

# ANGVA2U Info 02/2023. 20<sup>th</sup> February 2023 (for ANGVA members only)

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## 1.0 Selected News / Articles

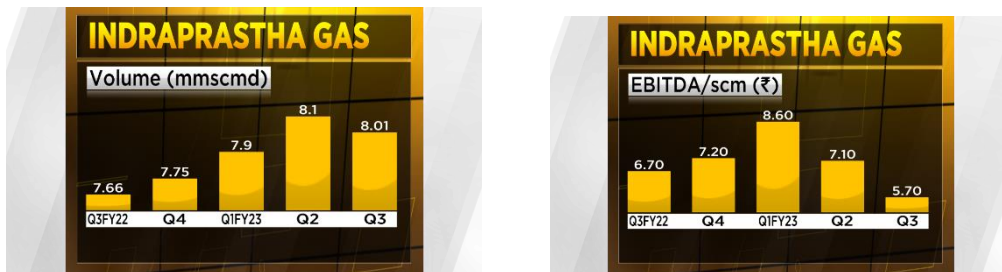
### 1.1 India

#### IGL to focus on CNG conversion and not hiking rates to counter higher input costs

17<sup>th</sup> February 2023. By Sonia Shenoy | Nigel D'Souza | Prashant Nair

Indraprastha Gas (IGL) reported earnings for the December-ended quarter largely in line but there are many tailwinds for the company in terms of gas pricing ahead. The company's margin saw a decline on a sequential basis while both volumes and EBITDA per standard cubic meter (SCM) were absolutely in line.

Speaking to CNBC-TV18 after the earnings report, Sanjay Kumar, MD of IGL said that the company's focus is on increasing CNG conversions in the long term.



He also emphasized that the company is committed to keeping prices stable, as they do not want to burden their customers with any additional costs.

“We have always maintained the policy of keeping the volume intact, the volume growth should be there so that the convergence continue and let the market be there rather than look at the short-term profitability,” Kumar said.

Speaking about demand, Kumar stated that IGL's volume is around 8.2-8.3 mmscmd (million metric standard cubic meters per day), and the demand for CNG is on the rise. He acknowledged that the company has had to face challenges such as a lack of availability of raw materials due to the pandemic, but they have successfully overcome these difficulties.

Considering this, IGL has no plans to undertake any price hikes in the near future. Rather, the company intends to continue focusing on promoting CNG as a more cost-effective and environmentally friendly alternative to traditional fuels. In doing so, they hope to encourage more individuals and businesses to convert to CNG and contribute to a cleaner and greener future.

**Source:** <https://www.cnbc18.com/earnings/igl-to-focus-on-cng-conversion-and-not-hiking-rates-to-counter-higher-input-costs-15966481.htm>

## 1.2 Egypt

### **Egypt to Invest £1 Billion in Middle East's First-of-its-Kind Plant**

17<sup>th</sup> February 2023. By John Mahon

In a matter of days, Egypt will begin setting up a compressed gas cylinder plant in Egypt to power cars, with foreign investment of more than £1bn, as it is the first plant of its kind in the Middle East.

The project includes the establishment of the first plant in Egypt, Africa and the Middle East for the production of compressed natural gas cylinders and equipment to serve the local market and export.

EKC EGYPT, the owner of the project, plans to launch Egypt's first compressed natural gas cylinder plant within the next year with an investment of between \$30 million and \$50 million.

The company announced that it is currently completing all procedures related to documentary letters of credit with banks in preparation for the start of implementation.

*Source:* <https://asumetech.com/egypt-to-invest-1-billion-in-middle-east-s-first-of-its-kind-plant/>

## 1.3 India

### **Flex-fuel vehicles. Maruti Suzuki bets big on eco-friendly mobility solutions**

18<sup>th</sup> February 2023. By Aroosa Ahmed. Mumbai.

#### **Maruti Suzuki to introduce its first EVs in 2024-25**



*Maruti Suzuki showcased its flex-fuel product during the auto expo in January, while its CNG vehicle sales contributed nearly 20 per cent for the company in India. | Photo Credit: PTI*

To introduce eco-friendly mobility solutions, Maruti Suzuki is betting on biogas, flex fuel, hybrid and Compressed Natural Gas (CNG) vehicles in the country.

The company will introduce its first electric vehicle offering in 2024-2025. It had earlier stated that the cost of acquiring electric vehicles is high due to the dependence on battery technology and its costs being higher.

“The infrastructure and cost might prevent the large-scale adoption of electric vehicles for a long time. Maruti Suzuki believes for emission reduction you have to be agnostic to technology. Till the time electric vehicles are mainstream you need to have intermittent technologies to manage emissions,” said Shashank Srivastava, Executive Director, Maruti Suzuki India Ltd to BusinessLine.

