Overview of newsletters

Dissemination

Alternative Fuel Vehicles – the PROCURA project

Utrecht, 20 February 2009

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The European Union is aiming at 20% substitution of oil-based motor fuels by 2020. This will require a substantial effort in infrastructure development and large-scale deployment of Alternative Fuel Vehicles (AFVs). The Procura project, a General Action of the Intelligent Energy for Europe Programme sponsored by the European Union, is developing a comprehensive set of tools (Procura Tools), joint procurement models, manuals, and fleet scan tools to facilitate the acquisition and maintenance of AFV vehicles for private and public fleets. Procura will also work on the start-up development of second hand markets and certification systems for AFVs. In five pilot projects in Italy, Netherlands, Poland, Portugal and Spain the models, tools and manuals will be used to assist local fleet owners in their decision to integrate AFVs in their fleets.

Website: [www.procura-fleets.eu](http://www.procura-fleets.eu) Newsletter: send an email to marieke@h2it.org or click [here](http://www.procura-fleets.eu)

### National Development News

**Italy**

The pilot project in Italy will take place in the cities of Milan and Florence. The Region of Lombardy, where the City of Milan is located, just approved financing of Euro 5 mln for incentives of € 2,000 to substitute a Euro 0, Euro 1, Euro 2 or Euro 3 for a LPG, natural gas, electric, hybrid or bifuel car. This will put **2,500 more AFVs on the road in Lombardy** alone. In Italy 33.1% of all cars on the road are Euro 1 or 2.

**Netherlands**

On the 20th of September, the City of of Nijmegen has decided to introduce CNG vehicles in its own fleet. From this day on, **the City will only procure CNG vehicles**. All the current vehicles which drive on diesel and petrol (broadly thirty) will be replaced by CNG vehicles within several years. Only if a vehicle can not be replaced by a CNG vehicle (because there is no suitable CNG vehicle available) the municipality will choose another kind of clean technique or fuel. The first vehicle that will be replaced by a CNG vehicle will be the mayor's car. Citizens and companies will recognize the CNG vehicles by a logo. Until a public filling station in Nijmegen is realized, the municipality will use a home-filling station.
Eight Polish bus companies signed a letter of intent to participate in the acquisition of CNG buses for their fleets. The bus companies are located in different parts of Poland facilitating wide spread local dissemination of the deployment of CNG transport applications.

**Portugal**

IST hosted the **first Procura meeting in Lisbon** on July 6-7, 2006. The Instituto Superior Técnico (IST) was created in Lisbon - PT in 1911, and it is actually the Engineering School of the Technical University of Lisbon. The Research Group for Sustainable Energy Development (RGESD) is part of the Mechanical Engineering Department of IST, and has been active in energy issues such as fuel cells, new and renewable energy sources (NRES). As a result of its evolution, the Research Group on Transport, Energy and Environment. (In Portuguese: DTEA - Equipa de Transporte Energia e Ambiente) was created, whose activities are focused in the field of Transports, alternative fuels and mobility solutions for a sustainable environment, modelling of traffic, numerical simulation of vehicle emissions and fuel consumptions, sustainable mobility, urban bus fleets, alternative fuels like hydrogen and biofuels and life cycle analyses (Well to Wheel Analysis).

**Spain**

The Valencia Region has been selected to identify local barriers on AFV development and interview relevant stakeholders and end users like public and private fleet owners, bus companies and fuel providers. NTDA Energia, the local Procura partner, will also elaborate **new financial instruments** in the Valencia region supporting the development of infrastructure and acquisition of AFVs. Moreover, the Valencia Pilot will include a number of fleet scans. Additionally, NTDA will develop and perform a **training programme** on maintenance, safety and use issues for fleet owners, car dealers, potential AFV drivers as well as supporting industry.

**Vehicle Update**

**Ford Flexi Fuel 2007-01-21**

Ford is market leader for bio-ethanol vehicles in Europe with **17,000 Ford Flexi-Fuel vehicles (FFVs) sold in Sweden since 2001** and the Focus Flexi-Fuel is currently on sale in the UK, Ireland, Germany, Austria and the Netherlands. Projects are running across
Europe in co-operation with local authorities in Ireland, the UK, Spain, Italy and the Netherlands. The company expects FFV production of up to 250,000 units in North America this year - with the total number of ethanol-powered vehicles built by Ford in the past decade totalling more than 1.5 million globally.

**CO2 emissions from new cars sold in the EU-15 have decreased further** 2006-08-29

Carbon dioxide (CO2) emissions from new cars sold in the EU-15 have decreased further. According to the European Commission's annual report on CO2 emissions from new cars in 2004 average emissions were 12.4% below 1995's level (in 2003 they had been 11.8% below 1995). The report welcomes the progress but underlines that the industry will need to make major additional efforts to meet its commitments to cut average CO2 emissions to 140g/km by 2008/9, a reduction of around 25% from 1995 levels. If voluntary efforts are not deemed sufficient regulatory action of the Commission might be considered.

Commission Vice-President and Commissioner for Enterprise and Industry Günter Verheugen said: "Car manufacturers have made continuous and substantial progress since 1995. The situation is not satisfactory. I urge industry to step up their efforts. We expect that industry sticks to its commitments."

Environment Commissioner Stavros Dimas added: "To combat climate change and respect our Kyoto commitments we have to reduce CO2 emissions from transport – a sector whose emissions contribute significantly to overall emissions. I appreciate the efforts of some car manufacturers to market cars that emit less CO2. I urge the car industry to step up its efforts to meet the 140 g of CO2/km target under the voluntary agreement. This will be crucial to achieving the Community objective of 120 g of CO2/km by 2012 at the latest."

**ENGVA submits comments on EU Biofuels Directive** 2006-06-16

The European Natural Gas Vehicle Association (ENGVA) is pleased to submit its response to the European Commission's request for comments on the review of the EU Biofuels Directive. [view document](#)

**Procura will be present with a stand at CETEX Hanover** 2006-04-16

Procura will be present with a stand at CETEX Hanover, April 24-26 for Clean airport and mobility solutions. [view pdf.](#)

Procura will all so be presenting at Fleet Forum Europe, April 24-26, 2006 in Prague.[view pdf.](#)

**The Spring Council of the EU states that 8% biofuels in 2010 should be feasible** 2006-03-24

The Spring Council of the European Union that convened in Brussels on March 23 and 24, 2006 announced a list of actions regarding the Green Paper "A European Strategy for Sustainable, Competitive and Secure Energy", that was published on March 8, 2006 by the European Commission. In the action list the council states that 8% biofuels in 2010 should be feasible.

**Law n.81 to develop the agro-energy chain goes into force in Italy** 2006-03-11

In the framework of urgent interventions in the agricultural sector and in order to develop the agro-energy chain the Law n.81 went into force in Italy establishing that Bioethanol production and marketing will be supported starting from January 2008 for a 6 years
period. Starting from July 2006 diesel and petrol fuels suppliers are required to achieve 1% share, in terms of low heating value, of biofuels within the total amount of fuel they placed on the market in the previous year. This percentage is increased of 1% each year up to 2010.

### Events

**Procura Workshop Portugal** 2007-04-19

First workshop at the Instituto Superior Técnico

**First Procura Workshop Italy** 2007-04-16

A targeted audience of managers of important fleets in Florence and the Municipality of Florence (the Councillor for Environment) was presented with the Procura instruments to prepare the Procura pilot project in Florence.

**Procura workshop EU Transport** 2007-04-12

Procura organized a workshop with European Commision to discuss the contribution of the Procura project results to EU Transport and Procura Policy. The Procura coordinator also offered to conduct a fleet scan of all fleets of the EU institutions.

**15th Biomass Conference & Exhibition** 2007-02-28

Location: ICC Berlin, Germany
Procura sent a poster for the poster exhibition.

**Procura Workshop Nijmegen** 2007-02-28

Procura Workshop in Nijmegen, Netherlands

### Tools

1. **Market Barriers for Large-Scale Alternative Fuel Vehicles Procurement**
2. **Manual for infrastructure development for AFVs**
3. **Training Guidelines for Maintenance and Support of AFVs**
4. **User manual for fleet owners concerning AFVs**
5. **Available incentive systems**
6. **An Outline for successful Greenlease**
7. **Public Consultation**
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**Italy**

After the EU Court of Justice decision of September 14, 2006 in which the Court ruled that Italy's tax reduction system for company cars was incompatible with EU Law, Italian fleet operators and employees using company cars were confronted with higher costs as the Italian government tried to adapt to the EU requirements. Successful lobbying of associations like ANIASA that represent fleet owners resulted in the decision of July 25, 2007 of the Italian Parliament to re establish a more favourable regime. The Procura partners in Italy, FAST and ETA Florence are organizing a fleet scan workshop in Rome this September in collaboration with ANIASA. For more information please contact Silvia Vivarelli of ETA Florence at silvia.vivarelli@etaflorence.it.

