actually getting an agreement. 

Italy: Fiat, at the Paris Auto Salon, launched a CNG version of the facelifted Fiat Panda. The new car has underfloor gas tanks holding 13 kg of gas and with a range on methane of some 300 kms (in addition a 35 litre gasoline tank bringing the total range to 800 km). The car is powered by a 1.2litre engine.

Germany: A market study (over 1000 respondents) conducted by AutoScout24 includes the following findings: 89 % believe in alternative fuel vehicles, 92 % believe that lower fuel prices will determine the swing from conventional fuels, 55 % believe that fiscal support of AFVs will also play a significant role, 79 % would prefer a new AFV over a retrofit solution, 21 % of the respondents would already now be prepared to buy an NGV.

Ford at the Hanover exhibition of commercial vehicles in September launched a new CNG version of the Ford Transit.

The methane powered Volkswagen Caddy EcoFuel launched last June over a period of three months attracted not less than 2395 new orders resulting in a decision to increase the production to 12,000 units/year.

France: The French government (which on July 5, 2005, launched a new programme for support of the use of NGVs) have now slightly revised the earlier set targets. New targets are: 3200 instead of 1600 gas powered buses, 900 instead of 300 gas powered garbage trucks, a total of 100,000 gas powered light duty commercial vehicles and passenger cars within five years.

Switzerland: The Swiss government is preparing a change of the taxation of alternative fuels which is expected to become effective from mid 2007. Biomethane will be exempt from fuel tax and the fuel tax on natural gas will be lower than the tax on gasoline. An unusual advertising approach has been introduced in Switzerland highlighting the contribution methane could bring to a reduced oil dependence.

Austria: The Austrian minister for the environment, Josef Pröll, has announced new targets concerning the use of vehicles powered by biomethane. 20 biogas plants and 200 filling stations will be built. A mix of 80 % natural gas and 20 % biomethane will be marketed under the name ‘Bio CNG’ and will be priced 10 % below the price of diesel. In addition there will be other fiscal benefits supporting the use of gas powered cars. NGV fleet should by 2010 reach 50,000 units and by 2013 not less than 100,000 units.
Natural Gas Engine

Doosan natural gas engine is Environmentally friendly, Highly fuel efficient, Dynamic, and Durable

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<td></td>
<td>* Available at 1800rpm</td>
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Doosan Infracore offers the best choice for the better future
El Parlamento Europeo anunció en septiembre un plan para eliminar tasas a vehículos nuevos en un periodo de 5 a 10 años. El impuesto anual vial, por otra parte, debería reflejar las diferencias respecto a emisiones de CO2, NOx y particulados. Como todo proceso reglamentario impositivo, sin embargo, existe un importante paso entre presentar un plan y conseguir un acuerdo.

Italia: Fiat, en el Salón del Automóvil de París, presentó la versión CNG del renovado Fiat Panda. El nuevo vehículo tiene los cilindros de gas bajo el piso, 13kgs, que le dan un alcance a metano de alrededor de 300kms –adicionales 3 meses no menos de 2395 pedidos, originando la decisión de incrementar su producción a 12.000 unidades por año.

Alemania: un estudio de mercado (sobre 1000 entrevistados) realizado por AutoScout24 revela los siguientes hallazgos: 89% cree en los vehículos a combustibles alternativos, 92% piensa que el menor precio en combustible determinará cambiar los carburantes convencionales, 55% considera que un respaldo fiscal a los vehículos alternativos jugará también un importante papel, 79% prefiriría un vehículo de fábrica a una conversión y un 21% de los encuestados estaría ahora preparado para comprar un GNV.

Ford, en la exhibición de vehículos comerciales de Hannover el pasado septiembre, presentó una nueva versión a metano del Ford Transit. El GNV Volkswagen Caddy Fuel lanzado en junio recibió en sus primeros 3 meses no menos de 2395 pedidos, originando la decisión de incrementar su producción a 12.000 unidades por año.

Francia: el gobierno francés, que el 5 de julio de 2005 había lanzado un nuevo programa en respaldo del uso de GNVs ha revisado los anteriores objetivos de unidades a metano: ahora son 3200 buses en vez de 1600; 900 camiones recolectores de residuos en lugar de 300 y un total de 100,000 GNVs entre vehículos de carga ligeros y automóviles en los próximos 5 años.

Suiza: el ejecutivo helvético prepara un cambio impositivo para los combustibles alternativos, que se espera entrará en vigor a mediados de 2007. El biometano estará exento de impuestos mientras que el del gas natural será inferior al de la gasolina. Un inusual anuncio ha sido transmitido en el país, subrayando el aporte que el metano podría traer para reducir la dependencia del petróleo.

Austria: Josef Proll, Ministro del Ambiente, declaró nuevos objetivos para el uso de vehículos impulsados a biometano. Serán construidas 20 plantas de biogás y 200 estaciones de carga. Una mezcla de 80% de gas natural y 20% de biometano será mercadeado bajo el nombre “Bio CNG” y su precio será 10% inferior al del diesel. Además, habrá otros incentivos fiscales respaldando el uso de unidades a gas. La flota de GNVs debería llegar en 2010 a 50,000 vehículos y en 2013 a 100,000.
In NGV, safety first...

A background of forty years experience manufacturing and delivering cylinders for natural gas vehicles and industrial gases supports INFLEX-Argentoil S.A., an Argentine company with a significant presence in the international markets.

Research and development, quality assurance and continuous improvement in manufacturing process make our INFLEX cylinders recognized and appreciated in most important NGV markets of the world and used by several renowned OEMs.

With an increased manufacturing capacity of more than 400,000 cylinders per year, INFLEX-Argentoil S.A. is an ISO 9001:2000 certified company fitted to satisfy the necessities of different markets, offering a solution for any kind of vehicle and industry. INFLEX cylinders are certified under several international standards such as ISO 11439, ISO 4705, NZS 5454, IRAM 2526, etc.

Argentina, pioneer country in NGV with more than 1,400,000 converted vehicles, is where INFLEX-Argentoil S.A. has already produced over 2,600,000 cylinders for high pressure gases used all over the world without a single accident reported. This confirms the quality, performance and intrinsic safety of INFLEX cylinders.
O Parlamento Europeu anunciou em setembro, um plano para eliminar taxas para veículos novos em um período de 5 a 10 anos. O imposto anual, por outra parte, deveria refletir as diferenças com respeito a emissões de CO2, NOx e particulares. Como todo processo de regulamentação impositivo, sem embargo, existe um importante passo entre apresentar um plano e conseguir um acordo.

