

ANGVA2U Info 04/2023. 27th April 2023 (for ANGVA members only)

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1.0 Selected News / Articles

1.1 India

Compressed biogas expansion to help India meet its energy needs: Oil Minister Puri

17th April 2023. By SHUBHANGI MATHUR

The government has an ambitious target to set up 5,000 commercial (CBG) plants by 2024-25 and produce 15 million metric tonnes of CBG, said Hardeep Singh Puri.



The oil minister added that 46 CBG plants have already commissioned and sale of CBG has started at more than 100 retail outlets.

Union Minister of Petroleum and Natural Gas Hardeep Singh Puri said speedy expansion of compressed biogas (CBG) will help India in meeting its additional energy requirements from domestic sources.

India is dependent on imports for 85 percent of its crude oil needs and over 50 percent of its natural gas requirements.

Speaking at the Global Conference on Compressed Biogas (CBG), Puri said, “The government has an ambitious target to set up 5,000 commercial (CBG) plants by 2024-25 and produce 15 million metric tonnes of CBG, which will replace other gases which are being used in the country,”

The oil minister added that 46 CBG plants have already commissioned and sale of CBG has started at more than 100 retail outlets.

Compressed biogas or CBG—a biofuel—is similar to compressed natural gas (CNG) as both are compressed methane but CBG is produced from agriculture waste. Development of CBG plants in the country would reduce its dependence of imports of natural gas.

Puri emphasised that Budget 2023 gives a huge boost to India’s biogas and clean energy revolution with a special attention on setting up CBG projects under the umbrella of GOBARdhan (Galvanising Organic Bio-Agro Resources Dhan) scheme.

In this year’s budget, Finance Minister Nirmala Sitharaman earmarked Rs 10,000 crore towards setting-up of 200 CBG plants and 300 community and cluster based biogas plants.

To avoid cascading of taxes on blended compressed natural gas, Puri said the government has exempted excise duty on GST-paid on compressed bio gas contained in blended compressed natural gas.

Source: <https://www.moneycontrol.com/news/business/compressed-biogas-expansion-to-help-india-meet-its-energy-needs-oil-minister-puri-10426121.html>

1.2 Nigeria

Investment In Gas Soars Amid Planned Petrol Subsidy Removal

26th April 2023. By Chika Izuora



As federal government appear more determined to strike out petrol subsidy regime, indigenous oil and gas firms are taking fresh investment decisions to expand internal gas market.

LEADERSHIP check reveals that many companies in the downstream sector are targeting investment that will deliver more Liquefied Petroleum Gas (LPG) that

serves dual purpose as automotive and cooking fuel and Compressed Natural Gas (CNG) that will serve as alternative to petrol.

Already, LEADERSHIP gathered that the Nigerian Independent Petroleum Company(NIPCO) Plc has invested over \$100 million on gas infrastructure across the country.

Spokesman of the firm, Taofeek Lawal, said the firm is deepening its investment in the gas sector in line with its aspiration to play a pivotal role therein.

Lawal, said though the key challenge here remains dearth of infrastructure, the company sees huge revenue potential in the CNG investment as petrol subsidy withdrawal may push the product price up to about N400 per liter.

On the other hand, he said, CNG presently costs about N120 a liter for vehicles while industrial users pay just about N130 a liter.

“Aside constraints with regard to conversion kit of about N200,000 to N250,000 for cars, the cost of using CNG is very economical and should be encouraged,” he said.

He, said the company also considers the huge investment in order to support the Federal Government’s ambitious ‘Decade of Gas’ initiative.

The company has also increased market leadership in the country, adding that Compressed Natural Gas and Auto Compressed Natural Gas are bound to be a preferred fuel of choice due to safety, environment, economic and abundant availability reasons in Nigeria, as the country gears up to do away with fuel subsidy.

According to him, the number of vehicles running on Compressed Natural Gas (CNG) in Nigeria has grown to 7,000, adding that, the company will not rest in multiplying this number in no distant future.