**Netherlands**

The chicken is born...Or is the egg laid? Since the beginning of the CNG project in Nijmegen (2004), the Municipality has had many meetings with different market parties for developing a CNG filling station in Nijmegen. But almost every party declared, it is willing to develop a CNG filling station as soon as CNG vehicles are driving. Typical case of a classic chicken and egg problem. To overcome this dilemma, the public awareness of the benefits of CNG vehicles had to increase. So the Municipality of Nijmegen has organized, for example, a Business meeting "Clean and Sustainable vehicles" on the 28th of February 2007. During the CNG workshop, the
Province of Gelderland announced clearly its aim to introduce a network of CNG filling-stations in Gelderland as soon as possible. Therefore, the Province will subsidize new filling stations for about € 100,000 each. After some meetings, Nijol and the Province of Gelderland resulted in an agreement to realize a public CNG refuelling facility at their public filling station in Nijmegen. Goal is to have a CNG filling station operational in 2007. At this moment the municipality, the City Region Authority Arnhem- Nijmegen and the Province of Gelderland are trying even harder to interest en motivate fleet owners to procure CNG vehicles. Together, they will organize a second business meeting about alternative vehicles on the 20th of September this year (European Week of Mobility). Later this year, the most potential fleet owners for CNG vehicles will get a personal approach and a fleet scan performed by Ecofys.

Poland

More than 40 representatives of local gas and bus companies participated in a seminar organized by Procura Partner in Poland KAPE to present the use alternative vehicles, ie buses. Local bus companies are using EU Regional funds to substitute all diesel busses for cleaner models that run on natural gas.

KAPE also organized an AFV seminar in Jelenia Gorà near Wroclaw (Breslau)

Portugal

As part of the Portugues Presidency of the EU, the Portuguese Ministry of Economy and Innovation is organising a two-day event entitled “Renewables 2020: Towards 20 %”. The seminar takes place on July 11-12 2007, in Lisbon, Portugal. The Spring Council adopted a 20% binding target for Renewable Energy with respect to the total EU energy consumption to be achieved by 2020. Increasing the share of renewables in the EU energy mix and reaching the chosen target is a task to be shared between Member States which stands as one of the priorities of this Portuguese Presidency of the European Union. For this purpose the seminar on renewables will follow a multi-pronged approach, dealing with well established and emerging technologies, promotional mechanisms, and contribution to climate change and national roadmaps in order contribute to the debate for a new Renewable Energy Directive to be proposed by the Commission to the European Council. For more information see www.dgge.pt

Spain

The Spanish Gas Natural and the North American General Motors publicly agreed on encouraging the use of CNG in public and private transport vehicles in all the Spanish territory. The two companies will promote the use of CNG through the introduction of new CNG automobiles in the market. Last June the The Mayoress of Valencia, Rita Barberá, and the Transit Councillor, Alfonso Novo, officially introduced 20 modern buses that will run on CNG, thus raising to 70 the number of those public transport units that are propelled by clean fuel.

Vehicle Update

Ford Mondeo  2007-04-21
Ford announced an expansion in its flexifuel range. Flexifuel allows a vehicle to run on either regular petrol or E85 – an 85/15 percent bio-ethanol/petrol blend – and automatically offsets any carbon emissions produced because more crops are always produced to meet the demand for fuel. Ford president and CEO John Fleming confirmed that the existing Focus and C-Max flexifuel cars would be joined by Mondeo, Galaxy and S-Max derivatives, which will all come on stream from early 2008.

Along with plans to develop a broad range of alternative fuel technologies for Jaguar, Land Rover and Volvo – no Aston Martin, tellingly – the move leaves the Ford empire in a stronger position to meet the huge CO2 cuts recently proposed by the government. In fact, a sub-100g CO2g/km Focus is promised within five years.

Ford has had great success with its flexifuel Focus in Sweden where the infrastructure is sufficiently developed to make it a viable alternative to petrol, and the Scandinavians have been key to the 28,500 flexifuel cars sold so far in Europe. With its relatively low population-to-landmass ratio, Sweden has also proved to be a sustainable market, overpopulated countries like Britain simply not having enough space to grow the volume of crops required.

However, that’s all about to change. Next generation fuels will be able to process more of the crops produced – one Ford spokesman told CAR Online that sticks wouldn’t be out of the question – meaning our limited resources could be used far more efficiently. All Ford need now is government support to get the infrastructure up and running.

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**Alternative Fuel News**

**Green news from japanese car makers** 2007-10-24

- Toyota Corolla Flex petrol/ethanol, recently introduced in Brasil and mixtures of up to 20% (up to 10% ethanol requires no technical adjustments).
- Toyota Yaris Ecorun, first small hybride, 5 ltr a 100 km and 119g CO2/km will be launched soon in Europe.
- 315,117 Toyota Hybrid Prius and Hybrid Lexus were sold in 2006 alone.
- A small hybride pick up, Dyna is only € 2.200 more expensive than the normal diesel version.
- Honda is developing the most clean diesel vehicle (USA Tier II Bin 5 eligible) for launch in 2009.
- The Honda FCX fuel cell vehicle wil be available for leasing next year in the US and Japan.
- Honda Civic (FFV) and Honda Jazz FFV that are running on 100% ethanol or mixtures.

**Executive Order means US Federal agencies must cut their energy by 30%** 2007-03-20

American Federal agencies must cut their energy intensity by 30 percent, relative to their energy use in 2003, by 2015, thanks to Executive Order 13423, signed by President Bush. The order also calls for a reduction in petroleum use for federal vehicle fleets. Agencies that operate fleets of at least 20 vehicles must reduce their fleet’s total consumption of petroleum products by 2 percent annually through 2015. http://www.whitehouse.gov/news/releases/2007/01/20070124-2.html

**Hydrogen and Fuel Cells are listed as priorities in EU Energy Package** 2007-01-10

**Events**

**Certification System Platform Workshop 2007-09-20**

On 20 September 2007 the Procura Project will hold the Certification System Platform Workshop at the Imperial College in London, one day before the Mobility Days Conference. The discussions will focus on the establishment of a certification system for environmentally friendly vehicles. To register for this workshop please fill in the form and send it to Sanne Mohr smoehr@engva.nl

Registration Form.pdf / Agenda.pdf

**EU Sustainable Mobility Week 2007-09-17**

Dedicated to sustainable mobility and climate change. This event runs from the 17th till the 21st of September.

**Clean Air 2007 2007-07-04**

Conference at Povoa do Varzim. For more information visit their website: http://rgesd.ist.utl.pt/cleanair/

**15th Biomass Conference & Exhibition 2007-05-07**

ICC Berlin, Germany from the 7th to 11th of May. From Research to Market Deployment - Biomass for Energy, Industry and Climate Protection will take place in Germany in the International Congress Center Berlin (ICC Berlin), Europe’s largest conference venue, named top in the category “World’s leading Conference & Convention Centre 2005”.

**Tools**

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- 2.2 Manual for infrastructure development for AFVs
- 2.3 Training Guidelines for Maintenance and Support of AFVs
- 2.4 User manual for fleet owners concerning AFVs
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- D3 4 An Outline for successful Greenlease
- D3.5 Public Consultation
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- D6.2 Workshop Report Italy
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Italy

The workshop "The PROCURA project and the use of alternative fuels" was held on 11th of December 2007 in Rovereto (Province of Trento). The aim of the workshop was to present the project and to increase awareness about alternative fuels and alternative fuel vehicles. A targeted audience of local fleet managers, local authorities, experts in the field of mobility management, regional agencies for the environment, a bio ethanol producer and and SCANIA participated in the workshop. Stefania Cipriani, owner of BIO.C (a distillery in Rovereto), welcomed the participants. BIO.C is planning the production of bio-ethanol as a biofuel and is interested. Roberto Caldino of SCANIA presented the example of Sweden where more than 600 bioethanol buses are running since 1989. The new generation of SCANIA bioethanol buses contribute to the reduction of NOx, PM10 as well as CO2. Unfortunately in Italy the bioethanol vehicles market is not developed yet, even if the technology and the production processes are already developed and a large scale market could hopefully start soon.

Netherlands
On the 14th November 2007, the first public CNG filling station in Nijmegen has been opened by the minister of Environmental Issues. Nijmegen is the first of all cities in the province of Gelderland with a CNG tank facility, which is realized by the local company Nijol. The support funding by the province of Gelderland (€100,000 for each new filling station) has stimulated Nijol to develop its plans and to overcome the chicken-and-egg dilemma. Some local companies have already procured CNG vehicles, for instance the local waste disposal company. The first two CNG vehicles of the municipality of Nijmegen will be presented in March 2008, which include the car of the Mayor Thom de Graaf.