Itália: A Fiat, no Salão do Automóvel de Paris, apresentou a versão GNV do renovado Fiat Panda. O novo veículo tem os cilindros de gás no chão, 13kg, que lhe dão um alcance a metano próximo de 300km, adicionalmente um tanque de 35 litros de gasolina leva autonomia à 800km. O carro é movido por um motor de 1.2 litros.

Alemanha: um estudo de mercado (com 1.000 entrevistados) realizado pela AutoScout24 revela as seguintes descobertas: 89% acreditam nos veículos a combustíveis alternativos, 92% pensam que o menor preço em combustível determinará a mudança para combustíveis alternativos, 92% pensam que o menor preço em combustível determinará a mudança dos carburantes convencionais, 55% considera que um ressalto fiscal nos veículos alternativos julgará também um importante papel, 79% prefeririam um veículo de fábrica a um preço em combustível determinará a mudança para combustíveis alternativos.

França: O governo francês, que em 5 de julho de 2005 havia lançado um novo programa com respaldo do uso do GNV, têm revisado os anteriores objetivos de unidades a metano: agora são 3.200 ônibus não mais 1.600; 900 caminhões coletores de resíduos no lugar de 300 e um total de 100.000 GNVs entre veículos de carga leves e automóveis nos próximos 5 anos.

Austria: Josef Pröll, Ministro do Ambiente, declarou novos objetivos para o uso de veículos movidos a bio-metano. Serão construídas 20 plantas de biogás e 200 postos de abastecimento. Uma mistura de 80% de gás natural e 20% de bio-metano, será comercializada sob o nome “Bio CNG”, e seu preço será 10% inferior ao do diesel. Aliás, haverá outros incentivos fiscais resvalando o uso de unidades a gás. A frota de GNVs deixa chegar em 2010 a 50.000 veículos e em 2013 a 100.000.
CNG technologies for refuelling stations

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- Dispensers
- CNG Vehicle Conversions
- Virtual Pipeline®

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One solution for all your CNG needs.

GALILEO
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Европейские новости в области использования метана

В сентябре Европарламент объявил о плане постепенной отмены платы за регистрацию новых автомобилей в течение 5 - 10 лет. С другой стороны, величина ежегодного дорожного налога будет зависеть от содержания CO₂, окислов азота и твердых частиц в выхлопных газах. Однако, как для любых вопросов, связанных с налогами, предстоит проделать большую работу от представления плана до фактического достижения соглашения.

Италия: На Парижском автосалоне компания FIAT представила обновленную версию Fiat Panda, работающую на КПГ. Новый автомобиль снабжен газовыми баллонами, расположенными под днищем и вмещающими 13 кг газа, которого хватает примерно на 300 км (дополнительный 35-литровый топливный бак увеличивает пробег до 800 км). Автомобиль имеет 1,2-литровый двигатель.

Германия: Исследование рынка (более 1000 респондентов), проведенное компанией AutoScout24, дало следующие результаты: 89% опрошенных верят в будущее автомобилей, работающих на альтернативных видах топлива; 92% опрошенных полагают, что более низкая стоимость альтернативного топлива приведет к отказу от традиционных видов топлива; 55% опрошенных уверены, что налоговая поддержка в области автомобилей, работающих на альтернативном топливе, также играет заметную роль; 79% опрошенных предпочли бы купитить новый автомобиль на альтернативном топливе, а не модернизированный бензиновый автомобиль; 21% опрошенных выразили готовность приобрести метановый автомобиль уже сейчас.

В сентябре на выставке грузовых автомобилей в Ганновере компания Ford представила новую версию автомобиля Ford Transit, работающего на КПГ.

На модель Volkswagen Caddy EcoFuel, производство которой начало в прошлом июне, поступило не менее 2395 новых заказов (за три месяца), в результате чего было принято решение об увеличении производства до 12000 единиц в год.

Франция: Французское правительство, представившее 5 июля 2005 года новую программу поддержки использования газомоторных автомобилей, внесло небольшие изменения в поставленные ранее цели. Теперь эти цели предполагают увеличение числа газомоторных автобусов с 1600 до 3200; мусоровозов — с 300 до 900, а также доведение численности легковых метановых автомобилей (коммерческих и пассажирских) до 100000 в течение 5 лет.

Швеция: Правительство Швеции готовит изменения системы налогообложения альтернативных видов топлива, которые вступят в силу с середины 2007 года. Биометан не будет облагаться налогом на ГСМ, а налог на природный газ будет ниже по сравнению с налогом на бензин.

В Швеции был реализован необычный рекламный подход, направленный на объяснение роли метана в снижении зависимости от нефти.

Австрия: Йозеф Прель, австрийский министр охраны окружающей среды, объявил о новых задачах в области использования автомобилей, работающих на биометане. Планируется строительство 20 заводов по производству биогаза и 200 заправочных станций. Начнется реализация смеси, состоящей на 80% из природного газа, и на 20% - из биометана (под названием "Bio-KP"), которая будет стоить на 10% дешевле дизельного топлива. Кроме того, использование автомобилей, работающих на газе, будет стимулироваться налоговыми льготами. Парк газомоторных автомобилей должен достичь 50000 единиц к 2010 году, и не менее 100000 единиц – к 2012 году.

Nowości z rynku metanu

We wrześniu Parlament Europejski zaprezentował plan wprowadzenia w ciągu 5-10 lat nowego podatku rejestracyjnego. Obecny podatek drogowy, powinien by uzależniony od różnic w emisji CO₂, NOx i innych gazów. Jak inne tego typu inicjatywy, droga od pomysłu do jego realizacji jest zazwyczaj długa.

Włochy: Na paryskim salonie samochodowym, Fiat pokazał nową Pandę. Nowy model ma zbiornik na metan o pojemności 13l, pozwalający na przejechanie 300km (zbiornik 35l pozwala na pokonanie 800km). Samochód jest zasilany silnikiem o poj. 1,2l. Niemcy: Przeprowadzone przez firmę AutoScout24 badania rynku (1 tys. respondentów) pokazały, że 89% badanych wierzy w ideę paliw alternatywnych, 92% - że ich niższa cena jest decydującą zaletą, 55% - że ulgi podatkowe AFV odfawrą znaczającą rolę, 79% - wololoby nowy system AFV, niz modernizację, 21% - mogłoby już teraz zakupić pojazd NGV.

Podczas targów moto w Hannoverze, Ford zaprezentował nową wersję Trasina CNG. Napędzany metanem model Caddy EcoFuel pokazywany w czerwcu, i do tej pory zamówiono 2395 egz. W rezultacie, Volkswagen zdecydował się na zwiększenie rocznej produkcji do 12 tys. egz.