The company started the CNG operations in 2009 in Benin City by providing natural gas to Industries by way of Piped Natural Gas and Compressed Natural Gas to automobiles by way of AutoGas (AutoCNG). NIPCO Gas is the pioneer company in CNG distribution in Nigeria.

Presently, NIPCO Gas operates 12 CNG stations in Edo, Kogi, Delta, Ogun states, and Abuja. Four CNG stations are under various stages of construction and approval in Oyo, Lagos, Akwa Ibom state, and Abuja FCT, Lawal said.

He said these CNG stations cater for Auto Gas requirement of vehicles, providing a cleaner, safer, economical, proven and indigenous fuel.

He added that; “NIPCO Gas operates approximately. 40 kilometres of pipeline network in Benin city and approximately 50 km pipeline network on Lagos Ibadan expressway and energies industries for their power requirements by way of providing piped natural gas (PNG).

Another firm, Hyde Energy Limited which is an indigenous oil and gas company, is equally making fresh investment in the midstream sub-sector of the industrial, specifically, targeting expansion in the Liquefied Natural Gas, chain.

The company revealed it has made significant achievements in the LPG market and is keying into federal government’s decade of gas initiative.

The chief executive of Hyde Energy, Olademeji Edwards, while providing information on the intended investment, said the firm has made reasonable contributions to the country by assisting local businesses to convert from charcoal to LPG.

Hyde Energy is also expanding its LPG operations to capitalise on massive potentials in the Nigerian market. It has built trusted reputation in the global, regional and national wholesale LPG markets.

Hyde Energy operates across the value chain of the energy industry. The company deals with the importation of petroleum products including Premium Motor Spirit, PMS, Gasoil, Dual Purpose Kerosene, DPK, Jet Fuel, Liquefied Petroleum Gas, LPG, automotive lubricants and Naphtha.

Oladimeji said: “In our Nigerian home market, we have established Hyde retail stations, launched a comprehensive range of Hyde Energy branded lubricants and developed an end-to-end Liquefied Petroleum Gas (LPG) distribution system. Through excellence – our guiding light – the Hyde Energy management team, is building a truly global oil and commodities business. In doing so, we are helping balance global supply and demand with the needs of the developed and emerging economies we serve.

“Bear in mind that that is one of the challenges of LPG in the market today because 50 to 55 per cent of LPG consumed in the country today is still being imported. So, there is a foreign exchange component in that mix. Those are the things the incoming government has to manage especially as far as the economy is concerned. If they are able to reduce the cost of the dollar, you will see that it will reflect on the pump price.”

He said, the company is poised to penetrate the Lagos and south West markets with its quality products and brands, having made inroads in some other zones of the country.

Speaking on subsidy removal, he said: “Subsidy removal has been a 20-year-old conversation and there are no ifs but or maybe on the removal of subsidy. Unfortunately, we missed several opportunities in which subsidies would have been removed and where the cushion on the increased price would have been easy on Nigerians. That has come and come especially during the pandemic when the crude oil prices were low and we would have enjoyed a period of low petrol prices. It is inevitable.

“The challenges the country has are the absolute price of oil and the exchange rate. As long as you have high oil prices and a weak naira, the price of petrol pump price will be relatively high. But as investments are happening in the country and there is an increase in the Naira, we expect the value of the naira to go up and ultimately, that should ultimately affect the price.”

Insider source in the energy sector disclosed to LEADERSHIP that, aside the two earlier mentioned Coys, a couple of other indigenous oil and gas firms are mapping out plans to increase investment in gas as they see LPG and CPG as the fuel of the future.

Source: <https://leadership.ng/investment-in-gas-soars-amid-planned-petrol-subsidy-removal/>

1.3 Mexico

Nuevo Leon to Take Delivery of 400 Compressed Natural Gas Buses

26th April 2023. Michael Bates



Foton, with support from Allison Transmission and Cummins, is shipping 400 Foton AUV compressed natural gas (CNG) buses to Nuevo Leon, Mexico, to aid in the state’s plan to modernize public transportation.