### Poland

CNG fuel prices in Poland are regulated by Government. Late last year, the Polish Ministry of Finance announced a proposal to change the tax system for CNG fuel because the Polish system was incompatible with EU law. The new tax proposal effectively would lead to a 36% rise of the CNG fuel price. Protests of associations and organizations supporting clean energy, fleet owners and some Polish Parliament members resulted in the withdrawal of the proposal by the Polish government. PGNiG, main supplier of CNG fuel, supports a free market for CNG in Poland. In order to get better insight in the consequences of substituting conventional fuelled buses by CNG buses, KAPE S.A., PROCURA project partner in Poland, compiled Fleet Scan Reports for 15 bus fleet owners. On the basis of the conclusions of the fleet scan reports KAPE S.A. presented a model for an Action Plan with a timeline of 20 years to the Municipalities of Warsaw and Lublin. Main target of the proposed co-operation is to encourage and strengthen local and national level of incentives for AFV purchase.

### Portugal

Procura Partner Instituto Superior Técnico, organised a seminar at Santa Maria da Feira, Porto, on February 21, 2008. Especially the presentation of Manuel Oliveira, managing director of the Portuguese branch of Arriva, one of the largest transport services organisations in Europe gave an excellent insight in the decision process with regards alternative fuels of large fleet operators. Arriva's fleet consists of 190 interurban buses, 35 urban buses in the TUG's fleet (Transportes Urbanos de Guimarães, Guimarães' public transportation company) and 14 urban buses in the TUF's fleet (Transportes Urbanos de Famalicão, Famalicão's public transportation company). Arriva decided to introduce biodiesel as an alternative fuel for its fleet as it would require minor changes in the vehicles engines, and it would always be possible to use regular diesel as a back up if the biodiesel supplies failed. Arriva indicated that the short vision and fear of economic consequences is undermining the widespread introduction of biodiesel in the Portuguese market. Lack of production capacity is the main reason why the biofuel percentage in Portugal is not higher than 5%. Therefore Arriva decided to create a partnership with Prio Advanced Fuels, a known biodiesel supplier, and started to use biodiesel in September 2007. Arriva introduced biodiesel in phases, starting with B15 for 2 months, then going to B20 until recently and planning to introduce B30 from now on. So far these experiences have been positive as there are no reported problems concerning engine performance or fuel consumption variations. The introduction of biodiesel is seen as a good opportunity to develop social responsibility, as well as innovate and create a new improved product. Arriva considered that are economic advantages, mostly because this experience is anticipating a legal imposition.
Spain

During the last half year PROCURA partner NTDA held a public consultation on Certification issues related to alternative fuels and alternative fuel vehicles. The consultation on Certification included interviews with experts with different market perspectives related to regulation demand, standardisation and labelling of alternative fuel vehicles and alternative fuels. The 23 consulted experts came from 10 different European countries and included 2 experts representing entities operating as European entity. NTDA was founded in 2002 and has since then established subsidiaries and project offices in various countries. NTDA’s business lines include consultancy and project management related to renewable energies, energy efficiency and the entire hydrogen and fuel cells value chain.

The PROCURA Certification document is based on the received responses and targeted to provide a starting point for recommendations to the EC in its function as policy developer. NTDA aimed at gathering information and market perspectives from different market participants along the value chain of alternative fuel vehicles to analyse the real market demand related to alternative fuel vehicle classification and certification. Some conclusions were that for example the majority of the experts were in favour of regulation in the direction of enforcing GHG emission standards. Regarding financial incentives, it was stated that it is preferable to have at least in the beginning financial incentives offered to AFVs in order to promote their market introduction. On the other hand the concern was voiced that different countries and cities have to give different incentives (financial or non-financial according to their local demands). The opinion expressed on the basis of this consideration was that thus, vehicle labels should be neutral without financial incentives and incentives should be offered separately. It is important to highlight that 83% of the questioned people are in favour of a revision of the 1998 EU Fuels Quality Directive. The creation of a second-hand vehicle market stands for a significant step in the market development of Alternative Fuel Vehicle. When asked whether a labelling system should also be applied to second hand vehicles, 65% of the interviewed experts are in favour of applying the system to the 2nd hand.

Vehicle Update

Fiat Multipla

This is the concept car launched at the 2006 Paris Motor Show, the result of the experience of Fiat Brazil in creating innovative engines that can work using different fuels in varying proportions. Built on a Multipla base, the car exploits the potential of Tri-fuel technology, combining petrol, a mixture of petrol and ethanol (E85) – normally called 'Flex fuel' – and methane.

E85 is a mixture made up of 15% petrol and 85% bio-ethanol, poured into the same tank, a feature that makes it easier for motorists to refuel: the engine software monitors the mixture and alters the injection properties accordingly in fully automatic manner. Using ethanol is particularly beneficial for the environment because it is a renewable energy source (it is obtained by means of a biomass fermentation process, using agricultural products rich in sugars such as cereals, sugar crops, corn and wines). Combined use, and the option of switching from E85 to methane represents a new alternative for sustainable mobility for city and rural driving, because the methane reduces CO2 emissions, and cuts harmful emissions (the main factors of urban pollution) to zero, while E85 considerably reduces CO2 emissions (the cause of the greenhouse effect).
On December 19, 2007 the European Commission presented a revised proposal for a Directive on the promotion of clean and energy efficient road transport vehicles that introduces sustainability criteria for the public procurement of vehicles and transport services. Public authorities will use criteria for lifetime costs for energy consumption, CO2 emissions and pollutant emissions when they procure vehicles. A harmonised methodology will be applied to quantify these costs. Total procurement by public bodies accounts for some 16% of EU GDP. Total annual vehicle procurement by public authorities has been estimated to be in the order of 110 000 passenger cars, 110 000 light commercial vehicles, 35 000 lorries and 17 000 buses for the EU. The corresponding market shares are slightly below 1% for cars, around 6% for vans and lorries and around one third for buses.

The potential for energy saving and emissions reduction from clean and energy efficient vehicles through promotion by public procurement has been estimated in a study by PriceWaterhouseCoopers (PWC) for the Commission by assuming all decisions would be based on the sum of vehicle price and lifetime costs. An energy saving of 22% of the vehicles covered could be achieved, resulting in a total amount of 4.6 Terawatt-hours annually by 2017. This saving corresponds to about half the annual energy production of a large nuclear power station. CO2 emissions from the vehicles covered by public procurement could be reduced by 29% by 2017, giving a total of 1.9 Mega-tonnes CO2 avoided annually. This represents 0.5% of all transport CO2 emissions.

**Events**

**Procura Fleet Scan Information at European Sustainable Energy Week**

The Procura Project particpated in the EU Sustainable Energy Week, EUSEW that was organised by the Commission From January 28 till February 1, 2008 in Brussels. The Procura stand included information on the fleet scan tool and invited visitors to scan the performance of their cars or their fleets with regards to emissions and to were informed about an alternative to their current vehicle. The exhibition area was visited by over 700 participants at the different events during the week and offered a good opportunity to present the Procura tools and results.

**Procura Progress meeting**

The Procura Progres Meeting was hosted by Kape in Warsaw on the 17th and 18th of January, 2008.

**Tools**

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<td>+39 02 777 90312</td>
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The European Union is aiming at 20% substitution of oil-based motor fuels by 2020. This will require a substantial effort in infrastructure development and large-scale deployment of Alternative Fuel Vehicles (AFVs). The Procura project, a General Action of the Intelligent Energy for Europe Programme sponsored by the European Union, is developing a comprehensive set of tools (Procura Tools), joint procurement models, manuals, and fleet scan tools to facilitate the acquisition and maintenance of AFV vehicles for private and public fleets. Procura will also work on the start-up development of second hand markets and certification systems for AFVs. In five pilot projects in Italy, Netherlands, Poland, Portugal and Spain the models, tools and manuals will be used to assist local fleet owners in their decision to integrate AFVs in their fleets.

**Website:** [www.procura-fleets.eu](http://www.procura-fleets.eu) **Newsletter:** send an email to marieke@h2it.org or click [here](http://www.procura-fleets.eu)

### National Development News

**Italy**

The workshop “Perspective For Biofuels' Development In Italy: The PROCURA Project” was held on 4th of April 2008 in Bolzano. It was the second workshop organized by Procura partner ETA Florence. The aim of the workshop was to present the Procura project results, to increase awareness about alternative fuels and alternative fuel vehicles, and to create regional public-private partnership on AFVs between automotive supporting industry, fleet owners, fuel providers, etc. A targeted audience of local fleet managers, local authorities, bioethanol producers, regional agencies for the environment, specialized press and FORD was invited and a total of 30 representatives attended the meeting. Participants and speakers agreed that in terms of promotion of biofuels, tax exemptions on biofuels are needed as well as an European Certification System for biofuels and mandatory targets are key to successful introduction of biofuels.