Francja: Rząd tego kraju (05.06.2005 wprowadził nowy program wspierający NGV), skorygował wcześniejsze założenia dot. pojazdów NGV. Obecnie wygląda to następująco: zamiast 1600 - 3200 autobusów na CNG, zamiast 300 – 900 śmieciarek oraz flota 100 tys. samochodów osobowych i dostawczych w ciągu 5 lat.


Austria: Minister Środowiska, Josef Pröll, ogłosił nowe założenia dotyczące pojazdów NGV. W najbliższym czasie zostanie założonych 20 plantacji biogazu oraz zbudowanych 200 stacji tankowania. Mieszanka 80% metanu i 20% biometanu będzie sprzedawana pod nazwą Bio CNG, a jej cena powinna być niższa od dieola o 10%. Dodatkowo zostanie wprowadzona ulga podatkowa dla osób kupujących pojazdy napędzane CNG. Do roku 2010, po drogach Austrii powinno jechać około 50 tys. pojazdów na metan, zaś do roku 2013 – około 100 tys.
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Het Europese parlement heeft in september een plan aangekondigd om de voertuig registratiebijdragen in fasen af te schaffen over een periode van 5-10 jaar. De jaarlijkse wegenbelasting zou aan de andere kant de verschillen reflecteren, waar het gaat over CO2, ook NOx en particuliere vervuiling. Zoals alle belastingzaken is er een grote stap tussen het presenteren van een plan en het bereiken van overeenstemming.

Italië: Fiat heeft op de Parijse auto salon, een CNG versie gepresenteerd van de vernieuwde Fiat Panda. De nieuwe auto heeft gastank onder de bodem die 13 kg. gas bevatten en met een actie radius op methaan van zo’n 300 km. Samen met een 35 L. benzine tank komt de actie radius in totaal tot 800 km. De auto wordt aangedreven door een 1.2 L. motor.

Duitsland: Een marktstudie (meer dan 1000 deelnemers) geleid door AutoScout 24 bevat de volgende bevindingen: 89% gelooft in alternatieve brandstof voertuigen, 92% gelooft dat lagere brandstofprijzen bepalend zijn voor een omslag naar de alternatieve, 55% gelooft dat fiscale steun van AFV's een belangrijk ro zou kunnen spelen, 79% zou een voorkeur hebben voor fabrieksmatig geproduceerde AFV's i.p.v. conversies. 21% van de ondervraagden zeiden bereid te zijn om nu al een NGV te kopen. Op de tentoonstelling van commerciële voertuigen in Hannover in september bracht Ford een nieuwe CNG versie van de Ford Transit. De methaan-aangedreven Volkswagen Caddy EcoFuel, gepresenteerd in juni heeft over een periode van drie maanden geleid tot niet minder dan 2395 nieuwe orders hetgeen resulteerde in een beslissing, de productie te verhogen tot 12.000 stuks per jaar.

Frankrijk: De Franse regering (die op 5 juli 2005, een nieuw programma lanceerden voor steun op het gebruik van NGV's), hebben hun eerder gestelde doelen bijgesteld. Nieuwe doelen zijn: 3200 inplaats van 1600 gas-aangedreven bussen, 900 in plaats van 300 gas-aangedreven vuilnisauto’s, een totaal van 100.000 gas-aangedreven bestelwagens en passagier-auto’s binnen de vijf jaar.

Zwitserland: De Zwitserse regering bereidt een verandering voor met betrekking tot de belastingen op alternatieve brandstoffen die naar wordt verwacht effectief wordt medio 2007. Biomethaan zal worden vrijgesteld van belasting en de belasting op aardgas zal lager zijn dan die op benzine. Een ongebruikelijke advertentiebenadering werd in Zwitserland geïntroduceerd die moet wijzen op het feit dat door gebruik van methaan de afhankelijkheid van die zal verminderen.

Oostenrijk: De Oostenrijkse minister van milieu, Joseph Pröll, heeft nieuwe doelen aangekondigd betreffende het gebruik van bio-methaan aangedreven voertuigen. 20 biogas fabrieken en 200 tankstations zullen worden gebouwd. Er zal een mengsel van 80% aardgas en 20% biomethaan op de markt worden gebracht onder de naam ‘Bio CNG’ en zal 10% lager worden geprijsd dan dieselolie. Hieraan worden ook nog andere fiscale voordelen aan toegevoegd om het gebruik van gas-aangedreven voertuigen te stimuleren. De NGV vloot zou in 2010 het aantal van 50.000 stuks moeten bereiken en in 2013 niet minder dan 100.000 stuks.
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European energy policy making: The voice for methane vehicles

Creating a favorable legislative and regulatory environment that paves the way for NGV commercialization is one of the prime objectives and mission of the NGV associations worldwide, no matter what country or what region. In Europe, ENGVA is focusing on three European Union (EU) initiatives that will have a major impact on European NGVs: the Strategic Energy Review, the energy policy based upon sustainability, competition, and security of supply; a revision of the 2003 Biofuels Directive and the Euro 5 emissions regulations for light duty vehicles. ENGVA has been working actively with the European Commission and the European Parliament to ensure that NGVs and biomethane are suitably highlighted in these initiatives. The European Commission policy makers have been only lukewarm these days to NGVs so ENGVA is taking the NGV messages to Parliament, which is preparing amendments to the various energy and biofuels policies and directives in order to influence the policy making from another direction.

In the first six weeks starting in September 2006 ENGVA has visited with ten different key Members of Parliament from all the political parties and their staff who are influencing legislation and commenting on Commission legislative proposals. Additionally ENGVA has been engaged with a number of energy and transport policy makers at the European Commission, which includes a meeting with Directorate General of Energy and Transport Commissioner Andris Piebalgs. We must bring a strong NGV and renewable biomethane message to those decision makers now in the midst of the energy and biofuels debate. Some successes already are being achieved.

Sustainable, Competitive and Secure Energy for Europe.

The European Energy Strategy is being developed but NGVs have not yet appeared in the legislative proposals. ENGVA has advocated better balance in the policy related to the transport sector and more balanced communications when discussion alternative fuels. The approach has been that NGVs will be an essential part of the transition to an improved energy balance in the mid-and-long-term future. In the meeting with Mr. Piebalgs, he suggested that the creation of an NGV Technology Platform might be helpful, as has been done with hydrogen and fuel cells. ENGVA also has suggested a number of amendments to Parliament, which will be providing its own policy recommendations to the European Commission's existing draft policy.