Equipped with an Allison Torqmatic fully automatic transmission and a Cummins engine, the Foton CNG buses are designed to improve fuel efficiency and reduce emissions and engine noise levels while maximizing vehicle uptime and lowering maintenance costs through the elimination of clutches found in manual and automated manual transmissions.

“Foton’s collaboration with Allison has enabled us to meet customer demand for a transit bus that optimizes performance and reduces total cost of ownership,” says Foton’s Gao Yi. “We’re pleased to play a key role in advancing public transportation for residents of Nuevo Leon.”

In addition to partnering with Foton to provide more environmentally friendly transit buses to Nuevo Leon, Allison has collaborated with several major Chinese bus manufacturers in the past year, including Yutong, Ankai, Xiamen Golden Dragon, King Long, BCI and Zhongtong, to deliver significant volume for public transit buses and coaches to export markets including Canada, Mexico, the Dominican Republic, Chile, Australia, New Zealand, Vietnam, Armenia, Qatar, Saudi Arabia, Kazakhstan and Pakistan.

Source: <https://ngtnews.com/nuevo-leon-to-take-delivery-of-400-compressed-natural-gas-buses>

1.4 Canada

Clean Energy and Tourmaline to develop network of CNG stations in Canada

27th April 2023. By Nation World News Desk



With a joint investment, the companies expect to build and commission 20 CNG stations in the next five years.

Tourmaline Oil Corporation and Clean Energy Fuels announced a \$70 million joint development agreement to build and operate a network of compressed natural gas (CNG) stations along key highway corridors across western Canada.

With a 50-50 joint investment, the companies expect to build and commission 20 CNG stations over the next five years, allowing heavy truck and other commercial transport fleets to transition from gasoline and diesel to this lower-use . carbon option.

This partnership with Tourmaline, Clean Energy said in a statement, will provide Canada’s trucking industry with an affordable, convenient and sustainable path to zero emissions and contribute to Canada’s global climate change goal.

Logistics firm Mullen Group, one of the largest in North America, has expressed its support for the initiative and hopes to use the network of stations to fuel its growing fleet of CNG trucks.

“Tourmaline is the largest natural gas producer in Canada, and innovation is at the heart of everything we do. So this partnership with Clean Energy is a natural fit,” said Michael Rose, President and CEO of Tourmaline.

This initiative will develop the critical infrastructure needed to support the adoption of low-carbon natural gas fuels commercially available today. The use of this resource is expected to result in significant reductions in carbon dioxide (CO2) emissions and cost savings for the transportation industry in Canada.

These CNG stations also pave the way for the availability of renewable natural gas (RNG) in the future, as the same filling station infrastructure can be used to dispense the said fuel.

“Clean Energy currently operates the most extensive network of natural gas service stations and is the largest distributor of RNG in North America. We look forward to providing the trucking industry with a clean alternative to operating,” says Andrew Littlefair, the company’s President and CEO. continue to invest in upstream RNG production and essential fuel infrastructure to do so.

Based on the anticipated commissioning of up to 20 stations over the next five years, approximately 3,000 natural gas trucks could be fueled by CNG every day, resulting in a reduction in use of approximately 72,800 tons of CO2 equivalent per year.

According to the company’s calculations, this is equivalent to removing 15,690 passenger vehicles from circulation.

With one station already operational and located north of Edmonton, the next stations are expected to come online in the first half of 2024 and within the municipalities of Calgary and Grand Prairie in Alberta; and in Kamloops, British Columbia.

Source: <https://nationworldnews.com/clean-energy-and-tourmaline-to-develop-network-of-cng-stations-in-canada/>

1.5 South Korea

Doosan and Kolon to develop hydrogen fuel cell business model using biogas

22nd March 2023. By Aida Čučuk

South Korea-based companies Doosan Fuel Cell and Kolon Global have signed a ‘Basic Agreement for Mid- to Long-term Business and Expansion of Cooperation Areas’ to cooperate step by step to develop an eco-friendly hydrogen fuel cell business model using biogas.