For the full report click [here](http://www.procura-fleets.eu)
Spain

On Wednesday 4th of June, 2008 Procura Partner NTDA held the 2nd PROCURA Workshop at the Fair of Valencia. The workshop successfully presented the Procura project and the ongoing alternative fuel activities in Valencia. A lively discussion among the local fleet owners, public authorities, vehicle manufacturers, fuel distributors, as well representatives of R&D / Academia showed the increasing local interest in AFV's in Valencia. Apart from presenting the available PROCURA instruments, sharing experiences and market forecast perspectives, the Regional Energy Agency “AVEN” presented subsidies for alternative fuel vehicle procurement, which will open in due time.

Portugal

Procura partner Istituto Superior Técnico organised the third Portuguese Workshop on AFV at the Europarque of Santa Maria da Feira, Porto, on the 21st of February 2008. The Workshop counted 74 participants, that included fleet owners, fleet managers, energy agencies, municipalities’ representatives, journalists and general public interested in alternative fuels and associated technologies. This workshop was held in the north part of the country, due to the increasing interest on the use of alternative vehicles in urban fleets as well as in biofuels’ production.

Poland

In March 2006 the Polish Technology Platform for Biofuels was established that currently counts 22 members. The objective of the Platform is to coordinate and promote the production and use of biofuels in Poland. A Strategic Action plan has been developed that includes the development of new technologies to produce first and second generation biofuels, new technologies for processing of byproducts, blending, distribution and use as well as education and lowering of barriers. More info at [www.pptbib.pl](http://www.pptbib.pl). After a series of meetings on the introduction of AFV’s in Warsaw in May 2008, Procura partner KAPE S.A. offered to develop an Action plan for the City of Warsaw to implement alternative fuelled buses in Warsaw. In the offer, KAPE proposed to use the PROCURA project materials as reference.

Netherlands
Driving CNG (natural gas) and E85 (bio-ethanol) vehicles deserves more attention, according to eight local car dealers, a lease company, the province of Gelderland, SenterNovem and the municipality of Nijmegen who is also partner in the Procura project. On April 18, 2008 they signed an agreement to cooperate in organizing several events and activities to make local companies and citizens more aware of the use of Alternative Fuel Vehicles (AFVs). The signing of this agreement kicked off the "Week of the Alternative Fuel Vehicles" held from the 18th until the 24th of April 2008. The Week started with the opening of the first bio-ethanol filling station in Nijmegen. CNG vehicles can already be refilled since November 2007 in Nijmegen. Local companies were also invited to visit the business meeting about these AFVs, which was organized in the City Centre of Nijmegen. Procura coordinator Ecofys showed the possibilities of CNG and E85 vehicles. A couple of local companies have already procured AFVs like the Rabobank, local companies Klarenbeek and DBS Group and the local waste disposal company DAR. Their representatives explained their motivations to procure AFVs and the possibilities and barriers they see. Around noon, the municipal secretary Jan van der Meer (Mobility and Environmental Issues) handed over the keys of two new CNG vehicles to the managing directors of DAR and DBS Group. Mr. van der Meer also showed the first CNG vehicle of the municipality for the first time. All the vehicles of the municipality will be replaced by CNG vehicles. The rest of the week, all participating eight local dealers offered companies free test rides in AFV.

Vehicle Update

Ford adds Mondeo to S-Max and Galaxy in alternative fuel model line

Engine specifications: Duratec Petrol Engine 2,0 l flexifuel (107 kW), 5 gear manual transmission.

Alternative Fuel News

EU Parliament wants earlier start of inclusion of life time costs in public procurement of vehicles 2008-06-24

The European Parliament's Environment Committee on June 24, 2008, voted in favour of earlier implementation of plans making it mandatory for government authorities to ensure public transport fleets and other utility vehicles are clean and energy efficient by including life-cycle costs for fuel consumption, CO2 emissions and air pollution and would enter into force as early as January 2010, instead of 2012 as proposed by the European Commission in its proposal for a Directive on the promotion of the procurement of energy efficient and clean vehicles (COM 2007/0817). See more in next news item.

Procura co-organised Workshop with European Commission on successful AFV procurement 2008-05-21

The Procura project in collaboration with the COMPRO project and the Executive Agency for Competitiveness and Innovation (EACI) organised a workshop on May 21, 2008 in Brussels with European Commission officials of the Directorate General (DG) Market, DG
Transport and Energy and DG Enterprise to discuss the contribution of EU transport projects, regarding the procurement of clean vehicles, to EU transport policy. Patrick Lambert director of the EACI introduced the new structure of the Agency in executing funding programmes and managing networks. The EACI is an independent EU funded institution. He referred to the great importance of the results of the projects that the Agency is managing in relation to the development of EU policy. The Agency hopes to stimulate the market uptake of innovative technologies by using the EU Enterprise and Innovation Network (former Innovation Relay Centres). The Agency is now covering a wide range of topics that regard innovation, not only transport and energy. William Gillett Head of Unit for the Altemer and STEER projects at the EACI emphasized that the Agency is looking for big impact of project results.

The EU COMPRO project objective is to increase joint procurement of clean public transport vehicles, the main partners are local authorities. The project is structured along the procurement process; technology evaluation, creation of procurement actors, analysis of procurement regulations. A Procurement Management Group of stakeholders form the supply and demand side has been formed to give valuable input.. The Procura project suggested that relevant EU projects create a network or helpdesk for fleet owners and public authorities to stimulate the procurement of AFV.

The EU Starbus project evaluated AFV and Fuel emissions of buses to identify the best energy use pathways. Starbus also developed an on-board measuring tool for pollutant and CO2 emissions in function of speed and load of the bus. They found that the reduction in external costs with a stop/start system can be up to € 35,000.

Franz Soeldner, responsible officer for the Directive on the promotion of the procurement of energy efficient and clean vehicles (COM 2007/0817) emphasised that EU support of sustainable urban transport is widely accepted. The Commission suggested to develop an information portal on emission data and vehicle showroom, with information on joint procurement valid for all users and how to support the marketing of AFV and common technical requirements. The approach should be technology neutral.

**Events**

**Procura moderates session at Workshop Biofuels Cities European Partnership**

The Procura project moderated a session on "Availibilty and affordability of biofuel transport", organised by the Biofuels Cities European Partnership on June 24, 2008 in Zaragoza presenting the Procura fleet scan tool that calculates costs and emission consequences of substituting an existing fleet with AFV’s. More info on the Partnership www.biofuel-cities.eu.

**Procura Progress meeting**

The fifth Procura Progress Meeting was hosted by ETA Florence on June 26/ 27, 2008 in Florence. Procura partners gave an update on the progress in their local projects. A special session was dedicated to the reaction of public and private fleet owners to the food and fuel debate that has been making headlines. The next edition of the Procura newsletter that will come out after the summer will provide a summary of the findings of the Procura pilot projects.

**Tools**

| 2.1 Market Barriers for Large-Scale Alternative Fuel Vehicles Procurement | 2.2 Manual for infrastructure development for AFVs |
| 2.3 Training Guidelines for Maintenance and Support of AFVs | 2.4 User manual for fleet owners concerning AFVs |
D5.2 Drivers for biofuel introduction in the Lisbon metropolitan area – Portugal

D5.4 & D5.5 Alternative Fuel Vehicles Procurement Models in Portugal

D6.2 Workshop Report Italy

D8.1 New financial Instruments in the Valencia Region

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This special edition of the Procurra newsletter is collecting news on developments and reactions in Procurra partner countries and other EU countries with regards to the consequences of biofuel production on food crops. On the 23rd of January 2008, the European Commission presented a proposal for a Directive, that establishes an overall binding target of a 20% share of renewable energy sources in energy consumption in the EU and a 10% binding minimum target for biofuels in transport to be achieved by each Member State. A definition of biofuels can be found in the Article 2, point f of the proposal: biofuels are "liquid or gaseous fuel for transport produced from biomass".

There are many types of biofuels: Bioethanol, Pure plant oil (PPO), Biodiesel, Biogas, Cellulose-ethanol, Bio FT(Fischer Tropsch) diesel, Biomethanol, Biobutanol, Pyrolysis-oil, Dimethyl ether (DME), Biohydrogen, Synthetic Natural Gas (SNG), Hydro Thermal Upgrading (HTU). Only pure plant oil (PPO), biodiesel, bioethanol and biogas are commercially available and massive research is currently being conducted on the so-called second generation biofuels, that do not interfere with food production; more details and a complete description of the different type of biofuels listed above can be found at Biofuels European Partnership website at www.biofuel-cities.eu). Recent opposition to biofuel production states that energy-crop programmes compete with food crops regarding the production, necessary investments, water and labour. Biofuels production has been accused to cause food shortage, price increases, and accelerate deforestation.