Biofuels Directive. The Commission is updating its 2003 Biofuels Directive, which includes biogas by definition but favors biogas for electricity generation and not for use as a transportation fuel. ENGVA has advocated that the new biofuels directive should clearly distinguish between liquid biofuels and gaseous biofuels. EU policy makers have expressed concern about natural gas as a fossil fuel, and about supply considerations from Russia, which accounts for 25% of the gas delivered to Europe. Biomethane has been shown in two new (2006) European studies to have the potential of replacing 20% or more of the petroleum use in the transportation sector and essentially is CO2 neutral. EU policy makers are beginning to take notice and ENGVA will continue to press for greater recognition of biomethane as a vehicle fuel and as a solution to urban waste management problems as well.

Euro 5 Emissions Regulations. For 12 years since its inception ENGVA has fought to get a non-methane-hydrocarbon (NMHC) standard written into the European emissions legislation. ENGVA's efforts were successful for heavy duty vehicles in 1999 but the light duty vehicle NMHC regulation failed to get adopted. With support from a number of ENGVA-member car manufacturers the legislation from the European Commission and the European Parliament now includes an NMHC standard. This should help reduce the need for expensive methane catalysts and formally recognizes that NGVs emit 85% less smog-forming hydrocarbons than oil-based fuels. But, NGVs still may be subject to a double standard; the NMHC and a total hydrocarbon standard (THC), which means the only pressure will be upon the gasoline car makers to further reduce ozone precursors.

Euro 5 also includes provisions related to on-board-diagnostics (OBD). OBD systems are designed to warn drivers when the car’s emission system is not operating properly. Initial proposals by the car industry, if adopted, could have prevented further retrofit conversions of newly produced gasoline vehicles to natural gas. In 2005 and 2006 ENGVA was part of a stakeholder negotiation with the auto manufacturers, auto-parts representatives, LPG industry and the European Commission that has resulted in an approach that reduces costs and allows vehicle conversions to continue.

Political Goal for the European NGV Industry ENGVA continues to promote a Methane Vehicle Directive that would help fulfill the Target 2020 to...
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replace 10% of the petroleum in the transport sector with natural gas and renewable biomethane. Additionally, an NGV Directive would provide the third leg of the policy stool to support the 2020 fuel replacement targets, to accompany the 2003 Directive for Biofuels and another directive now being developed for hydrogen and fuel cell vehicle standards. An NGV Directive should recommend that Member States use existing national examples (i.e. Italy, Germany and Sweden) of providing incentives for NGV market expansion. National targets to replace petroleum fuels with more methane – fossil natural gas and renewable methane – should be set and adhered to. More governments should drive NGVs in their fleets and, furthermore, governments should encourage energy companies to get more involved in using NGVs and creating a larger fuelling network.

**Striving for Higher Political Visibility**

As part of its on-going lobbying and public relations activities ENGVA is taking its 2007 Annual European NGV Conference to Strasbourg on 19th-21st June 2007. The plan is to include a Political Round Table the European Parliament. DG Tren Commissioner Andris Piebalgs has given his tentative confirmation to open the Round Table and participate. ENGVA also is arranging for other high-level NGV stakeholders to participate. Following a press conference ENGVA has organized a cocktail reception Parliament’s large Bar Cigne for members of Parliament, their staff and European Commission staff and Commissioners to participate. That same space also will have the opportunity for a small vehicle display all week. A larger outdoor exhibition of NGVs is planned at the front entrance of the Parliament building and ENGVA hopes that all OEMs with NGVs will participate. The opportunity will be extraordinary!!

**Support from NGV Champions is Needed**

For the NGV industry and ENGVA the time is ripe for politics, politics and more politics. It will be the European driver for NGVs. Compared to the efforts of the large energy companies and the auto manufacturers currently engaged in multi-million dollar/euro global lobbying and information campaigns (and now the farm lobby for ethanol) ENGVA has a major challenge to be heard.

If NGVs are expected to compete effectively in the transport market, then support from existing ENGVA members and new members for the conferences, political events, website, etc. is essential. And, since part of the ENGVA membership dues is paid to the International Association for NGVs (www.IANGV.org), the monetary support provided to ENGVA (and through other NGV associations) is even more important or there will not be even a small NGV voice among the lobbying and public relations choir who are singing out for other fuel alternatives.

For more information about ENGVA’s current political positions, the opportunities for sponsorship of the political event and conference, as well as opportunities for publicity on the redesigned ENGVA website please visit www.engva.org. Companies interested in sponsoring the June 2007 Strasbourg Conference and Political Round Table, participating in the table top exhibition at the Hilton, or exhibit vehicles for the outdoor or indoor event should check the ENGVA website for more details or contact the association at Strasbourg@engva.nl.
The new **GAZPACK 42** CNG Compressor

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The Gazpack 42 water cooled compressor is a new addition to the popular Gazpack series of modular, ready-to-run CNG refuelling systems.

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This new Gazpack model is suited for gas inlet pressures from 0.015 to 1 bar g. A higher inlet model with inlet pressures of 2 to 7 bar g is set for release early next year.

Whether the motivation is environmental, political or financial CompAir’s technological advances in the design, manufacture and installation of ready-to-run refuelling systems have helped to make CNG a viable alternative energy resource to petroleum based vehicle fuels.

**Visit stand 45 at NGV 2006 and see the new Gazpack 42 water cooled compressor plus the compact Gazpack 9.**

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As in every key event, in Cairo there is a booth of the Group

**Visit stand # 16**

Under the theme “Live in a clean environment”, from 7th to 9th of November, the 10th IANGV Conference and Exhibition takes place in Cairo.

This is the first time that this biennial meeting is celebrated in a country of the Africa-Middle East region. Egypt has almost 70,000 methane vehicles, of which more than 5,300 are buses and 3,356 trucks. There are 103 fuelling stations, which deliver around 25 millions of m3 on a monthly basis. These figures doubled indicators of five years ago, which reflects the significance of this market.

The fair is a real shop-window of equipment produced all over the world and GVR is its promoting channel: this edition is distributed amongst the attendance and, in next issue, we will publish the news announced there.

The GVR/NGV Communications Group is present with its own booth, number 16, in this gathering of the sector that cannot be missed, the last one on the events calendar for 2006, promoting the next two most important encounters for next year: ExpoGNV in São Paulo, Brazil (3rd to 5th of May) and ANGVA 2007 in Bangkok, Thailand, from 24th to 27th of October.

**From Cairo to São Paulo and Bangkok**
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Coriolis mass flow meter for refueling CNG-powered vehicles

Natural gas, as alternative energy, is becoming more and more attractive for transportation based on its efficiency and environmental friendliness. With the increasing number of vehicles running on compressed natural gas (CNG), there is consequently an increasing amount of CNG gas stations.

Coriolis mass flow – CNGmass

When it comes to billing and paying for the amount of CNG actually pumped, the measuring accuracy at the dispenser is just as important as with any other fuel. Therefore, the “brain” in every CNG dispenser is the CNGmass Coriolis flow meter, measuring the quantity of fuel transferred from dispenser to vehicle with the absolute highest accuracy and reliability, day in and day out, round the clock. CNGmass has been specifically designed for such applications.

