ANGVA2U Info *03/2020 28th February 2020. (for ANGVA members only)*

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1.0 Selected News / Articles

1.1 Malaysia

PetDag has no plan to stop NGV business

Bernama. 6th February 2020

KUALA LUMPUR (Feb 6): Petronas Dagangan Bhd (PetDag) is not planning to stop its natural gas for vehicles (NGV) service to customers for now.

Managing director and chief executive officer Azrul Osman Rani said its stations remained operational to provide NGV to taxis.

"The demand is there, and we are still servicing NGV to our customers," he told reporters after the Setel Nationwide launch yesterday.

In August last year, it was reported that the company would review its NGV business and discuss with the government on what would be the next form of alternative energy for vehicles.

PetDag was quoted as saying that a demand reduction of between 15% and 20% yearly led the company to relook at the business.

Meanwhile, Azrul said PetDag planned to increase its revenue contribution from Setel, Malaysia's first mobile app for fuel payment.

He said the company aimed to offer Setel at more than 1,000 Petronas stations by the second quarter of this year.

"It is currently available at more than 700 Petronas stations and will rapidly expand nationwide in the next few weeks," he said, adding that as of last month, Setel had recorded over three million transactions.

Last year, Setel expanded to all Petronas stations in the Klang Valley, garnering a customer base of over half a million users.

Source: *https://www.theedgemarkets.com/article/petdag-has-no-plan-stop-ngv-business*

1.2 India

BS6-Compliant Maruti Ertiga CNG launched, Prices Begin At Rs. 8.95 Lakh

By Kshitij Rawat. www.indianauto.com 8th January 2020

Maruti Suzuki launches BS-6 compliant Ertiga CNG

Maruti Suzuki has just launched the BS6-Compliant version of Ertiga CNG. Prices of the CNG-powered MPV begin at Rs. 8.95 Lakh.

Acting on the upcoming BS6 norms, Maruti Suzuki has

silently launched the BS6-compliant Ertiga CNG variant. Maruti Ertiga was already available with a CNG variant before, but it was only BS4-compliant. The Ertiga CNG is only available in the 'VXi' trim, and prices begin at Rs. 8.95 Lakh (ex-showroom, Delhi).

With the launch of the Ertiga CNG, Maruti now has two BS6-compliant CNG vehicles in its portfolio. The first one was the Alto CNG, which is powered by a 0.8-litre engine. Both the cars are fitted with two interdependent ECUs for petrol and CNG.

"As a market leader we are constantly working towards offering sustainable mobility solutions to our customers. Ertiga has been a market leader amongst MPVs, and the introduction of BS6 S-CNG will further help augment its leadership in the segment. The company has revealed that the CNG vehicles are equipped with dual interdependent ECUs and intelligent injection system. We would like to thank our customers for their confidence and trust in our products."

- Shashank Srivastava, Executive Director, Marketing and Sales, Maruti Suzuki

Ertiga is one of the most successful MPVs in India

Maruti Suzuki Ertiga CNG is powered by a 1.5-litre engine that produces 105PS and 130Nm when running on petrol and 93PS and 122Nm when on CNG. These power figures remain unchanged over the BS4-compliant model.

Source: *https://indianauto.com/news/mg-hector-deliveries-coronavirus-nid4068*

1.3 United Kingdom

UK's 'biggest eco-friendly fleet of refuse vehicles' to hit the streets of Liverpool

www.energylivenews.com *26th February 2020*

The city invests £3.4m in refuse vehicles to reach a waste recycling target

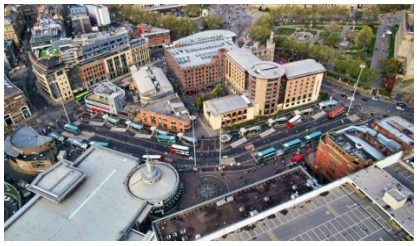

Image: Shutterstock

Liverpool is investing £3.4 million to introduce new compressed natural gas vehicles in a bid to reach a target of recycling more than 55% of waste across the city.