The European Union is aiming at 20% substitution of oil-based motor fuels by 2020. This will require a substantial effort in infrastructure development and large-scale deployment of Alternative Fuel Vehicles (AFVs). The Procurra project, a General Action of the Intelligent Energy for Europe Programme sponsored by the European Union, is developing a comprehensive set of tools (Procurra Tools), joint procurement models, manuals, and fleet scan tools to facilitate the acquisition and maintenance of AFV vehicles for private and public fleets. Procurra will also work on the start-up development of second hand markets and certification systems for AFVs. In five pilot projects in Italy, Netherlands, Poland, Portugal and Spain the models, tools and manuals will be used to assist local fleet owners in their decision to integrate AFVs in their fleets.

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Italy

The durum wheat price – the main pasta ingredient – has massively increased in the last year both on the international and Italian market. The Italian Bakers Association (Unpi) president, Mario Rummo, declared that the price increase of commodities is only due partially to the scarce rainfall but that fundamentally the boom of the raw materials price due to ethanol production (Link) is the main cause. According to Mr. Rummo also maize has an important place in the general product chain; many products in supermarket contain maize: diapers, trash bags, tooth-pastes, matches, batteries. Even chickens, turkeys, pigs, cows, and also salmons are raised with maize. The result is a general increase of the prices.

Gian Domenico Auricchio, president of Federalimentare, the main Food Industry Federation in Italy, highlighted an increase of the costs of materials for the Italian industry of the 20% for eggs, 50% for the butter and 20-40% for the meats. According to the Italian Procura Partner ETA Florence the managers of public and private fleets are becoming reluctant to the adoption of bioethanol, due to doubts on its environmental sustainability. In Milan however the "Azienda milanese servizi ambientali" (AMSA), responsible for the City's waste management, keeps promoting biofuels by using them in its own fleet. Since 2008, 982 vehicles (80% of the fleet) is fed with a 25% biodiesel blend derived from rapeseeds oil from the Italian company "Maxcom". More information on www.atm-mi.it

Netherlands

In the Netherlands - also in the City of Nijmegen, project partner of Procura - the discussion on biofuels has heated up the last year. Several parties are lobbying for the production and the use biofuels, but recent negative media coverage has influenced the image of biofuels in the Netherlands. Some biofuels are not sustainable but others do can make a significant contribution to sustainable mobility. Especially the second generation biofuels. This includes biofuels that do not contribute to the high food prices, the loss of rainforests and a high CO2 emission. For example, biofuels based on local biomass and garbage collected locally.

Although biofuels is the subject of debate, oil company Tamoil has recently opened a filling station in Nijmegen, where bio-ethanol is now available. The bio-ethanol is made out of waste of wood and sugar cane, no cereals are used. Tamoil is aware of the discussion on biofuels and would like to see the transition to second generation biofuels as quickly as possible. But for this to happen criteria and long term policy are required. At the moment, these criteria are missing, which makes the debate and making policy difficult. Also for local governments, like the municipality of Nijmegen.

Poland

Poland is gradually increasing its biofuels marketing potential. As early as in 2005, there were no obstacles to the addition of 5% of biofuels to diesel. In addition to financial incentives, tax exemptions and tax reliefs further benefits will also be provided under the Long-Term Biofuel Promotion Project 2008-2014.
Portugal

In Portugal, energy crops can be considered as one solution for the oil dependency problem, as well as an answer to the climate change challenge. Nevertheless, these crops can also have harmful effects on food market prices and, in particular in Portugal on soil quality.

António Campos, former Portuguese European Parliament representative, stated that "during a food crisis, countries that dominate the world's agricultural sector deviate production of food for biofuels production, that should be considered as a crime against Humanity". He also thinks that "European Union is responsible for this by imposing 10% biofuels target for 2020." (Edition of Rádio Renascença, 5th of May 2008).

On the other hand Luís Vasconcellos e Sousa, president of the National Association of Corn and Sorghum Producers, assures that "there are significant gains [from ethanol production] often not well employed by some energy sectors". For this association, corn and sorghum plantations could be largely developed for biofuels, as these crops are at this moment the best solution for the use of Portuguese feedstock in order to produce biofuels (Edition of Jornal de Negócios, 22nd of July 2008).

Spain

In the latest Ernst & Young Biofuels Country Attractiveness Index, which ranks the attractiveness of the top 15 global markets for investment in ethanol and biodiesel, Spain gained the fifth place after U.S., Brazil, Germany and France (www.ey.com). The Spanish company Abengoa Bioenergy has opened a pilot plant for biofuels production in the U.S. state of Nebraska and is planning to invest in the Philippines in the production of ethanol from cassava plantations. Spanish raw material provider Sniace will open three ethanol plants in Spain and Poland in 2009.

The plants will have a production capacity of 200,000 tonnes of bioethanol a year and a production of 230,000 tonnes of DDGS, using indistinctively wheat, barley or corn as raw materials. The construction is foreseen for the third quarter of 2008 and the launch of its commercial operation for the second quarter of 2010. Spain’s Agrarian Association of Young Farmers (ASAJA, www.asajanet.com) is calling biofuels production into question asking the authorities to inspect local industries producing biodiesel from sunflower seeds, as sunflower oil may be being imported to make biodiesel, and the association suspects that no difference is being made between imported oil destined for food use or for industrial use. Sunflower farmers who have contracted to supply the biodiesel manufacturers are not satisfied because they are receiving 30 euro cents less per kilogram than the market price for food use while biodiesel plants receive incentives from regional administrations to amortize their installation costs.

Sweden
Gustav Landhal (City of Stockholm, Environment and Health Administration) as coordinator of the EU B.E.S.T. Project (Bioethanol for Sustainable Transport - www.best-europe.org) specified that the percentage of arable land currently used for biofuels crops is approximately 1% of the total available. It's likely that the production of bioethanol from maize, widely diffused in the United States, has been one of the of cereals price raise. According to Landhal, the reason for the wheat price increase can be found in the bad Australian harvest due to weather anomalies. The majority of the bioethanol used in Sweden comes from Brazil and is produced from sugar cane, which price actually decreased in the last year. Sweden has a long and good experience of ethanol buses. The Stockholm Public Transport Authority has decided to use ethanol buses to get a fossil fuel free public transport system (www.ethanolbus.com).

**United Kingdom**

The city of Reading will have its first bio-ethanol bus. The double decker is one of the first in Britain to run on bio-ethanol produced from sugar beet grown in Britain and refined in Norfolk. The new bus is the first of 14 bio-ethanol buses to arrive in the town, which will be the largest fleet in Britain. The vehicle has been introduced after a six-month trial with "Ethel", the first double decker bio-ethanol bus to be built, which has been tested on Reading's bus routes since October 2007 (www.getreading.co.uk).

**Belgium**

Although this is not seen as a final decision the Belgium Transport Agency "De Lijn" has stopped the use of 5% biodiesel. The Belgian prime minister Yves Leterme in a meeting with EC president Barroso on April 17 said that "We must have the courage to re-examine our biofuels objectives" (De Lijn).

**EU Parliament asks for 4% instead of 10% biofuel target for 2020 2008-08-24**

The EU Parliament Environment Committee approved a cross-party and cross-national compromise that asks for "at least 4%" of "renewable sources" in road transport fuels by 2015, "out of which at least 30% is met by the use of electricity or hydrogen from renewable sources, biogas or transport fuels from ligno-cellulosic biomass and algae". Such a target would in fact be even lower than the 5.75% by 2010 goal set out in the EU's original 2003 Directive on the promotion of biofuels, The move to include non-biofuel sources into the target also highlights this shift, echoing statements by European energy and environment ministers at an informal meeting the beginning of July. As Member States struggle to achieve an agreement on core criteria for biofuels, the text agreed by MEPs could serve as a basis for a compromise, although it is much stronger than standards eyed by the Commission and a number of governments.

Parliamentarians have opted for a two-stage approach, under which biofuels that fail to deliver life-cycle CO2 savings of at least 45% compared to fossil fuels would be banned from the start, while those delivering less than 60% savings would be excluded as of 2015. The Commission's target of having 10% of all transport powered by renewable by 2020 is now being rephrased. The term 'renewable' does not have to mean 'liquid biofuels'. Instead, solid biomass used for the production of electricity to be used in more efficient electric cars, is also a way to meet the target. Biohydrogen, possibly coupled to carbon capture and storage to yield negative emissions energy, and used in fuel cell cars, is another way to be renewable.
On its website FAO declared that access to adequate and affordable energy is one of the prerequisites for equitable socio-economic development and is aware that biofuels use can contribute towards a more gender-balanced rural employment and income, strengthen rural livelihood systems and help in attaining better levels of food security. Realizing both the potential and constraints of promoting biofuels for sustainable rural development, FAO is mobilizing its still largely untapped multidisciplinary expertise in bioenergy to assist member countries in strengthening their institutional and human capacities to implement bioenergy programmes.