- Superb production quality
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CNGmass can be used worldwide and is totally robust. Its extremely compact design enables it to be installed virtually anywhere (DN 15; 277 x 139 x 308 mm / 10.90 x 5.47 x 12.1 inches; DN 25: 316 x 139 x 313 mm / 12.44 x 5.47 x 12.32 inches). Two sizes are available for practical applications – DN 15 for refueling passenger cars and DN 25 for trucks and buses.

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People for Process Automation
Dear All:

NGV is growing everywhere. The tremendous interest of different world regions in NGV will become evident in our 10th. International Conference and Exhibition. The prospects of natural gas as a vehicular fuel are evident and far from discussions. NGV expands in all market sectors. The growth of the bus fleet in many countries, the use of dual-fuel solutions for heavy duty transportation vehicles, the expansion of the CNG transportation by trucks to areas with no gas supply by means of pipelines, the conversion of small vehicle fleets, etc. clearly speak of the acceptance of the gaseous fuel as a solution by the people who are very sensitive when they deal with practical advantages. And the NGV has demonstrated its value along many years now and in many places where more than five million NGVs are the best example of its importance.

As we see the natural gas expands firmly in the rational use of energy and the rate of demand steps on 2% each year. That makes one think that in twenty years the total primary energy demand could reach 3,700 to 4,000 billion cubic meters. World Bank estimation is that more than 90% of population growth over the next 25 years will correspond to Latin America and Asia. And these regions will be the most demanding ones which, coincidently, are the areas where NGV future looks very promising. Our fifty million NGV target for the second decade of this century appears as a consequence of a dynamic market growth since NGV will go for its share.

While I was trying to accommodate my thoughts as to write this monthly letter I had the pleasure of being noticed that a four-wheeled NGV had participated in the Pharaos Rally. This vehicle had the mission of making the people consider NGV a fuel suitable to different circumstances even to the tough environment of the "white desert" with its treacherously soft dunes. The adventure was sponsored, among others, by NGV interested companies and the driver, of course, has been a brave Egyptian Eng. Ahmed Shawky with his son Mustafa as co-pilot. This participation follows what has been done in Argentina and Brazil where NGV racing cars and pick ups have been making the delight of the motor racing sport fans several years since. As we see the natural gas expands firmly in the rational use of energy and the rate of demand steps on 2% each year. That makes one think that in twenty years the total primary energy demand could reach 3,700 to 4,000 billion cubic meters. World Bank estimation is that more than 90% of population growth over the next 25 years will correspond to Latin America and Asia. And these regions will be the most demanding ones which, coincidently, are the areas where NGV future looks very promising. Our fifty million NGV target for the second decade of this century appears as a consequence of a dynamic market growth since NGV will go for its share.

We have walked a long way since those times of doubts and hopes when, most of us, approached the early manifestations of vehicular compressed natural gas which excited our curiosity and our intelligence. Thanks to the hard and continuous work of a committed generation of people the NGV is today a fuel with own personality and definite identity. The IANGV is ready and willing to participate in the expansion of its use as it has been doing up today. Our Association wants to walk side by side with the new projects and proposals. We have an extraordinary experience concentrated in our Council and in our membership. The future presents three possibilities when we try to imagine primary energy sources: fossil, renewable and nuclear. One of the main fossil sources will be natural gas including hydrates. Natural gas will play a principal role in the decades to come and, NGV will follow a similar tendency as a principal fuel and an indispensable component of some type of hybrid vehicles. All these ideas will be gliding somehow in our Conference in Cairo. The quality of the papers and the refined thoughts of the lecturers will give us updated points of view and precise data on the NGV activity.

Come and join us ! ! !

See you in Cairo

Juan Carlos Fracchia
President - IANGV

Sponsors program

The IANGV encourages the NGV activity family to join the Sponsor Program. Our luncheon meeting in Bolzano has triggered the interest of several companies in our program if measured versus the questions and requests of information gathered in the World Fair of NGV & H2.

Once again, IANGV, invites the NGV people to consider the possibility of joining our Sponsor Program that gives different alternatives for selecting the type and amount of Marketing exposure. Contact Garth Harris at the IANGV, iangv@iangv.org, Phone +64 9 524 0945 during New Zealand business hours. IANGV and its website makes good business sense.
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Piu in particolare:

- Le nuove immatricolazioni dei veicoli a metano “di fabbrica” (OEM) sono aumentate in modo significativo al numero di 35.000 previsto per il 2006, contro le 20.000 del 2005. Anche le conversioni in after-market raggiungeranno le 35.000. Questi numeri eccedono largamente le radiazioni, stimabili in un 5-8% annuo del parco (20-30.000), sicché il parco totale si può stimare ben al di sopra dei 400.000 veicoli.

- I costruttori italiani offrono oggi una completa gamma di veicoli a metano, dalle piccole vetture ai grossi camion e ai bus urbani articolati. L’ultima in ordine di tempo è la Fiat Panda a metano, presentata a Parigi lo scorso Ottobre.


- Le stazioni di rifornimento sono attorno alle 600, di cui 50 private per usi di flotta.

- Di conseguenza, le vendite del metano per autotrazione crescono nel 2006 di un 10% rispetto all’anno precedente (dati Ministero dello Sviluppo Economico), in un panorama in cui benzina e GPL scendono, e salgono gasolio e metano. La tendenza è quindi quella di confermare una crescita
stabile, che ha come propulsori, per i mezzi pubblici, la buona predisposizione delle Amministrazioni verso i problemi ambientali, e per le auto private il prezzo del carburante estremamente favorevole.

E' opinione diffusa che il fattore limitante per una diffusione più vasta sia l'estensione della rete di rifornimento, più che la capacità di costruire/convertire veicoli.

Nell'insieme, tuttavia, la diffusione del gas naturale rimane attorno all' 1% del parco totale (35 milioni di veicoli) e quindi l'obiettivo del 10% nel 2020 previsto dalla UE appare assai ottimistico.

Per tendere a quell'obiettivo, sarebbe necessario un quadro fiscale e normativo stabile, in Italia e in Europa, in aggiunta ad uno sforzo industriale notevole, che peraltro l'industria italiana è disposta a sostenere.

Automotive fuels sold in Italy

![Graph showing variations in automotive fuels sold in Italy from 2003 to 2006. The graph shows a significant increase in CNG and LNG sold, with a slight decrease in gasoline and diesel.](image-url)
Natural gas in Italy
Recent facts and figures

The use of natural gas as a fuel is steadily increasing in Italy in 2006, following the good trends of 2005.