Suzuki signed a Memorandum of Understanding (MOU) with the National Dairy Development Board and Banas Dairy for biogas production and verification. The company is looking into having plants in multiple parts of the country for biogas generation and has invested in Fujisan Asagiri Biomass LLC., which makes power generation from biogas derived from cow dung in Japan.

“We believe that the biogas business in India not only contributes to carbon neutrality, but also promotes economic growth and contributes to the society of India. We are also given expanding the business to other farming areas in regions including Africa, ASEAN, and Japan in the future,” mentions a statement from Suzuki on its vision for 2030.

The Delhi-headquartered company showcased its flex-fuel product during the auto expo in January, while its CNG vehicle sales contributed nearly 20 per cent for the company in India.

“We are ready with E20 blend and can go up to E85 that will further be lower on emission and is also cheaper than importing expensive oils. This will also save a lot of foreign exchange,” added Srivastava.

E20 vehicles are a blend of ethanol and petrol with 20 and 80 per cent, respectively.

**Source:** <https://www.thehindubusinessline.com/companies/maruti-suzuki-bets-big-on-eco-friendly-mobility-solutions/article66521103.ece>

## 1.4 Indonesia

### Maruti Suzuki Grand Vitara debuts in Indonesia

17<sup>th</sup> February 2023. By Pawan Mudaliar.

**- Identical to the India-spec model. - Comes with an optional AWD system**



Maruti Suzuki has launched the made-in-India Grand Vitara at the ongoing Indonesia International Motor Show 2023. The SUV is identical to the India-spec model. While the powertrains are yet to be known, we expect a low-capacity turbo petrol engine to be introduced.

In India, the SUV is available in two powertrain options including the 1.5-litre K15C petrol engine with a mild-hybrid system and the 1.5-litre TNGA gasoline with a strong-hybrid. It also gets a CNG-powered version with a claimed mileage of 26.6km/kg. The Grand Vitara variants on offer include Sigma, Delta, Zeta, Alpha, Zeta+, and Alpha+ variants.

The Maruti Suzuki Grand Vitara comes loaded with features like a split headlamp setup, wraparound LED tail lamps, a panoramic sunroof, a 360-degree camera, and a nine-inch SmartPlay Pro+ touchscreen infotainment system with Android Auto and Apple CarPlay. Moreover, it also gets ventilated seats, paddle shifters, and drive modes.

The SUV is manufactured at the Toyota Kirloskar Motor’s Bidadi plant in Karnataka. The automaker has also signed an agreement with Kamarajar Port Limited to boost the export of its passenger vehicle globally.

Maruti Suzuki has also stated that it is gearing itself to export these new cars to more than 60 countries including the Middle East, Latin America, Africa, and ASEAN countries.

The Grand Vitara rivals the Hyundai Creta, Kia Seltos, Skoda Kushaq, MG Astor, and Volkswagen Taigun.

**Source:** <https://www.carwale.com/news/maruti-suzuki-grand-vitara-debuts-in-indonesia/>

## 1.5 Europe

### European Parliament supports 35 bcm biomethane target in EU Gas Package

10<sup>th</sup> February 2023. By Anthony Wright



The European Parliament has backed two legislative proposals to aid the uptake of renewable and low carbon gases, including hydrogen, into the EU gas market.

With the aim of replacing 20% of Russian gas supply with a sustainable alternative, MEPs have stated that – as part of the Gas Package and in accordance with REPowerEU targets – member states should ensure collectively at least 35 billion cubic metres of sustainable biomethane.

Welcoming the proposal, Giulia Cancian, Secretary General of the European Biogas Association (EBA), said, “If EU institutions give the green light to this proposal, the 35 bcm biomethane target would finally anchor in binding legislation the REPowerEU Plan’s ambition.”

“Based on reasonable and solid estimation of sustainable feedstock availability, achieving 35 bcm of biomethane in the EU by 2030 would significantly contribute to security of supply by replacing 20% imported natural gas volumes from Russia before the Ukraine war.”

According to the EBA, the Package not only takes stock of the Biomethane Action Plan but also includes the requirement for member states to set up national biomethane strategies.

A proposed mapping exercise will enable the regional mapping of highest production potential areas, in line with national strategies.

“The EBA also welcomes the adoption of EU-wide rules facilitating an accelerated, steep growth of biomethane integration in the gas network after 2025,” said the organisation in a statement.

“Although essential for biomethane cost-effective delivery to consumers, access to the gas network currently represents a challenge for project developers.”

