



Association	Natural & bio Gas Vehicle Association (NGVA Europe)
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## PRESS RELEASE / MEDIA INFORMATION

### **NGVA Europe Annual Event held online to discuss renewable gases for road transport**

Brussels, 29 October 2021 – **yesterday, the Natural & bio Gas Vehicle Association held its Annual Event ‘Renewable Gases for Road Transport: Fit for 55!’.**

**Within two panels and together with scientists, representatives from the European institutions and the industry it discussed requirements to innovate the European technology sector to become ‘Fit for 55’ and debated how the transformation of long-haul transport in Europe can be achieved.**

In his opening remark, NGVA Europe Secretary General Dr Jens Andersen pointed out that Europe needs (bio) gas in transport to drastically reduce CO2 emissions and that NGVA Europe, with over 100 members representing the whole gas value chain, plays a special part in achieving this goal.

NGVA President Dr Timm Kehler underlined the key role of gas in heavy-duty transport for the years to follow and explained the potential benefits of its use for Europe regarding emissions, transport times, reduced costs and new jobs being created.

The following keynote speech by Joaquim Nunes De Almeida, director for mobility and energy intensive industries of the European Commission, focused on the needs of a green and circular economy.

The first panel, presented by REGO Europe, pointed out that companies in Europe are constantly working on innovations to meet the targets of the European Green Deal. To improve low emission powertrain and fuel technologies, all available technologies should play their role in decarbonising Europe instead of the existing focus on electricity-based technologies. Thus, new business opportunities for start-ups, SMEs, companies and citizens could be developed.

But to make this strategy work, the EU needs to apply a fair measurement system regarding emissions. While the current tank-to-wheel approach which is only measuring emissions at the tailpipe, leads to the absurd situation that an electric car running on coal-fired electricity emits fewer emissions on paper than a gas vehicle running on biomethane, the well-to-wheel approach would show the actual impact of all engines on climate protection. In this way technologies can be evaluated independently and fair.

The panel consisting of Barbara Thaler (Member of the European Parliament), Dr Andreina Moreno (Technical Manager Gas Powertrain – Dinex Group), Cristiano Musi, (Group CEO – Landi Renzo S.p.A.) and Eric Bippus (Senior CEO in Alternate Fuel Vehicle Segment – Hexagon Composites ASA) critically discussed the challenges and opportunities for the European automotive sector in order to help achieving the EU’s 2030 objective of cutting road transport GHG emissions by 55%.

The following keynote speech by Prof Dr Thomas Willner from Hamburg’s HAW university delivered scientific consultation and asked which strategy for the Transport Sector should be implied by EU from a mathematical perspective of climate protection.

Panel two, presented by TotalEnergies, discussed the various options for transformation of long-haul transport in Europe and asked how this transition process could be shaped with Dr Jens Andersen (NGVA Europe), Jochen Momberger (Business Development BioLNG DACH – Shell), John Wilson (Vice President Gas Mobility – TotalEnergies), Katerina Razlova (BU Director Automobility – DHL), Lars Mårtensson (Environment and Innovation Director – Volvo Trucks) and Nadège Leclercq (Director, Market Development, Europe – Westport Fuel Systems).

Since realistic options for decarbonising the heavy-duty transport sector are limited, the panel advised to make 2022 the year in which the EU should revise the CO<sub>2</sub> Emission Standards for heavy-duty vehicles. To effectively decarbonise one of the economic sectors with the highest emissions, BioLNG as a ready-to-use drive option should benefit from fairer regulation throughout the EU and in this way give a viable option for fleet operators and technologic innovators alike.

In his closing speech Jens Andersen of NGVA emphasized that EU companies, including NGVA Europe’s members are innovative and hard working to find the right solutions to reach low/zero emissions in transport. With EU laws that support technology neutrality, the industry can achieve the needed reduction in CO<sub>2</sub> emissions with new combustion technologies being one of the existing strongholds that we shouldn’t give up. And as Timm Keller concluded: While the COP26 in Glasgow next week will discuss how to reduce CO<sub>2</sub> emissions, the natural gas industry is already actively doing it right now.



for sustainable mobility

## About NGVA Europe

The Natural & bio Gas Vehicle Association (NGVA Europe) is the European association that promotes the use of natural and renewable gas as a transport fuel. Founded in 2008, its 114 members from 27+4 countries include companies and national associations from across the entire gas and vehicle manufacturing chain.

NGVA Europe is a platform for the industry involved in producing and distributing vehicles and natural gas, including component manufacturers, gas suppliers and gas distributors. It defends their interests to European decision-makers to create accurate standards, fair regulations and equal market conditions.

NGVA Europe creates networks among interested stakeholders to reach consensus on positions and actions to expand the market for the natural gas transport system. It also collects, records and communicates reliable facts and significant developments in the market.

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