In detail:

► The new registrations of OEM natural gas vehicles have increased significantly to 35,000 foreseen in 2006, vs 20,000 of 2005. Also the after-market conversions will reach 35,000. These numbers will largely exceed the natural yearly decay of 5-8% of circulation (20-30,000 vehicles), so that the total circulation can be estimated to be over 400,000 NGVs.
► The Italian manufacturers now offer a full range of natural gas vehicles, from the small cars to the big trucks and to the articulated urban buses. The latest is the Fiat Panda CNG, presented in October last to the Paris Show.
► The natural gas buses for urban transport are 1900, in more than 50 towns, making up the 87% of non-diesel buses. Very noticeably, the city of Rome has ordered more than 400 new CNG buses.
► The refuelling stations will reach about 600, out of which 50 for fleet use.
► As a consequence, the amount of automotive CNG sold is some 10% higher than in 2005, in a landscape of decreasing gasoline and LPG, and increasing diesel fuel and CNG.

The trend is therefore of a growth that has become stable, the drivers of this growth being, for the public...
vehicles, the good attitude of the public Authorities toward the environment, and for the private vehicles the very favourable price of the fuel.

The general belief is that the limiting factor is the extension of the refilling network, more than the capability of building/converting the vehicles. All together, however, the total amount of diffusion of natural gas is still of the order of 1% of the total vehicle circulation (35 millions in Italy). The target of 10% in 2020 foreseen by the European Union still appears to be fairly optimistic.

In order to point to the above target, a stable fiscal and technical framework would be necessary in Italy and all over Europe, in addition to a considerable industry effort, that the italian industry is ready to face.
Erdgasfahrzeuge in Deutschland
Eine Technologie auf dem Vormarsch


Sparen beim Tanken


Darum stoßen alternative Antriebe bei Deutschlands Autofahrern auf immer mehr Zuspruch. Eine vom Meinungsforschungs institut TNS Infratest Anfang September 2006 durchgeführte repräsentative Umfrage ergab, dass das wichtigste Argument für den Kauf eines alternativ betriebenen Fahrzeugs für 92 Prozent der Mehrwertsteuer Mineralölsteuer Kraftstoff
Befragten der geringere Kraftstoffpreis ist. Hier spielt die steuerliche Begünstigung von Erdgasfahrzeugen bis zum Jahr 2018 eine entscheidende Rolle (55 Prozent). Im Falle eines Umstiegs würden sich die Befragten lieber gleich einen Neuwagen kaufen (79 Prozent), als ihren Gebrauchten umzurüsten (21 Prozent).

Wer Erdgasauto fährt, tankt künftig regenerativ erzeugtes BioErdgas


Der Einsatz von BioErdgas im Verkehrssektor kann die gesamten Treibhausgasemissionen eines Fahrzeugs um 55 bis 65 Prozent verringern, so das Fazit einer Anfang 2006 veröffentlichten Studie des Wuppertal Instituts für Klima, Umwelt, Energie GmbH.

NGVs in Germany
A technology gaining ground

More and more NGVs can be spotted at German refuelling stations as the number of natural gas-powered cars continues to grow. Car manufacturers have responded to the increasing demand and now offer over 30 different models - from passenger cars to heavy duty utility vehicles.

At the start of 2006 there were approximately 39,000 natural gas-powered vehicles on Germany's roads, a figure which also included 1,300 buses and 6,700 trucks. This number has continued to grow and now stands at around 45,000. The continual expansion of the network of refuelling stations (1000 stations by 2008) will guarantee supplies for around one million NGVs. Over 700 public refuelling stations are now offering NGV fuel.

As a consequence, car manufacturers are systematically expanding their offerings of natural gas models in all areas. In addition to the already familiar models from Fiat, Opel, Volkswagen and Volvo, other vehicles are also being launched on the market. The Opel Zafira 1.6 CNG and the Volkswagen Caddy EcoFuel and Touran EcoFuel were launched in the summer of 2006. The market launch of the new Fiat Panda Natural Power and the Ford Focus CNG has also been announced for the beginning of 2007.

Savings at the pump

The German Government is promoting NGVs as a key element of a sustainable mobility concept and has put in place the necessary framework conditions by establishing a favourable fuel excise duty for natural gas for vehicles until the end of 2018. This measure will help to provide active environmental protection as well as cheaper fuel prices. The current pump price for natural gas, which is calculated by weight, averages 0.82 EUR per kilogram. This is equivalent to a petrol price of around 0.58 EUR per litre (0.62 EUR/litre for diesel).

This is why alternative fuels are becoming more and more popular amongst Germany’s drivers. A survey carried out by the TNS Infratest opinion research institute at the beginning of September 2006 revealed that for 92 percent of the respondents the most important reason for buying a vehicle that runs on alternative fuel was the lower fuel price. The tax saving for NGVs until 2018 was also a key factor (55 percent). When asked about switching vehicles, 79 percent of the respondents preferred to buy a new car than have their old one converted (21 percent).

Anyone driving an NGV will in future tank up on renewable natural gas

In addition to expanding the network of refuelling stations, the German gas industry is also focusing its attention on the use of biomethane, also known as bio-natural gas, as a fuel. The German gas industry has undertaken to add up to 10 percent biomethane to natural gas fuel by 2010, provided it can be produced to the same quality as natural gas. By 2020 the percentage is expected to rise to 20 percent. According to a study carried out at the beginning of 2006 by the Wuppertal Institute for Climate, Environment and Energy, the use of bio-natural gas in the transport sector can reduce the overall greenhouse emissions of a vehicle by 55 to 65 percent. Using bio-natural gas as fuel is also a sensible alternative from an economical point of view. By 2020 enough bio-natural gas could be produced to cater for over four million natural gas vehicles in Germany. An intensive use of renewable resources could also mean that by 2030 up to a fifth of Germany's entire fuel requirements could be met by domestically produced bio-natural gas.
Start a tour around ExpoGNV 2007. São Paulo is the next world meeting

One of the most active and prosperous cities of Brazil will be host to a unique fair, exclusively dedicated to the NGV industry. In a site of more than 8,000 m2, thousands of visitors and the main actors of this sector will gather. Companies, speakers and a big exhibition attendance will make ExpoGNV 2007 a memorable event.

Organized by both NGV Communications Group and the Brazilian Oil and Gas Institute (IBP), ExpoGNV includes an exhibition in which all NGV actors will participate, as well as simultaneous conferences, round tables, courses, technical tours to fuelling stations and companies of the segment, and more. It is a really complete agenda for all the people involved in the methane world. Visit the official site, www.expognv.com and start to live what will happen in the next world methane meeting.