It continued, adding that the European Parliament’s report improves the Commission’s proposal on the right to inject, by setting, among other provisions, time limits for delivering the network connection requested by project developers.

The EBA expressed regret, however, that an agreement was not found on provisions addressing the costs of network access for project developers.

“A cost-sharing principle with gas network operators would decrease the investment cost for biomethane producers.”

“Regulatory authorities can be empowered to tailor this principle to national circumstances while monitoring its effectiveness and its limited impact on tariffs,” the statement concluded.

According to the World Biogas Association (WBA), biomethane can substitute 993 to 1380 bcm of natural gas, equivalent to 26-37% of the current natural gas consumed globally.

The levelling up of biogas could also accelerate the adoption of the fuel as a way to reduce Europe's reliance on Russian natural gas.

In 2021, the UK imported 24.6TWh (terawatt hours) of natural gas from Russia. With immediate government backing, this gas demand could be directly replaced with home-grown biomethane within the next four years.

**Source:** <https://www.gasworld.com/story/european-parliament-supports-35-bcm-biomethane-target-in-eu-gas-package/>

## 1.6 Sweden

### Gasum starts building new biogas plant in Sweden

10<sup>th</sup> February 2023. By Ajsa Habibic

With final construction permits in place, Nordic energy company Gasum is starting the construction work on its latest biogas plant in Götene, Sweden, as the first in a line of strategic investments into increasing biogas availability.



*Illustration. Source: Gasum*

*According to Gasum, the new plant will be producing 120 gigawatt hours (GWh) worth of liquefied biogas (LBG) per year from early 2025 onwards.*

The company said that the Götene plant will utilise mainly manure as feedstock from the agriculture sector in the surrounding area, processing approximately 400,000 tons of feedstock yearly. In addition to energy, the plant will produce 350,000 tons of environmentally friendly fertilizers, which are returned to the farmers providing the feedstock.

As disclosed, Gasum is investing nearly €54 million in the plant, of which €15 million has been provided as a grant from the Swedish Environmental Protection Agency's Klimatkivet investment program.

“We are extremely happy to be proceeding with this project in Götene, because in the last couple of years, we have seen interest in biogas intensify in the Nordic countries as well as across the whole of Europe. The Götene biogas plant will be the first step in Gasum's ambitious plan for increasing the availability of renewable energy to our customers whether they are in the traffic, industry or maritime segment”, said Erik Woode, Head of Project Development & Execution at Gasum.

**Posted: about 1 year ago:** *The Götene plant is the first one in a series of five large-scale biogas plants that Gasum plans to construct in Sweden during the next few years. The other locations will be Borlänge, Kalmar, Sjöbo, and Hörby.*

*The company is also working on a biogas plant near Trondheim in Norway as part of its renewed strategy to invest strongly in increasing Nordic biogas availability in the coming years.*

*Gasum's strategic goal is that by 2027 a significant portion of its profits will come from green energy sources. This means increasing the role of biogas and trade in renewable electricity.*

**Source:** [https://www.offshore-energy.biz/gasum-starts-building-new-biogas-plant-in-sweden/?utm\\_source=lngworldnews&utm\\_medium=email&utm\\_campaign=newsletter\\_2023-02-13](https://www.offshore-energy.biz/gasum-starts-building-new-biogas-plant-in-sweden/?utm_source=lngworldnews&utm_medium=email&utm_campaign=newsletter_2023-02-13)

## 1.7 China

### Nanjing plans to deploy 3 hydrogen-refueling stations, 300 fuel cell vehicles by 2025

17<sup>th</sup> February 2023. By Monika from Gasgoo.



*Geely fuel cell bus; photo credit: Geely*

Shanghai (Gasgoo) - Nanjing, the capital city of China's Jiangsu province, aims to deploy 3 hydrogen filling stations and 300 fuel cell vehicles (FCVs) by 2025, according to a document issued by Nanjing Municipal Bureau of Industry and Information Technology.

The document elaborates on the action plan local authorities hammered out for the development of Nanjing city's energy storage and hydrogen industry during the 2023-2025 period.

The industries in Nanjing encompass the entire industrial chain, including the manufacturing of energy storage equipment, raw material supply, system integration, system applications, hydrogen production, and hydrogen refueling station construction, and FCV applications, said the document.

In terms of key platform construction, a number of research platforms in the fields of energy storage and hydrogen energy have been gathered. As for spatial layout, a development pattern with Jiangbei, Jiangning, Lishui, and Gaochun districts as the focus has been preliminarily formed.