### Biofuels European Legislative overview

- **Biomass Action Plan (2005)**
- **Communication: An EU Strategy for Biofuels (2006)**
- **Greening Transport Package (2008)**
- **Biofuels in the EU: A vision for 2030 and beyond (2006)**

### Latest EU gasoline and diesel taxes (€cents/litre)

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Source: Wood Mackenzie, UBS
Alternative fuels and sustainable mobility: results of the PROCURA project

1st of October 2008: workshop in Florence: I carburanti alternativi in un contesto di mobilità sostenibile: i risultati del progetto europeo PROCURA

PROCURA Tools

2.1 Market Barriers for Large-Scale Alternative Fuel Vehicles Procurement
2.2 Manual for infrastructure development for AFVs
2.3 Training Guidelines for Maintenance and Support of AFVs
2.4 User manual for fleet owners concerning AFVs
2.5 Available incentive systems
D3.4 An Outline for successful Greenlease
D3.5 Public Consultation
D5.2 Drivers for biofuel introduction in the Lisbon metropolitan area – Portugal
D5.4 & D5.5 Alternative Fuel Vehicles Procurement Models in Portugal
D6.2 Workshop Report Italy
D8.1 New financial Instruments in the Valencia Region

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For more information on Procura tools please visit the Procura website: www.procura-fleets.eu

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Website: www.procura-fleets.eu Newsletter: send an email to marieke@h2it.org or click here

Special Edition: Alternative fuelled vehicles in Europe

The theme of this Procura Newsletter is the availability of Alternative fueled vehicles in Europe, focusing on production information from vehicle manufacturers as well as acquisition plans of the main private fleet operators. The newsletter also gives a short overview of the market developments in specific countries.

Recently the European automotive market recorded constant sales decrease. According to data released by ACEA (Association des Constructeurs Européens d'Automobiles www.acea.be), the Europe of the 28 (25 EU countries + 3 EFTA) has recorded a negative sales variation of - 7.3% in July and -15.6% in August compared to the result of the same months of 2007.

For the extended European Union, the assessment of the first 8 months of 2008 is little more than 10.411.000 matriculation's, with a 3.9% decrease in comparison with the same period of last year.
Volvo

According the a 2007 Frost&Sullivan research (1), alternative fuel vehicles are likely to have a penetration rate of around 6 % in the European market by 2015, accounting for about 1.2 million vehicles. Volvo's Flexifuel vehicles are likely to dominate the market with estimated volumes of over 650,000 vehicles by 2015 in Europe. Sweden and France are likely to be the biggest markets for flexi vehicles in the coming years, while Italy and Germany are the growth markets for natural gas vehicles.

The several International Motor Show can be considered as mirrors of flexi-fuel vehicles commercial circumstances. The last models have been launched in 2007 during the Internationale Automobil-Ausstellung (IAA) in Frankfurt where Volvo presented the V70 Flexifuel; at the Geneva Motor Show 2007, Ford presented the Flexifuel version of the C-MAX. In October 2008, at the Paris Motor Show, not even one flexifuel vehicle has been presented. The feeling is that in the last year European automobile manufacturers are moving their interest towards electric and hybrid vehicles.

The European bioethanol market growth seems to be slower than expected and currently only Sweden has a significant market (2). The difficulties of Flexifuel vehicles spread in Europe are related to the lack of refueling infrastructures and to the increasing doubts about the environmental sustainability of the European biofuels crops. In counter trend with the automotive market performance, LPG and methane vehicles are recording sales increments in all EU countries. This trend can be explained with the instability of crude oil prices and with the increasing customers sensibility to the environmental and climate change matter.

2. Sweden is the first European market where Ford first introduced its FFVs in 2001; more than 80 per cent of Focus and Focus C-MAX sales and nearly 50 per cent of all Ford sales in Sweden are FFVs today

Ford

Ford Europe is the European AFV’s leader. The numerical availability of vehicles and models totally satisfy the demand. According to Dirk Dens (FFV/AFV Manager at Ford Motor Company Europe) the manufacturing capacity of the American Company would cover also an unexpected increment of vehicles request. The Focus and C-MAX Flexifuel are available in 17 markets in Europe: Sweden, Germany, the UK, the Netherlands, Ireland, Austria, France, Spain, Switzerland, Norway, Belgium, Italy, Poland, Hungary, Czech Republic, and Denmark. Prices for Flexifuel versions are more or less as petrol technology vehicles. Ford of Europe has sold 17.500 bio-ethanol powered Flexifuel vehicles across Europe in 2007 marking an increase of 60% compared to the previous year and a sales record. Ford Flexifuels sold more than 45,000 in Europe since introduction in Sweden in 2001 (including approximately 31,000 units in Sweden).

AVIS

In December 2007 Avis launched the EcoAvis plan which sees the introduction in the Avis fleet of 250 Volkswagen Golf Bifuel 1,6 (petrol and LPG). Avis customers can rent the Bifuel vehicles in 4 Avis-point dislocated in Milan and Bergamo. Moreover, the customer who will explicitly ask for these vehicles will not pay the LPG used. In addition Avis joined the Carbon Neutral project (www.carbonneutral.com), the international consortium that intend to diminish the amount of CO2 and greenhouse gases emitted. For every ton of CO2 produced another ton of carbon will be saved planting trees in 9 European Countries, and financing energy production from hydroelectric in Bulgaria.

Arval Germany
As declared by Oliver Venorh - Arval Germany - at the moment Arval Germany counts approximately 70 alternative fuel vehicles but there is a plan of expansion of the of the AFV’s fleet. As underlined by Martina Sehnabel (Arval Germany), the difficulties related to alternative vehicles availability are connected to vehicles devaluation risks still too high compared to diesel engines. This is one of the reason that pushes also the Universal Lease Iberia Renting Company (Spain) to buy only diesel and petrol vehicles (as from communication with Aurora Alonso Cañavera, Universal Lease Iberia). In the last trimester long term rental fleets managers recorded an increase in demand of AFV due to the rise increase of oil prices. Arval and Avis Fleets managers are referring to problems with the supply of a consisting number of AFV; the higher operating costs and the shorter autonomy of the AFV’s compared to normal diesel vehicles.

**Lease Plan Corporation**

Lease Plan Corporation launched GreenPlan, a global project which is working in the 29 countries where Lease Plan is present. Lease Plan proposes to its customers to identify the feasible actions to improve the eco-compatibility of the fleet and the most used AFV’s are: Toyota Prius, Mercedes Benz Class B and E (methane), Fiat Multipla Natural Power and Fiat Panda Natural Power.

**National Development News**

**Germany**

In Germany, there is a constant reduction of diesel/gasoline models registration and about a 20% increase of NGVs per year. The drop in sales of liquid fuels units is due to current alerts and debates on CO2 emissions. The NGVs list of models sold is led by Volkswagen, Opel and Fiat, followed by Daimler Chrysler, Citroën and Renault. Mercedes-Benz announced to increase the range of models with natural gas engines. Their natural gas program started in 1994, mainly focused on commercial vehicles, will be constantly expanded in every segment with 5,000 units expected to be shipped this year.

**Italy**

The CEO of Fiat Auto, Lorenzo Sistino, confirmed that for 2009 a target has been set of of 100,000 bi-fuels vehicles sold on the Italian market with Panda Natural Power heading the pack followed by Multipla, Doblò, Punto Classic and Grande Punto. Fiat Auto shows a considerable choice of models and a wide vehicles availability. The more receptive gas-fuelled vehicle market in Europe is Italy. According to Dante Natali, recently elected to the Presidency of Federmetano, thanks to the supply of Fiat, Volkswagen, Citroën and Renault, it is expected that in 2009 gas vehicles sales will amount to the 10% of the sales in the Italian market. In Italy a total of 40,582 NGVs were sold in 2006, a world record figure. Fiat was favorite by far; 86% of registrations were of models produced by the Turin manufacturer. The first five months of 2007, one model alone, the small Panda, received 28,000 orders which raised to 40,000 by the end of December. Also the number of conversions is high that shows that the Italian NGV market is powerful and healthy (www.ngvaeurope.eu). According to data of the Italian Ministry of Infrastructures and Transports (CED) until August 2008 the Fiat Panda has been the most sold methane vehicles (28,703 cars) while the Chevrolet Matiz is the LGP leader in Italy (16,034 cars).

**Spain**

Alejandro Madrigal, Responsable Marketing & Comunicación of ARVAL- BNP Paribas Company) when interviewed, mentioned that greater developments and a more intense implementation of alternative fuel vehicles are expected with the launch of the IDAE, a
Spanish government incentive program to finance strategic energy saving and efficiency investment projects (website).

Sweden

Volvo sales account for 80% of the total NGV models running in the country but a Swedish taxi operator, Taxi Stockholm, ordered 60 Mercedes E 200 NGT and 51 Mercedes B 170 NGT for delivery between December 2008 and February of 2009. Taxi Stockholm already has some 65 E 200 NGT and 70 Volvo V70 Bi-Fuel. In a fleet of 1465 cabs, Taxi Stockholm will have about 250 NGVs which operate on biomethane. As well as NGVs, another 400 ethanol operated Volvos and Saabs will be in operation by January 2009. Taxi Stockholm will reach the target of reducing greenhouse gas emissions by 40% for 2012 through the use of biomethane and ethanol. The numbers of 2008:

In Spain a major CNG fleet of buses and public services trucks is being consolidated in the main cities as Barcelona, Madrid, Valencia, Burgos and others. The great leap is expected in the next months since regulations have been approved by which natural gas use in LDVs is enabled.