Courtesy of Doosan Fuel Cell

Under the agreement, Doosan Fuel Cell will be in charge of hydrogen fuel cell supply and long-term maintenance (LTSA), while Kolon Global will be responsible for fuel supply, EPC, and securing piping facilities.

In addition, the two companies agreed to collaborate on various permits and technical exchanges necessary for the business.

According to Doosan, the business model that the companies will be working on is an ‘eco-friendly, high-efficiency energy business’ that removes impurities from biogas generated from sewage treatment plants and mixes it with natural gas to use as a fuel for hydrogen fuel cells.

Doosan said that the electricity generated in the process will be used as a distributed power source, and the heat for heating, cooling, and hot water in the neighbouring area.

In addition, the companies plan to install Trizen, which, according to Doosan, can produce hydrogen, electricity, and heat at the same time, ultimately enabling hydrogen vehicle charging.

Doosan pointed out that the business model is relatively easy to commercialise as Kolon Global owns the right to operate a sewage treatment plant, and it is also a business model in which local governments, companies, and local residents can coexist by using biogas generated in the local community as eco-friendly energy.

The two companies stated they plan to develop the business model this year and start bidding for the domestic Clean Hydrogen Power Generation Compulsory System (CHPS) in earnest from 2024.

CHPS was established to separate the hydrogen power generation sector from the existing Renewable Energy Supply Mandatory System (RPS), establish a support system that meets the characteristics of hydrogen power generation, and promote the use of clean hydrogen in hydrogen power generation, Doosan noted.

Jeong Hyeong-rak, CEO of Doosan Fuel Cell, commented: “We expect high business synergies between Kolon Global, which specialises in eco-friendly energy business development and infrastructure, and Doosan Fuel Cell, a leading hydrogen fuel cell company. We will preoccupy the market and secure mid- to long-term orders.”

In regard to its plans for this year, Doosan said it wants to expand orders this year by securing new ones related to RPS and CHPS, developing overseas markets, and diversifying business models.

Source: https://www.offshore-energy.biz/doosan-and-kolon-to-develop-hydrogen-fuel-cell-business-model-using-biogas/?utm_source=lngworldnews&utm_medium=email&utm_campaign=newsletter_2023-03-23

1.6 Europe

In win for Germany, EU agrees to exempt e-fuels from 2035 ban on new sales of combustion-engine cars

28th March 2023. By Jorge Liboreiro



The new regulation will impose a 100% reduction in CO2 emissions on cars sold across the EU market after 2035. - Copyright Michael Probst/Copyright 2023 The AP. All rights reserved

The European Union has brought over the finish one of its most ambitious and far-reaching elements of its Green Deal: a ban on new sales of combustion-engine cars as of 2035.

The regulation imposes a 100% reduction in CO₂ emissions by the cut-off date, effectively prohibiting the purchase of new passenger cars and vans powered by fossil fuels, such as diesel and petrol, across the single market.

The deal was made official during a meeting of energy and transports ministers in Brussels on Tuesday morning, where the regulation was given the very final approval.

But following a last-minute campaign by Germany, the 2035 ban will exempt vehicles that run exclusively on e-fuels, a nascent technology that combines hydrogen and carbon dioxide to produce synthetic fuels.

E-fuels are burnt in a traditional engine and therefore release emissions into the atmosphere, but proponents argue their production process can be climate-neutral and offset the pollution.

By contrast, detractors say e-fuels are expensive, energy inefficient and a waste of resources.

The current production of e-fuels is very limited and is seen as a niche, luxury market. It is therefore still unclear how big of an alternative e-fuels can represent to electric vehicles, which are already manufactured at scale.