The fleet of 20 vehicles will replace the previous diesel vehicles and produce 80% fewer carbon emissions and 90% less nitrogen oxide.

According to government statistics, 'the city has already achieved an 18% reduction in carbon emissions since 2012 and is on course to hit 35% by the end of 2020'. The new vehicles, reportedly, cost 35% less in fuel, compared to diesel vehicles.

Joe Anderson, Mayor of Liverpool said: "The council inherited a tired and rundown fleet which was inefficient, unreliable and costly. Having a brand-new refuse fleet that is bigger, more efficient and safer gives our collection teams the right tools to ensure residents receive a more reliable service."

The city will also see a more extensive use of electric taxis, LED street lighting and the creation of a new bus hub, all of which is estimated to take a combined 5,000 tonnes of CO2 out of the atmosphere annually.

Source: *https://www.energylivenews.com/2020/02/26/uks-biggest-eco-friendly-fleet-of-refuse-vehicles-to-hit-the-streets-of-liverpool/*

1.4 India

Rawmatt to open 3 more LNG outlets

By Niraj Chinchkhede. www.thehitavada.com 26th February 2020

City-based Rawmatt Industries Pvt. Ltd, India's first private sector LNG storage and dispensing facility in Nagpur, is all set to open three new LNG refueling stations here within next two to three months.

The company is already operating two stations in the Nagpur - one located at Automotive Square and another at Wadi. The new stations will come up at Khapri, Hingna and Pardi. Apart from this, the company is also exploring opportunities to set up similar facilities on Ghat Road and other commercially important locations in and around Nagpur.

Places like Chandrapur and Gadchiroli are also on the company's radar. A senior offer of the company, who preferred not to be quoted, on Tuesday said that Rawmatt Industries is aggressively expanding its based in Central India as demand of the eco-freindly is raising every passing day. "We are in process of setting up compressed natural gas (CNG) refueling stations at various strategic locations in this part of the country to cater to the demand of local automobile sector," he said adding that large number people are making their cars, buses, trucks and even auto rickshaws compatible for CNG.

"Natural gas being the most preferred fuel, we are committed to provide its benefits to the consumers here and create awareness on the eco-friendly, user friendly reliable source of energy," he said.

The company is following a unique model to make CNG refueling business in Vidarbha region economically viable. "We bring the natural gas in liquid form (liquefied natural gas) here and then convert it in gaseous form and compress it before dispensing," the company official explained. LNG is transported from bulk LNG terminals to the main stations in specialised cryogenic tankers, where the low temperature of liquefied gas is maintained during transportation.

The tank design allows the fuel to be kept at a temperature of -162 degree celsius. Apart from CNG dispensing, the company also undertakes jobs of upgrading petrol driven vehicle to CNG by installing CNG kit. Similarly, it also makes diesel trucks, buses and vans compatible for CNG consumption. "As per the studies cost savings on fuel by using natural gas is around 35 per cent when compared to conventional fossil fuels like petrol, diesel and LPG.

The maintenance cost is also less in case of natural gas. However, as there were no refueling stations here in the region till recent past, people were shying away from buying CNG-compatible vehicles. But things have changed dramatically since we have opened up first CNG outlet here.

Today, CNG is becoming first choice of many institutions, companies, private rickshaw drivers and even individuals. The trend is fast picking up," said the company official. According to a rough estimate, more than 3.5 million vehicles in India are running on CNG. In cities like Delhi, Noida, Ghaziabad and Mumbai large number of people have already switched over to CNG.

Source: *https://www.thehitavada.com/Encyc/2020/2/26/Rawmatt-to-open-3-more-LNG-outlets.html*

1.5 Germany

German pair to expand LNG stations network

www.lngworldnews 12th February 2020

zoom Illustration purposes only (Image courtesy of Liqvis)

Liqvis, a Uniper company, and Echo Tankstellen have joined forces to expand the LNG filling station network in Germany.

Selected sites operated by Echo (Esso) are under initial consideration for this purpose. Subject to approval by the regulatory authorities, the first joint site set to be realized will be the Esso truck stop in Seligweiler near Ulm, which is operated by Hotel & Rasthaus Seligweiler, Uniper said in a statement.