In France the Group Gaz de France is promoting the implementation of domestic compressors for CNG refueling and the segment follows attentively the fulfillment of the French government resolution establishing that one out of every three new buses should operate on natural gas.

The availability of LPG and natural gas cars has never really been an issue as the majority are essentially conversions of conventional petrol cars - these are either converted at the factory by the manufacturer or are retrofitted after being sold as a new car (www.whatgreencar.com).

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<tr>
<th>Country</th>
<th>Total number of Vehicles</th>
<th>NG total road vehicles</th>
<th>NG LD cars, vans and trucks</th>
<th>NG MD/HD Buses</th>
<th>NG MD/HD Trucks</th>
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Source: www.ngvaeurope.eu
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**Events**

**Thermal Gasification - production technologies and applications** 2008, October 9-10
Malmo, Sweden ([www.sgc.se](http://www.sgc.se));

**Fleet Europe: Forum and Award** 2008, October 16th
Berlin, Germany ([www.fleeteurope.com](http://www.fleeteurope.com));

**World Ethanol** 2008, November 3-6
Paris, France ([www.agra-net.com](http://www.agra-net.com));

**2nd International NGV Conference, Prospects for the development and use of CNG in Transport** 2009, January 28-29
Prague, Czech Republic ([novac@cgoa.cz](mailto:novac@cgoa.cz));

**NGV 2010, IANGV Biennial Conference and Exhibition** 2009 June 8-10
Rome, Italy (www.ngv2010roma.com);

NGVA Europe Conference and Exhibition 2009, June 17-19

Madrid, Spain (www.gnv2009madrid.com)

**PROCURA Tools**

| 2.1 Market Barriers for Large-Scale Alternative Fuel Vehicles Procurement | 2.2 Manual for infrastructure development for AFVs |
| 2.3 Training Guidelines for Maintenance and Support of AFVs | 2.4 User manual for fleet owners concerning AFVs |
| 2.5 Available incentive systems | D3.4 An Outline for successful Greenlease |
| | D3.5 Public Consultation |

D5.2 Drivers for biofuel introduction in the Lisbon metropolitan area – Portugal

D5.4 & D5.5 Alternative Fuel Vehicles Procurement Models in Portugal

D6.2 Workshop Report Italy

D8.1 New financial Instruments in the Valencia Region

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For more information on Procura tools please visit the Procura website: www.procura-fleets.eu

**Disclaimer:** The sole responsibility for the content of this publication lies with the authors. It does not necessarily reflect the opinion of the European Communities. The European Commission is not responsible for any use that may be made of the information contained therein.
Natural gas vehicles, powered by compressed natural gas (CNG), liquefied natural gas (LNG) or biogas (biomethane) are growing at more than 30% per annum worldwide every year. The production of biogas or biomethane, offers greenhouse gas reductions and produces fewer emissions compared to traditional and fuels. Natural gas can be used either as compressed natural gas (CNG), liquefied natural gas (LNG) or even blended with hydrogen. The use of natural gas vehicles (NGVs) also facilitates energy security and energy source diversification (Source: International Association for Natural Gas Vehicles -IANGV). The use of methane (CNG) for vehicles dates back to the second half of XIX century; the first internal combustion engine vehicle to run on natural gas was created by Etienne Lenoir in 1860.

Natural gas vehicles, when designed to run on natural gas alone, are among the cleanest vehicles in the world. In fact, the Honda Civic GX, released in 1997, has the cleanest internal combustion engine ever commercially produced. In 2008 the Honda Civic GX was awarded, for the fifth straight year, "Americas Greenest Car" by the American Council for an Energy Efficient Economy (ACEE).

Currently there is a significant increase in demand of natural gas vehicles (CNG and LPG) caused by the oil prices instability and the need to reduce air pollution emissions. Bi-fuel (gasoline/CNG) cars became available after 1995; presently Fiat, Opel/Vauxhall, Volkswagen, Citroen, Renault, Volvo and Mercedes sell bifuel car models and small bifuel trucks that are gasoline/CNG powered.

The European Union is aiming at 20% substitution of oil-based motor fuels by 2020. This will require a substantial effort in infrastructure development and large-scale deployment of Alternative Fuel Vehicles (AFVs). The Procura project, a General Action...
of the Intelligent Energy for Europe Programme sponsored by the European Union, is developing a comprehensive set of tools (Procura Tools), joint procurement models, manuals, and fleet scan tools to facilitate the acquisition and maintenance of AFV vehicles for private and public fleets. Procura will also work on the start-up development of second hand markets and certification systems for AFVs. In five pilot projects in Italy, Netherlands, Poland, Portugal and Spain the models, tools and manuals will be used to assist local fleet owners in their decision to integrate AFVs in their fleets.

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EU Policy

In December 2007, the European Commission proposed a binding legislation that would compel vehicle manufacturers to cut the average emissions of new cars by 18% from current levels of around 160 grammes of CO₂ per km to 130g/km by 2012 by improving vehicle technology. A further 10g/km reduction is expected to come from improvements in other areas, including tyres, fuels, air-conditioning and eco-driving. While 130g/km is an industry-wide goal, the proposed limits vary according to the type of car manufactured. For example, Fiat's target would be stricter (122g) than Volkswagen's (132g) as its cars are smaller and already pollute less. A compromise agreement to reduce CO₂ emissions from new vehicles was reached in December 1 amid pressure from the car industry, which is currently being weighed down by the economic recession. The agreement still needs to be approved by the Parliament's political groups and EU ambassadors. After a month of 'trialogue' discussions member states ended up backing a deal based on a French proposal to gradually limit CO₂ emissions to 120 g/km for 65% of new cars in 2012, 75% in 2013, 80% in 2014 and 100% in 2015. The breakthrough deal also reduced the proposed fines against carmakers that breach the limits. In the long term, the compromise sets the target of average emissions at 95g CO₂/km for the new car fleet by 2020.

In October 2008, European automakers led by ACEA (European Automobile Manufacturers Association) asked the European Union Commission for 40 billion euro in loan assistance for the development of future green technologies. Christian Streiff, president of ACEA and PSA Peugeot Citroen CEO highlighted that carmakers face increasingly hesitant consumers and call on governments to respond, stimulate the economy, relieve the credit crunch and restore consumer confidence. The ACEA's plea for funding was rejected by EU officials as the proposed 40 billion euro amount comprises over one third of the organization's annual budget. ACEA claims the large financial loan equates to only two years of research and development technology costs accrued by European automakers. In addition ACEA asked the EU to consider an incentive program over the course of a 36 month period encouraging the renewal of automakers’ fleets.

Brussels November 28th: carmakers are set to benefit from €4 billion of European funding aimed at producing safer and greener vehicles. The move, which is part of a 200-billion package to stimulate the economy, was announced by European Commission president Jose Manuel Barroso. Known as the European green cars initiative, it is set to include research on a range of technologies and energy infrastructure. The goal is for a breakthrough in the widespread use of renewable and zero emissions energy sources,
while boosting safety levels and freeing up traffic. The package will be financed by the car industry, EU member states, the European Investment Bank and the EU itself.

New CNG models at the Bologna International Automobile Exhibition

DR previews

The Italian carmaker made its debut on the market in 2006. The DR5, first vehicle produced in the plant of Macchia d’Isernia, gained a notable place in its reference category. This year the DR will present four vehicles at the Motor Show: DR5 2.0 EcoPower 16v, DR5 2.0 Bi-fuel (lgp) 16v, DR5 2.0 Bi-fuel (methane) 16v, DR5 1.9 EcoJet Free.

PIXO Nissan

The PIXO will be added to Micra and Note in the range of the Nissan minicar. In Europe, the PIXO will use the new brand “Green Drive”, and is the most efficient vehicle of Nissan to date. The three cylinder engine (1 lt) and the light body reduce CO2 emissions to 109 g/km while fuel consumption is around 4.6 l/100 km.

Honda

Honda is present in Bologna with the restyled Civic Hybrid, Hydrogen FCX Clarity, and the OSM concept car - Open Study Model. The ecological Civic Hybrid, with reduced CO2 emission, shown in Bologna has a new design and the new vehicle Concept OSM has been designed by the center of European research & development of Offenbach (Germany).