Germany's demand to spare e-fuels from the CO₂ regulation was highly unusual and had brought the whole legislative process to a halt.

The hold-out lasted for almost one month and triggered intense talks between the European Commission and Germany's Federal Ministry of Transport, currently controlled by the liberal branch of the three-party ruling coalition.

The talks bore fruit over a weekend in the form of a side deal that will open the door for new sales of vehicles that run exclusively on climate-neutral e-fuels to be sold after the 2035 deadline.

Climate-neutral e-fuels involve the use of renewable hydrogen, carbon dioxide directly captured from the air and 100% renewable electricity across the value chain, standards barely met today.

"The way is clear: Europe remains technology neutral," Volker Wissing, Germany's transport minister, said in reaction to the news.

The deal offers an additional legal interpretation but does not entail any amendments to the CO₂ regulation, which had been thoroughly negotiated between member states and the European Parliament.

The Commission intends to translate the e-fuels exemption into a delegated act, which will have to be approved by MEPs. If lawmakers reject the act, the executive will propose a full-scale revision of the legislation, a risky move that could open the door for new requests.

The exemption will force manufacturers to develop a device that will distinguish e-fuels from existing oil fuels when drivers fill up their tanks.

Although a political win for Berlin, the blocking strategy was widely criticised by other member states and MEPs for disregarding well-established rules of procedure.

"As a matter of principle, we don't like this approach. We think it's not fair," said Teresa Ribera, Spain's minister for the ecological transition, ahead of Tuesday's meeting.

"This is not a good and nice movement coming from Germany. I hope we learn that we cannot take this as a precedent to be used whenever because this could mean difficult times for Europe."

Italy, Poland, Bulgaria and Romania were among those who had previously expressed reservations about the 2035 ban. But after Germany won the concession from Brussels and lifted its resistance, the four countries were unable to form a so-called blocking minority.

In the end, Poland was the only member state that voted against the proposed law, while Italy, Bulgaria and Romania chose to abstain.

Italy's demand to exempt biofuels, whose carbon footprint stems from their land use, was not accepted.

The CO2 regulation approved on Tuesday will become law after its publication in the EU's official journal.

Source: <https://www.euronews.com/my-europe/2023/03/28/in-win-for-germany-eu-agrees-to-exempt-e-fuels-from-2035-ban-on-new-sales-of-combustion-en>

1.7 Philippines

WATCH: First LNG cargo arrives in the Philippines

12th April 2023. By Ajsa Habibic

Global LNG logistics company Atlantic Gulf & Pacific (AG&P) has received the first LNG cargo for the first LNG import terminal in the Philippines.



Screenshot. Source: AG&P

The commissioning cargo for the Philippines LNG (PHLNG) terminal was delivered on board the 162,000 cbm LNG carrier Golar Glacier. This was the country's first-ever LNG cargo and it was sent at the beginning of the month by Vitol Asia Pte Ltd from Das Island, UAE, supplied under a long-term contract by its partner ADNOC.

Following the cargo's arrival, the ship-to-ship (STS) LNG transfer operation commenced on 8 April between Golar Glacier and the 15-year chartered floating storage unit (FSU) ISH and the cool-down period of the five ISH tanks began. In its social media update, AG&P described the event as history in the making.

In preparation for launching the first Philippines LNG import terminal, (AG&P) completed the conversion of the ISH, a 137,512 cbm LNG carrier, into an FSU in October last year.

The FSU is part of the combined offshore-onshore import terminal that will have an initial capacity of 5 million tonnes per annum (mtpa) of LNG.

The FSU will be capable of loading LNG at a peak rate of 10,000 cbm/hr and a discharge-to-shore peak rate of 8,000 cbm/hr made possible with the modifications done by Gas Entec in the cargo handling and safety system that allows for simultaneous loading and discharge of LNG.

Source: <https://www.offshore-energy.biz/watch-first-lng-cargo-arrives-in-the-philippines/>

(Note: to watch the video please go to the above link)

End