A joint project group will then discuss where to build further LNG filling stations and assess the feasibility of these sites before applying to the authorities and implementing them.

The companies aim to establish LNG on the market as an alternative fuel for heavy goods vehicles and to help develop the associated infrastructure into a closed network, the statement reads.

The Echo network currently comprises around 1000 filling stations operating under the brand name Esso.

Liqvis is expected to have six sites where trucks can refuel with LNG by the end of 2020: Berlin Grünheide (already open), Kassel-Lohfelden, Rosengarten/Hamburg, Langenhagen/Hannover, Bönen, and Calais in northern France.

The Ulm Seligweiler filling station that is currently being planned together with Echo will be added in 2021.

Source:https://www.lngworldnews.com/german-pair-to-expand-lng-stations-network/?utm_source=lngworldnews&utm_medium=email&utm_campaign=newsletter_2020-02-13

1.6 Mexico

Stabiles Energy moves ahead with small-scale LNG plans in Mexico

www.lngworldnews.com 26th February 2020

zoom Illustration purposes only (Image courtesy of Stabilis Energy)

U.S. LNG producer and provider Stabilis Energy has made further progress in its push to expand its presence in the Mexican LNG market.

The company said on Wednesday it has filed a permit application to build and operate a small-scale LNG production facility in Monterrey, Nuevo Leon, Mexico. Stabilis has also started signing LNG supply agreements with Mexican customers for sales from that location.

The permit application seeks approval to install two LNG production units at a Monterrey. The first unit is a 20,000 gallon per day LNG production facility that Stabilis currently owns and can deploy immediately.

The second unit is a 100,000 gallon per day LNG production facility that would be similar to the one that Stabilis currently operates in George West, Texas, the statement reads.

The proposed facility will be located on industrial property owned by affiliates of Stabilis' joint venture partner, CryoMex Investment Group.

Stabilis formed a joint venture with CryoMex Investment Group in 2019 to pursue investments in distributed natural gas production and distribution assets in Mexico.

The site includes access to the natural gas and electricity supplies required to operate an LNG production facility. It also provides easy access to major highways for truck distribution.

Stabilis expects the permitting process to take approximately 6-9 months to complete before construction will begin, with the production expected to begin by the end of 2020.

In connection with the production facility development Stabilis recently signed a multi-year LNG supply contract with a new industrial customer that could require up to 25,000 LNG gallons per day once fully operational. Stabilis is currently pursuing other similar LNG supply agreements with multiple customers.

LNG will be provided from the Monterrey facility once it is commissioned. In the interim, LNG will be provided from Stabilis' existing facility in Texas.

LNG transportation, storage, and vaporization equipment will be provided from Stabilis' existing fleet.

Stabilis recently opened an LNG transportation hub to facilitate the delivery of up to 50,000 LNG gallons per day to customers in Northeastern Mexico. LNG is supplied by the Stabilis liquefaction facility in George West, Texas. The transportation hub is designed to increase supply security to Stabilis' customers by reducing border crossing and related logistics risks.

Source: *https://www.lngworldnews.com/stabilis-energy-moves-ahead-with-small-scale-lng-plans-in-mexico/?utm_source=lngworldnews&utm_medium=email&utm_campaign=newsletter_2020-02-27*

1.7 Azerbaijan

Snam and SOCAR to research biogas pipeline opportunities

www.bioenergy-news.com 24th February 2020

One of the world's leading energy infrastructure companies, Snam, and a state-owned energy firm of the Republic of Azerbaijan, SOCAR, have signed a cooperation agreement to research the development of renewable gases and the use of sustainable energy.

The two companies signed the agreement to deliver renewable gas through the Southern Gas Corridor including Trans Adriatic Pipeline (TAP) in the future. Both companies own a 20% stake in TAP and SOCAR is a major shareholder of other Southern Gas Corridor projects.