The Plan indicates that Nanjing aims to establish the Jiangbei-Jiangning deep-water energy-storage industrial cluster and the Gaochun-Deep Water-Jiangbei hydrogen energy application demonstration zone, with the city's energy storage and hydrogen energy industry reaching a scale of 50 billion yuan by 2025.

In the aspect of energy storage, key leading enterprises will be fostered and a group of key core component enterprises will be introduced in Nanjing city, including bipolar plates, cathode materials, energy management systems (EMS), power conversion system (PCS), system integration, etc.

**Source:**

[https://autonews.gasgoo.com/china\\_news/70022290.html?utm\\_source=edma&utm\\_medium=email&utm\\_content=endingyue&utm\\_campaign=service&systemPlat=EDM\\_EN&userId=leegs@angva.org&From=2023-02-17](https://autonews.gasgoo.com/china_news/70022290.html?utm_source=edma&utm_medium=email&utm_content=endingyue&utm_campaign=service&systemPlat=EDM_EN&userId=leegs@angva.org&From=2023-02-17)

## 1.8 Malaysia

### Premier: Cost to produce hydrogen in Sarawak expected to reduce in next 10 years

31<sup>st</sup> January 2023.



*Sarawak Premier Tan Sri Abang Johari Openg inspects a Tesla electric car during the Electric Vehicles (EV) Adoption event in Kuching January 31, 2023. — Bernama pic*

KUCHING, Jan 31 — The cost of producing hydrogen is expected to decrease within the next 10 years, spearheading Sarawak's

hydrogen economy agenda, says Sarawak Premier Tan Sri Abang Johari Openg.

He said at present, as much as 60 kilowatts of electricity is required for the electrolysis process to produce one kilogramme of hydrogen, and that the amount could be reduced with more effective and cheaper technology.

According to Abang Johari, the Sarawak state government is also working with Petronas to produce one kilogramme of hydrogen using 38 kilowatts of electricity.

“This means we can lower the price (cost of hydrogen production) by up to 50 per cent.

“If this happens, the electrolysis process (for hydrogen production) can be done in mass production and the use of electricity can also be reduced,” he said during his speech at the Electric Vehicles (EV) Adoption event here today. — Bernama

[Source: https://www.malaymail.com/news/malaysia/2023/01/31/premier-cost-to-produce-hydrogen-in-sarawak-expected-to-reduce-in-next-10-years/52778](https://www.malaymail.com/news/malaysia/2023/01/31/premier-cost-to-produce-hydrogen-in-sarawak-expected-to-reduce-in-next-10-years/52778)

## **1.9 United States of America**

### **Will Electric Vehicles Continue To Thrive Without Subsidies?**

13<sup>th</sup> February 2023. Editor Oil Price.com

#### ***Sales in Germany plunged after subsidies were reduced...***

Sales of fully electric vehicles (EVs) fell 13.2% in January compared to January 2022, Germany’s Motor Transport Authority reports. Sales of hybrids declined 6.2%. This compares to an increase of 3.5% in the number of new gasoline-powered cars sold, and a modest decline of 1.2% for diesel.

The main explanation is the end of Berlin’s subsidies for EVs and hybrids at the new year. Until December the subsidy had offered up to €9,000 split between consumer and producer for EVs with a net list price below €40,000. Hybrids in that price range received €6,750. Berlin has ditched the subsidy for hybrids entirely, and cut the payout to €4,500 for EVs below €40,000.

This year will thus be a market test for electric vehicle demand in the Vatican of climate-change belief. Politicians in the West have used subsidies and mandates to drive EV sales, no matter that they aren’t as green as their advertising. The cars are only as carbon-friendly to operate as the power grids they refuel from, and Berlin’s refusal to embrace nuclear power means Germany is burning more coal to cover for the end of natural-gas imports from Russia. Then there’s the environmental cost of mining for all that cobalt, copper and lithium for EVs and their batteries.

If consumers want to buy EVs, go for it. But what does it say about their appeal if people need subsidies to buy them?

#### **Can the Power Grid Handle a Wave of New Electric Vehicles?**

Also consider the question Can the Power Grid Handle a Wave of New Electric Vehicles?

Experts believe EVs will make up a third or even half of all light vehicles sold annually in the U.S. by 2030, up from about 7% in 2022.

If those predictions are correct, that leaves a big question: Will the power grid be capable of charging the batteries in those tens of millions of vehicles?

Some grid operators already are struggling to keep up with demand in certain areas and at certain times—California power authorities, for example, asked residents to avoid charging electric cars in the evening during a heat wave last September to help avoid overloading the grid, while utility officials in other areas have warned at times of possible rolling blackouts to prevent system collapses.

First, the good news: Many experts think the utility industry will be ready to generate enough power for the coming EV wave, thanks to planned capacity increases costing hundreds of billions of dollars.

