Board of Directors

Working paper No. **EFV-01-09**
(GRPE Informal Group on EFV,
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NGVA europe

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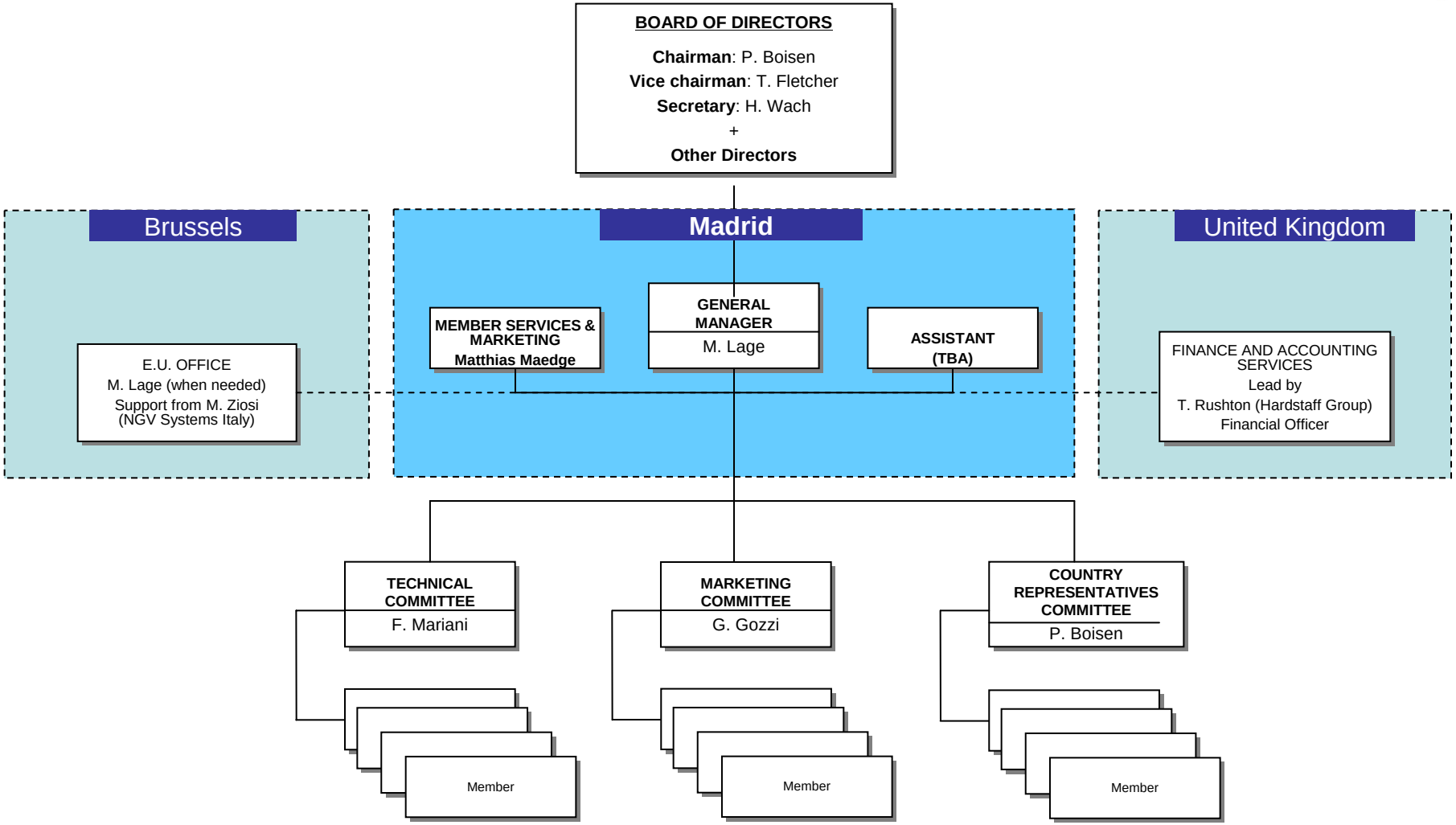
Organisation



Mission

- To stimulate the use of natural gas and biomethane as fuels used in the transportation sector
- NGVA Europe will endeavour to promote sound standards, regulations and directives that will support an expanded use of NGVs.
- Networking: NGVA Europe intends to be a platform for dialogue between suppliers and distributors of natural gas and biomethane, manufacturers of components used in NGVs and in NG filling stations, OEM NGV manufacturers (and subsystem suppliers), and other interested parties (end users, other NGOs, and interested national and EU government representatives.
- The Association will, supported by its committees and ad hoc working groups, provide a lobbying platform for all NGV related industries, and also via its web based information portal provide a reference database.
- Activities and actions of the Association will be focused on the pan European geographical area.

Environmental performance

- COMPARISONS OF FUEL ALTERNATIVES BASED ON DIFFERENCES IN LEVELS OF REGULATED EMISSIONS - We do not believe that mathematical evaluations of slight differences in certification values will yield a basis for separation of fuels into ‘good’ or ‘bad’ alternatives.

- COMPARISONS OF WELL-TO-WHEELS GHG PERFORMANCE EXPRESSED IN CO2 EQUIVALENTS - Comparisons of this nature are extremely complicated. There are in practise an unlimited number of different pathways. Tank-to-wheels performance is a less controversial issue. But, should methane and N2O emissions be converted to CO2 equivalents and included? We have no objection.

Score card approach -example

- **Oil substitution potential**: Very large
- **Fuel availability**: Immediate
- **OEM vehicle offer availability**: SI engines yes, dual fuel CI engines in the near future
- **Conversion vehicle offers**: SI and CI dual fuel engines immediately available
- **CO2 reduction potential**: Very large.
- **Potential supply of renewable fuel alternative**: Very large.
- **Unregulated emissions**: Better than all other alternatives (excepting hydrogen)
- **Distribution network**: NG grid already available.
- **Refuelling infrastructure**: Status differs from country to country
- **Fuel costs**: Very favourable.
- **European OEM vehicle offers**: No other alternative fuel offers as many OEM options.
- **Market development:** Very strong growth