Tata

Tata is presenting three previews to the 2008 Bologna Motor Show: Indica Electric EV, Indica New and Ace 1 Ton. Indica Electric EV is the first Tata vehicle developed in collaboration with the Miljø Grenland/Innovasjon, of which Tata Motors EuropeanTechnical Centre plc (TMETC) has recently acquired 50.3%. The Norwegian society is specialized in innovative solutions for electric vehicles. Indica Electric EV, whose launch is previewed in Europe in 2009, will represent a true mobility alternative for the customers: it will carry 4 passengers with luggage with an autonomy of 200 km.

Fiat
Fiat held a 47% share of new natural gas commercial vehicles in Europe in 2007 (66.8% in Italy); in the 1B segment, (commercial vehicles, “small vans”) with Doblò Natural Power in particular, Fiat has a 45% market share in Europe. Fiat has built an extensive lineup of dual-fuel natural gas and gasoline vehicles, and the company has just added the latest Punto Natural Power to the stable. The little Fiat uses a 90 lit. methane tank under the floor-pan and a 55 lit. gasoline tank in the rear, allowing the Punto to use whichever fuel is most readily available or least expensive for a combined range of 1600 km. The dual-fuel system also provides low CO2 emissions ratings and other benefits under the European vehicle tax code.

Ford

Ford Germany has announced that its LPG and CNG-powered cars’ performance has been improved: gas-powered Fords have improved their consumption up to 1 liter/100 km, which allows the cars to have 50km (30 miles) more range, that is, about 450 km on gas and 750 km on unleaded. All LPG variants will be made in the new facility in Saarlouis (Germany), which allows a global production of 2,000 units of Focus and Focus C-MAX models, while the existing facility in Mainz will be producing CNG variants exclusively (300 Focus, 250 Focus C-MAX) as well as the Ford Transit Van LPG variant (150 units). Prices for factory-guaranteed conversions are €3,275 for the Ford Focus (Source: Ford).

National CNG Development News

Italy

Italy currently has the largest number of CNG vehicles in Europe and is the 4th country in the world with regards to the number of CNG-powered vehicles in circulation (http://www.iangv.org/home.html). In the first semester of 2008 the registration of commercial CNG vehicles increased of 67.89% compared to the same period of the previous year. The increase in the trend of methane vehicles registrations seem even more remarkable looking at the general market trend: in the first six months of 2008 were registered a light increase (+3.16%) mainly due to positive trend of January-April. Governmental incentives are available for CNG commercial vehicles: a bonus of € 2,000 if the CO2 emission are lower than 120 gr/km; 1,500 euro if the emissions exceed 120 gr/km. The bonus can be added to those for the disposal of older car (Source: Osservatorio Metanauto).

The Lombardy Region published in its Official Journal n. 232 of the 03/10/2008 a decree on methane multidispenser self-service for cars. The authorization of the methane self-service is an “oversee type” and previews the presence of a qualified operator at the pump.

In Verona, 31 new ecological busses will be add to the Atv (regional grant of 5.680.000 euro shared between the Province and the Borough). 3 busses run on methane and are in service on extra-urban roads.

The president of the Ravenna Province, Francesco Giangrandi, launched the Hydro-methane Project regarding the experimental use of the hydrogen-methane mixture in Ravenna busses. The Emilia Romagna Region financed the purchasing of H2-Methane vehicles that will be added to the ordinary fleet. The production of hydrogen from renewable sources was projected by Rosetti Marino Spa (Ravenna), in collaboration with Ravenna ATM. In Bologna the local Atc launched a 50% price discount for Lgp and methane
CNG-generated vehicles are expected to increase by two million units by the year 2020. To date there are around 800 CNG stations in Germany (558 stations in 2005) 9% of these also offer biogas (in proportions that range from 10 to 100 %), obtained from organic waste such as manure or sewage sludge (www.autobloggreen.com).

Wednesday 23rd October, NGVA Europe Member TÜV Saarland, subsidiary and competence centre for NGVs of the German TÜV Rheinland, presented its CNG High Power passenger car (585 hp = 427kw) to go for a high-speed world record attempt on bio-methane. The CNG High Power A4, converted to Biogas (99% methane), managed to go 327 km/h and missed the originally set record of 344 km/h done by a CNG Bugatti in 1994. But TÜV Saarland is nevertheless content, since this was the first time ever in NGV history that a passenger car converted to CNG was running on Biogas made from grass (provided by NGVA Europe member Salzburg AG from Austria). (Source: TÜV Saarland).

Netherlands

Minister Eurlings (Netherlands Ministry of Transport, Public Works and Water Management) has allocated a subsidy of 1.8 million euro for 23 investment projects that focus on building new filling stations for alternative fuels (natural gas and ethanol/E85), aiming to create a nationwide network by 2010. The Ministry is making this amount available via the subsidy scheme known as Tankstations Alternatieve Brandstoffen (filling stations for alternative fuels), in an endeavor to promote increased alternative fueled vehicles in the country. The use of alternative fuels will help reduce CO2 emissions from road traffic. For example, the use of natural gas reduces CO2 emissions by over 20%. The investment proposals will bring the total number of natural gas filling stations to 31, across all provinces. (Source: NGV Global 14 October 2008)

Poland

LPG – Poland is the biggest consumer of LPG as vehicle fuel in EU but the number of natural gas vehicles is still around 1000 (770 in June 2007 on International Association for Natural Gas Vehicles data). FuelMaker Corporation (manufacturer of natural gas Vehicle Refueling Appliances) announced a dealer agreement with GZOG (gas service company) in Zabrze (Poland) to market, sell and service FuelMaker Vehicle Refueling Appliances in that country. FuelMaker and GZOG comprehended that the Polish natural gas vehicle market is growing rapidly and increased representation in the region will help facilitate this growth. They see a specific market for FuelMaker products, which can service fleets of up to 40 vehicles.

Portugal

In Portugal there are four CNG refueling stations but three of them do not sell to the public. Only in Braga (north of Portugal ) at the local city bus station (TUB) CNG refueling is possible. Some public fleet companies are presently using CNG, as CARRIS (Lisbon
Owners of CNG private vehicles can receive a reduction of up to 40% of automobile purchase tax. Taxis owners already are receiving a 70% reduction on automobile purchase tax, but CNG Taxis have an additional cumulative reduction of 40% of the remaining 30%. The Portuguese government announced that they are planning a big fleet of CNG taxis in Lisbon, using the Lisbon BUS company (CARRIS) refueling station (source: www.sugre.info).

Spain

EMT Valencia has recently approved the acquisition of 20 new buses driven with ecological fuels that will be added to the current fleet in May of 2009. Five of the new vehicles will have a natural gas engine and 15 will use the biodiesel. With this renovation, the EMT Valencia buses fleet becomes one of most modern in Spain. The Empresa Municipal de Transportes de Valencia, EMT Valencia, counts already on 72 natural gas buses. One of the buses- parking area is equipped with 50 refueling pumps. The stations compress the gas to 200 bars (from public network gas to vehicles uses). At the moment, in the city of Valencia, more than 50% of the public service buses works with ecological biofuels. Jose Luis Martinez Door, Director of the Technical Area of EMT Valencia, displayed during the seminary of the PROCURA project , (Valencia, June 2008) the advantages and disadvantages that EMT founded when incorporating the natural gas buses into the fleet.

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Source: International Association for Natural Gas Vehicles -IANGV: as at June 2007,
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### Events

**January 2009**

- **2nd Stakeholder Plenary Meeting of the European Biofuels Technology Platform.** Brussels, 22 January 2009
- **2nd International NGV Conference, Prospects for the development and use of CNG in Transport.** Prague, 28-29 January 2009

**February 2009**

- **BioPower Generation** Brussels, Belgium, 12-13 February 2009
- **Solar Power Generation**, Barcelona, Spain, 23-24 February 2009

**May 2009**

- **Gulf Solar Expo**, Dubai, United Arab Emirates, 6-7 May 2009
- **GNV2009 Madrid, NGVA Europe Conference and Exhibition** Madrid, 17-19 June 2009
- **NGV 2010, IANGV Biennial Conference and Exhibition.** Rome, Italy. 8-10 June 2010

**June 2009**

- **Biofuels Summit and Expo - For Sustainable Biofuels.** Buenos Aries, 10-12 June 2009
- **17th European Biomass Conference and Exhibition.** Hamburg, 29 June -3 July 2009

### PROCURA Tools

- **2.1 Market Barriers for Large-Scale Alternative Fuel Vehicles Procurement**
- **2.2 Manual for infrastructure development for AFVs**
- **2.3 Training Guidelines for Maintenance and Support of AFVs**
- **2.4 User manual for fleet owners concerning AFVs**
- **2.5 Available incentive systems**
- **D3.4 An Outline for successful Greenlease**
- **D3.5 Public Consultation**
D5.2 Drivers for biofuel introduction in the Lisbon metropolitan area – Portugal

D5.4 & D5.5 Alternative Fuel Vehicles Procurement Models in Portugal

D6.2 Workshop Report Italy

D8.1 New financial Instruments in the Valencia Region

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