But that isn't the whole story. The potential for much more serious bottlenecks looms in the local legs of the grid that transmit electricity to individual homes and businesses. Expensive upgrades could be needed for these neighborhood power-distribution systems. Additional spending will be needed to bolster the wires and transformers serving commercial sites as electric trucks and delivery vans become common.

Combined, all these investments likely would result in higher electric rates, many industry analysts say. "The more they invest in the grid, the more those costs go back to consumers," says Brad Stansberry, U.S. energy advisory leader at audit and consulting firm KPMG.

Let that last sentence paragraph in. Utilities will have to spend a lot of money to add capacity. It will cost even more if the capacity is a clean energy input source.

Cleaner energy will eventually come from solar, but how do we get that energy to Chicago? At what price?

I still wonder how the heck an evacuation of Florida happens when everyone needs to drive hundreds of miles to escape a hurricane.

Are you convinced we have enough lithium, nickel, and other materials to make enough batteries? I am not. The more EVs we do build, the more metals we need. At what cost, and at how much pollution mining them?

### **Distance and Convenience**

For me, it's all about distance and convenience.

It's convenient to charge at home, provided you don't go anywhere. I drive long distances and to the middle of nowhere frequently.

It is not so convenient to have to stop whatever you are doing to charge a vehicle (assuming you can find a charger in the middle of nowhere) or to rent a car if you want to drive five hours straight.

**Source:** <https://finance.yahoo.com/news/electric-vehicles-continue-thrive-without-150000086.html>

## **1.10 Malaysia**

### **Government of Malaysia targets 4,000 EV chargers in 2023**

15<sup>th</sup> February 2023.

The Government of Malaysia is targeting to have more than 4,000 electrical vehicles (EV) charging stations across the country by the end of 2023. The country currently has 900 charging stations. This is part of the national roadmap for EV charging stations, under which around



10,000 chargers will be installed by 2025, of which 1,000 chargers will be direct current (DC) type and remaining 9,000 units will be alternating current (AC) or slow charging type.

The Ministry of Finance (MoF) is also expected to allocate part of the 2023 Budget to develop the EV ecosystem in Malaysia. Additionally, Tenaga Nasional Bhd (TNB) will also allocate RM90 million till 2025 to build new DC charging stations. The agency will install seven new chargers along the North-South Highway (PLUS) by the end of 2023.

TNB is also considering installing the DC chargers along trunk roads in the country.

**Source:** <https://southeastasiainfra.com/government-of-malaysia-targets-4000-ev-chargers-in-2023/>

## 1.11 China

### Tesla China issues price rise for homemade Model Y AWD's two trims

17<sup>th</sup> February 2023. Model from Gasgoo



*Model Y; photo credit: Tesla*

The Shanghai (Gasgoo)- Tesla China issued the second price increase so far this month, indicating the U.S.-based EV is facing growing orders in the world's largest auto market.

Tesla has raised the prices of two trim versions of the locally-made Model Y AWD by 2,000 yuan (\$290) in China, according to the information updated on Tesla China's official website on Feb. 17. Upon the latest price rise, the Model Y Long Range and Performance versions are now priced at 311,900 yuan (\$45,380) and 361,900 yuan (\$52,660), respectively.

Notably, the recent move only came one week after Tesla lifted the price of the China-made Model Y RWD version by 2,000 yuan.

The Model Y currently has three locally-made variants available for sale in China. Both the RWD and Long Range trim feature a lead-time of 2-5 weeks, while the Performance version is expected to be delivered in 1-4 weeks.

Tesla announced in early Jan. a significant price reduction for the made-in-China Model 3 and Model Y. In this round, the company lowered the price of the Model 3 RWD by 36,000 yuan (\$5,240) to only 229,900 yuan (\$33,450).

According to data by the China Passenger Car Association (CPCA), Tesla sold 66,051 China-made vehicles via wholesale in Jan. 2023, representing a 10.37% increase year-on-year and an 18.32% jump month-on-month. This was a pretty outstanding performance as most automakers faced downturn in Jan. sales due to the Spring Festival holiday reason.

**Source:**

[https://autonews.gasgoo.com/new\\_energy/70022301.html?utm\\_source=edma&utm\\_medium=email&utm\\_content=endingyue&utm\\_campaign=service&systemPlat=EDM\\_EN&userId=leegs@angva.org&From=2023-02-17](https://autonews.gasgoo.com/new_energy/70022301.html?utm_source=edma&utm_medium=email&utm_content=endingyue&utm_campaign=service&systemPlat=EDM_EN&userId=leegs@angva.org&From=2023-02-17)

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