The agreement, signed on 20 February in Rome by representatives of Snam and SOCAR, involves collaboration in areas relating to energy transition and the circular economy, including researching and promoting the use of biogas and biomethane. The firms will also look into the potential of building anaerobic digestion (AD) facilities. According to a statement by Snam, the expertise of its subsidiary, IES Biogas, could be applied in the design and construction of the AD plants. Snam and SOCAR plant to evaluate potential co-investment opportunities in this area.

Additionally, the agreement includes promoting sustainable mobility by using compressed natural gas, liquefied natural gas and hydrogen. Snam's CEO Marco Alverà said: "Through this project, Snam and SOCAR aim to contribute to the energy transition and circular economy in Azerbaijan, strengthening collaboration between our two countries.

"Furthermore, the development of biomethane and hydrogen could offer new opportunities for the delivery of renewable gases through the Southern Gas Corridor and the TAP pipeline, thereby improving environmental sustainability alongside security and flexibility of supply."

"SOCAR has been taking significant steps in its operations to minimise negative impacts on the environment," said Rovnag Abdullayev, SOCAR's president. "The cooperation agreement signed today is an important step towards sustainability in the energy industry, aimed at the development of a greener economy and to curb global warming, in order to sustain life and prosperity."

https://www.bioenergy-news.com/news/snam-and-socar-to-research-biogas-pipeline-opportunities/

1.8 Singapore

MPs concern with Govt's plan to "put all eggs in the electric vehicle basket'

by Wong Pei Ting. www.todayonline.com 28th February 2020

Najeer Yusof/TODAY

A driver of an electric taxi charging his car at the BYD Charging Station along Jalan Pemimpin in Marymount on Feb 19, 2020.

SINGAPORE — Hydrogen fuel cell vehicles are not only cleaner but their driving ranges and refuelling times are comparable to petrol cars, so why is the Government placing a significant bet on electric vehicles as part of its efforts to fight climate change?

This was one question several Members of Parliament (MPs) posed over two days of this year's Budget debate on Wednesday and Thursday (Feb 26 and 27) as they pointed out that other countries appear to be favouring the alternative that is even less pollutive.

In his Budget speech on Feb 18, Deputy Prime Minister Heng Swee Keat announced that buyers of electric vehicles will get a rebate of up to 45 per cent on the additional registration fee, capped at S$20,000, under an early adoption scheme, from January next year.

In announcing this, Mr Heng, who is also Finance Minister, said: "We are placing a significant bet on electric vehicles and leaning policy in that direction because it is the most promising technology."

But Jurong Group Representative Constituency (GRC) MP Ang Wei Neng, who is also the chief executive of ComfortDelGro Taxi which manages a fleet of more than 10,000 taxis, on Thursday raised some concerns about banking on such vehicles.

Mr Ang pointed out that the promise of significantly reducing charging time and the cost of an EV's battery "still remains a promise".

laborating, he said that the car battery industry had voiced concerns of exaggerated claims being commonplace, adding that not everyone is convinced that planned car battery breakthroughs will become a reality.

CONSIDER HYDROGEN FUEL CELL VEHICLES

“Don’t get me wrong, I am supportive of having more green and clean vehicles,” Mr Ang told the House. “Just that we do not want Singapore to bet on the wrong ‘green’ car like the experience of CNG (compressed natural gas) powered cars.”

CNG cabs used to make up about 10 per cent of Singapore’s taxi population at its height in 2011, following a push for these vehicles in 2001, but they were phased out by the end of 2017 due to a lack of infrastructural support and cost ineffectiveness.

He then suggested that rather than “putting all our eggs in the (electric vehicles) basket”, hydrogen fuel cell vehicles could complement the push for electric vehicles here.

Furthermore, China, Japan and South Korea are already working to put millions of the less pollutive hydrogen-powered vehicles on their roads, he said.

This point was also raised on Wednesday by MP Murali Pillai (Bukit Batok) who asked the Government to elaborate on its choice of electric vehicles.

Nominated MP Mohamed Irshad asked what the Government was doing to ensure that hydrogen fuel cell vehicles will not be locked out of the market.

“I submit that simply transitioning to electric vehicles is not enough…” said Mr Irshad on Thursday. “We must take the lead in moving towards a fossil-fuel-free future in our region.