For the third edition in Brazil of ExpoGNV (May 3-5, 2007) the great city of São Paulo was selected as venue, located in the state with the same name, pioneer in the use of this fuel and that already has 410 refuelling stations.

The slogan of the event is "NGV, the perfect economical and environmental combination", it reflects the spirit of what will be an excellence show, of remarked international character and with huge public repercussion. Furthermore, this important reunion anticipates the scenario that will play host to the World Conference and Exhibition of the International Association for Natural Gas Vehicles, NGV 2008, to be held a year later in Rio de Janeiro. The exhibition will be carried out at a time when Brazil produces around 63.5 millions m3 of NG, it has over 1,350 fuelling stations and almost 1,180,000 converted vehicles.
Facts and figures about NGV developments in Sweden

An article written by Peter Boisen, chairman of ENGVA, and Bo Ramberg, chairman of the Swedish Gas Association’s Methane Vehicles section.

Swedish use of NGVs started in earnest about 1995. The following graphs illustrate the expansion of the refuelling network, the vehicle fleets, the total sales of methane gas for use in vehicles, and the gradually increased share of biomethane (now above 50%). Reported data are based upon figures published by the Swedish Gas Association up to June 2006. Figures at the end of 2006 are estimates based on the status at the end of June, 2006, and present growth rates.

Sweden has 9 million inhabitants. Pipeline supplies of natural gas are only available in the southwest.

The graph shows a steady expansion of the use of gas fuelled heavy vehicles (still accounting for about 75% of all methane sales), but also a very rapid growth for passenger cars. Concerning cars the curve takes an upward turn in 2002 as a result of an increased offer of OEM products following the introduction of simplified European homologation rules in 2001. Further increases in 2005 and
2006 can mainly be attributed to more favourable income tax for company car users selecting an environmental vehicle, and to the exemption from the congestion charges introduced in Stockholm.

In the short term there is a substantial risk that total passenger car sales will suffer as a result of the recent decision by Ford owned Volvo Cars to discontinue CNG cars sales at the end of 2007.

Volvo has a strong position on the domestic Swedish market. Swedish gas distributors find it very strange that Volvo decides to leave the market at a time when their NGVs sales are more than 3 times higher than last year and accounting for some 6 % of Volvo’s total sales on the Swedish market.

Fortunately there are now some two dozen other NG car models offered in Europe by other OEMs (Citroën, DaimlerChrysler, Fiat, Opel, Peugeot, Renault, and Volkswagen), and there may also be some opportunities for high quality conversions on the Swedish market.

Annual Swedish sales of methane (kNm3)

Methane still only accounts for just over 0.5 % of the total transportation fuel sales in Sweden but has a strong growth pattern and may by 2010 approach a 2 % market share.

Municipalities all across Sweden have since the early 90’s made very substantial investments in facilities for production of biomethane and more than 50 % of all methane supplied is now made up of biomethane – a fuel with unparalleled environmental performance. Total Swedish investments in support of the use of biomethane are most likely in the order of 300 million Euros (I, unfortunately, do not have a complete record of all such investments).

Volvo Cars (now owned by Ford) has over the last ten years been strong advocates of the use of biomethane, and there is now considerable disappointment over Volvo’s decision not to continue offering NGVs – something which at least in a short perspective is likely to affect the profitability of the investments made by municipalities, supported by national grants.

AB Volvo, manufacturers of trucks, buses, aircraft and boat engines, is still a Swedish owned company, and have not indicated any intentions to withdraw their offer of NGVs.

The Swedish gas industry still hopes that the new Swedish government will find means to convince Volvo Cars to reverse their recent decision which was explained by insufficient profitability.
By Mario Pirraglia, Chairman of the Canadian NGV Alliance and also Chair of the Clean Vehicle Education Foundation Marketing Committee and Vice President of Fuelmaker Corporation.

As with most other industries in Canada, the NGV market is closely linked to the American market. Typically what happens in the United States happens in Canada. A few years ago, the elements necessary for a vibrant sustainable light duty NGV market started to pull away, leaving the North American light duty NGV industry scrambling to find alternatives. One of the most devastating blows was when Vehicle OEMs (Ford, General Motors, and Chrysler) stopped producing NGVs. This left the market with literally only one available NGV: the Honda Civic GX. While a great vehicle, the market cannot be sustained on only one choice of NGV. Quickly, the industry reverted back to conversions to fill this void. However, these conversions needed to be EPA certified and just as reliable as OEMs. This has now been achieved, with many vehicle models now available in both Canada and the United States.

Simultaneously to the OEMs pulling out of the market, many unprofitable CNG public stations started closing, leaving their NGV customers stranded. Again the industry was forced to react in order to find new ways to provide fuel to these customers. Some were given their own private stations sized specifically for their fuel needs. Others were given access to local private stations, and growing number were able to refuel at home with recently available Home Refueling Appliances. The North American NGV Industry is quite resilient and is capable of adjusting to adverse market conditions. But regardless of this resilience, government support is critical to the success of the industry. In the United States the federal government has implemented tax credits for all sizes of vehicles, refueling infrastructure, including home refueling and even the fuel itself. While unfortunately this commitment is only for 3 to 4 years, the industry through NGVAmerica is working with the U.S. government to increase these terms.

In Canada, the Government is presently silent to the needs of the NGV industry. While supportive in the past (in the form of incentives, market research and vehicle ODBII studies), it has not yet commented whether it will continue to support the industry. Without government support, the Canadian NGV market will have difficulties surviving, regardless of its resilience. Their support must be a commitment in the form of a long term plan of at least 20 years, enabling the industry to project the necessary market confidence for long term sustainability. We all know the long term environmental and economic benefits this NGV industry brings to society. Unfortunately some politicians seem more concerned about being reelected rather than their constituents’ well being. Nevertheless, the Canadian NGV industry must push ahead and ask government to provide what is needed in order to growth the NGV market bringing these accepted benefits to the Canadian people.
NGV Comm. Group was appointed as ANGVA 2007 organizer

The Asia Pacific Natural Gas Vehicles Association officially announced that our company will be in charge of carrying out its next conference and exhibition in Thailand's Capital City.

The Working Committee of ANGVA 2007 (2nd Conference and Exhibition of the Asia Pacific Natural Gas Vehicles Association) officially appointed NGV Communications Group as organizer of the event. After an international bidding process that took two months of evaluating and considering various proposals, the above mentioned committee, made up by the Thailand Association of Natural Gas Vehicles (TANGV), PTT PLC and the Thailand Convention & Exhibition Bureau (TCEB), officially approved the offer presented by the Group, which has a 20-year experience in NGV promotion. This is another milestone in the growth of the company, which makes us proud and strengthens our commitment to the industry on a world scale. From NGV Communications Group and GVR, we are grateful for the vote of confidence entrusted to us and we have already set to the task of working for the organization of this event, which will be held in one of the most promising NGV markets in the globe. The 2nd Asia Pacific Natural Gas Vehicles Association, ANGVA 2007 - Exhibition and Conference - will take place in Bangkok, Thailand, on October 24-27 next year. The first version was carried out in 2005 in Malaysia.