“Thus, over the next few years, I hope that this House will seriously consider adopting alternative power sources, including nuclear energy given the advances in technology, and to look beyond electric vehicles.”

NEED TO REBUILD INFRASTRUCTURE

The MPs also raised concerns on what Non-Constituency MP Dennis Tan called “the biggest elephant in the room”: The need to rebuild an infrastructure currently tailored for internal combustion engine vehicles.

Mr Tan, a member of the Workers’ Party, and Mr Irshad were both of the view that incentivising electric vehicle use here may put a strain on the power grid, pointing out that 95 per cent of electricity here is generated from natural gas.

Asked Mr Tan: “While our current power generation mix will improve by 2030 due to more solar capacity, how are we moving to lowering the carbon footprint of our power generation in 2030 to 2040?”

Mr Murali asked about the kind of infrastructural development that would be required to fulfill the Government’s plan to expand the number of charging points from 1,600 today to 28,000 by 2030, questioning if there is, for instance, a need to build substations.

He also enquired of the "cost recovery" plan for the additional infrastructure required and the supply of electricity to the electric vehicles.

NEW REBATES INSUFFICIENT

Some MPs pointed out that the newly-introduced rebate may not be sufficient to push more people towards buying electric vehicles.

Mr Ang said that the existing Carbon Emission-Based Vehicle Scheme, which offers a rebate of up to S$30,000 off the additional registration fees, is more attractive than the up to S$20,000 in rebates offered under the Electric Vehicle Early Adoption Incentive Scheme.

He added that the additional road tax of S$700 per year that will be levied on electric vehicles is also not helping the push towards the greener option.

In his debate speech on Wednesday, Chua Chu Kang GRC MP Yee Chia Hsing said electric vehicle adoption will be "slow", highlighting that electric versions of car models with their petrol, diesel or hybrid equivalents are selling at a significant premium.

He gave the example of a Hyundai Ioniq Electric, which retails for about S$152,000 – a premium of S$44,000 over its hybrid sibling. He also noted that a Volvo S60 plug-in hybrid, which allows charging as a source of energy, is selling at S$265,000 – a S$90,000 premium over a normal S60.

Car distributors should also be nudged to ensure that investments in charging stations are not wasted and become "white elephants", said Mr Yee. He said that many electric vehicle models, including the Volkswagen e-Golf and the Honda E, are still not being sold in Singapore and that only eight electric vehicle car models are available here.

To demonstrate their unavailability in the market, he stressed that none of the top three car brands by sales here – Honda, Toyota and Mercedes, which account for more than 28 per cent of passenger car sales – offer an electric vehicle or plug-in hybrid car model.

To incentivise car dealers to bring in the models, there should be a double tax deduction for expenses incurred to bring in these models, said Mr Yee. Profits from such sales can also be taxed at a lower corporate income tax of 10 per cent, he suggested.

And for car dealers who are unable to meet target electric vehicle sales, he suggested that the Government could levy a S$5,000 tax on every petrol or diesel car they sell. A total of 1,120 electric cars plied Singapore's roads last year, up from 314 in 2017 and 560 in 2018, according to a written answer to a parliamentary question issued on Thursday.

Meanwhile, the number of petrol cars here had largely remained stable over the past three years, at around 570,000. There had been a steady increase in the adoption of hybrid cars last year, from 21,985 in 2017 to 36,460 last year.

Source: *https://www.todayonline.com/singapore/mps-concerned-govts-plan-put-all-eggs-electric-vehicle-basket*

2.0 ANGVA related / participated events

i. **POSTPONED:** The following event has been postponed to a date to be announced later - The 6th LNG Supply, Storage & Transportation Philippines Forum 2020. Marquis Event Place, Bonaficio Global City, Manila, Philippines. 10 – 11 March 2020. More information on this event at: www.lng-world.com

Other events will be published as and when they are confirmed.

3.0 End

Any comments and suggestions on the topics and information covered and to be covered in future are most welcome. Please send your comments and suggestions to Lee Giok Seng at email: leegs@angva.org