Contact ANGVA 2007 at info@angva2007.com

Mr. Nuttachat Charuchinda, Chairman of ANGVA 2007 Working Committee and PTT Plc NGV Executive Vice President (right) and Mr. Claudio Kohan, of NGV Comm. Group, immediately after announcing the Group as Official Organizer of next ANGVA 2007
Seeking to set a Guinness record running on a methane-powered vehicle around the world, an NGV Caddy Ecofuel departed this October from Germany and will cover the whole journey on NG. The vehicle marathon, named CNG World Tour, has the support from several companies, such as VW, Swagelok, Endress+Hauser, etc. The crew is made up by 4 people and the trip can be followed on www.ecofuel-world-tour.com. The vehicle will be exhibited at NGV 2006 Cairo.

By the name of METAFUEL® we identify a family of engine control systems conceived for the use of CNG fuel in internal combustion engines with controlled injection, explains Roberto Venturi, President of the manufacturer firm Metatron. The pneumatic system is made up of a pressure regulator that gets fuel from the tank at a variable pressure from 200 to 20 bar and makes it available for the engine at a different pressure from 7 to 9.5 bar according to the application. The pressure regulator can have one or two stages of regulation. For security reasons the pressure regulator is equipped with a solenoid valve, usually controlled by the inertial switch, which allows the fuel flow only when the engine is running. The CNG flow rate is 50 kg/h in heavy duty applications. The CNG metering is due to the fuel rail injectors connected directly with the intake manifold, (the best solution for OEM applications) or through rubber hoses. In the last case the fuel is carried to the engine through some nozzles installed in the intake manifold. METAFUEL® is an electronic control system that manages sequential multipoint electronic phased injection (SEFI), which means that injection occurs in each cylinder in the same phase. This is the reason why there is a better control of the air/CNG mixture.

A pressure sensor is fitted on the regulator inlet with the aim to monitor the fuel quantity in the tank and to manage the automatic switchover to petrol as soon as the pressure in the tank fall below a minimum value (bi-fuel engines only). An integrated temperature and pressure sensor installed directly on the gas injector rail measures the real feeding conditions to the injector; thus allowing a real time adjustment of the injection duration according to possible fluctuations around target values; in this way, the optimum A/F ratio is always maintained and self-adaptive strategies are used only for long time compensation with a higher reliability of the whole engine control system. The electronic control unit can be realized both for monofuel applications, as for engines for heavy duty applications, and bifuel ones: in the last case stand alone version as well as slave version (based on injection time transfer concept) are available.

In order to determine the air mass flow rate the stand alone versions use indirect method based on the “speed-density” measurement. METAFUEL® systems are equipped with algorithms devoted both to the self-diagnosis of the system components and to EOBD strategies. As to monofuel applications the control system can be equipped with modules able to manage drive by wire systems controlled by torque base control logic. The configurations suitable for bi-fuel applications can manage the spark advance by varying the base petrol spark advance without the need of any intervention on the original petrol electronic control unit. That allows to achieve the optimum in fuel economy.

All the components of the METAFUEL® system have been developed and manufactured according to automotive Standards and approved according to ECE R 110 and R10. Metafuel is a registered trademark of Metatron. METATRON® production facilities assure the highest quality standards. The Quality Management System operated by Metatron is in compliance with UNI EN ISO 9001:2000 Standard and ISO/TS 16949:2002 scheme requirements. Metatron is the Supplier of Fiat Auto and Iveco for CNG components to be installed on Natural Power vehicles.
We are also aware of space restrictions and the stopping the compressor,” continues Mr Lord.

The cooling of the inlet filter doesn’t require interruption of separation of the inlet filter doesn’t require interruption of routine servicing of the compressor, thereby reducing disruption to the refuelling process” explains Abel Lord, Chief Development Engineer.

“Our enthusiasm is key to the successful uptake of CNG technology combined with advances in design and serviceability. “Reliability is key to the successful uptake of CNG refuelling. The refuelling experience needs to be as easy as filling with petrol. At CompAir we believe a critical part of this is minimising downtime during routine servicing of the compressor; thereby reducing disruption to the refuelling process” explains Abel Lord, Chief Development Engineer.

“We are continually looking for ways to reduce servicing times, for example, none of the Gazpack 42 parts require selective fitting, plus the third and fourth piston rings are supplied as a cartridge making replacement quick and easy. The coolers are all withdrawable and of straight tube design and that makes cleaning much quicker. Simple things have also been improved and now cleansing of the inlet filter doesn’t require interruption of the gas pipeline and oil tops up can be made without stopping the compressor,” continues Mr Lord.

“We are also aware of space restrictions and the absence of lifting gear at many installations, so the Gazpack 42 has no top end component weighing more than 25 kg. This eliminates the need for lifting gear during top end servicing. Additionally, all liners and pistons are easily removed and, to help with space restrictions, the majority of the service work can be carried out from one side of the compressor by a single service engineer, without the need for special tools or equipment.”

In addition to enhanced serviceability, the Gazpack 42 retains the key features that have made the Gazpack series so popular: reliability, a modular design offering flexibility and potential for growth, a well-balanced compressor design removing the need for special foundations, and a variety of packaging options; all helping to reduce site civil works and the cost of installation, maintenance and station expansion.

The Gazpack 42 is available as a minimum specification unit or packaged in an acoustic enclosure (72dB(A) at 1 meter), incorporating gas recovery, filtration and cooling systems. A wide range of ancillary station equipment is also on offer.

CompAir have now supplied over 950 CNG compressors to more than 25 countries and offers extensive turnkey project experience, advanced compressor design, and a truly local service capability. A “Total Solution” approach to CNG refuelling.

Be among the first to see the Gazpack 42 water cooled compressor on stand 45 at NGV 2006 in Cairo, Egypt from 7th-9th November 2006. For further information please contact: Toni Stevens, Marketing Manager, at toni.stevens@CompAir.com
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Our company has designed this new cylinder valve, both for vehicles and for buses and heavy vehicles supplied with CNG, according to concepts of practicality, safety and with a high qualitative standard guarantee, in particular, a special version of the valve has oversized ports suitable for trucks and buses. This new valve is homologated according to the main approvals such as: ECE 110 R - ISO 15500 - ANSI AGA NGV 3.1