



Newsletter IEA Bioenergy Task 37: 06/2021

Biomethane on the road

125 buses run on biogas in Bergen

The colorful port city of Bergen is surrounded by mountains, fjords and forests. As of recently, 125 city buses of the MAN Lion's City model transport both locals and tourists around the city. This is down to the fact that the vehicles run on biogas, fitting perfectly into the natural atmosphere of Norway's second-largest city. Bergen, a UNESCO World Heritage City is also known as "the heart of the fjords" and rightly so.

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Finnish freight firm Posti invests in biogas truck fleet

Finnish freight transport firm Posti is investing in biogas-powered trucks. Working with Gasum, Posti will introduce the biogas trucks to reduce its transport emissions and create Finland's largest biogas fleet operated by a logistics company. Posti has acquired 10 liquefied biogas (LBG) trucks and already operates six liquefied natural gas (LNG) trucks. The first biogas-powered trucks have already been deployed and the full fleet will be in use by early 2021. The new fleet will reduce carbon dioxide emissions originating in Posti's transports by 1,620 tonnes per year, equivalent to driving a car almost 8.6 million kilometers, or approximately 215 times around the globe.

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Air Liquide to build two biomethane production units in Italy

Air Liquide will build its first two biomethane production units in collaboration with its local partner Dentro il Sole (DIS) in Italy. The two units will be built in Truccazzano, Milan, and Fontanella (Bergamo), recycling organic material from agricultural and livestock activities to convert it into biomethane. The production units, scheduled to be operational in the second quarter of 2021, will have a total production capacity of 3,200 tonnes per year, equivalent to approximately 50 GWh annually. From a circular economy perspective, the two units will also be complemented by one filling station for the supply of bio-LNG and bio-CNG to local transport communities. Air Liquide currently has more than 80 stations distributing bio-NGV across Europe and 20 biomethane production units worldwide. This new filling station will be open 24 hours a day, seven days a week, the station will be able to refuel up to 100 trucks per day.

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Six Swedish companies tested LBG trucks with great success

The transition to cleaner energy is accelerating in Sweden. In the transport sector, the EU regulation on CO2 emission performance standards requires a 15% reduction in 2025 (compared to 2019) and 30% by 2030 of new heavy-duty vehicles (HDVs). Sweden has set higher goals than the EU and aims to lower the CO2 emissions of new HDVs by 70% before 2030. These ambitious goals have made logistics companies look to renewable, low-emission fuel solutions, such as LBG (bio-LNG). Six logistics companies in Sweden tested LBG trucks as a way to reduce their emissions. These logistic companies

are part of MaserFrakt, the biggest transportation company in Sweden. According to MaserFrakt, the companies that tested LBG were happy with its climate impact and the drivers appreciated the quiet engines of the LBG trucks. The companies also noted that as LBG is a cost-effective fuel, its impact on overall costs can easily be enhanced by a sensible way of driving and the commitment of drivers to the change. One of Maserfrakt's drivers testing an LBG truck was able to lower his average fuel consumption from 2.7 kg per 10 km to 2.59 kg. With a gas price of SEK 13.54/kg (excluding VAT), this means a cost of SEK 35.07 per 10 km, which is remarkably low. Over the lifecycle of the fuel, renewable LBG can help to cut greenhouse gas emissions by up to 90% compared to fossil fuel. Since biogas utilizes the same gas infrastructure as natural gas, switching to biogas is both easy and cost effective.

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Foresight Group invests £80m in CNG Fuels refuelling stations network

Foresight Group has partnered with CNG Fuels to develop a network of refuelling stations in the UK, providing an initial £80 million (€89 million) in funding. The stations will enable heavy-goods vehicles (HGVs) to run on carbon-neutral fuel. CNG Fuels opened its fifth refuelling station near Birmingham last week, and the funding will see it develop at least 14 further public access stations on major routes over the next two years. This will quadruple the firm's capacity and enable it to refuel 8,000 vehicles per day up from 2,000 vehicles today. Additionally, CNG Fuels will make carbon-neutral fuel available from Glasgow to Bristol, meeting growing demand from major brands keen to switch their fleets away from diesel. The company is a major UK supplier of bio-CNG, the lowest-carbon, most cost-effective alternative to diesel for HGVs. The fuel is 35-40% cheaper than diesel and cuts vehicle greenhouse gas emissions by up to 85%.

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Renault converts Diesel LDV into bio-CNG vehicles

Announced as part of the "Renaulution strategic plan", this new activity of converting diesel vehicles to bioNG will be organized at the Flins plant. Without confirming the marketing of new vehicles running on CNG, Renault's new boss, Luca de Meo, has announced that he wants to launch a retrofit activity at its Flins site in the Yvelines. Today, the Flins plant is dedicated to the production of new vehicles, including the Renault ZOE electric city car. It will become what Renault calls a "re-factory" specializing in the recycling and reconditioning of used vehicles. At Flins, the transformation plan will be implemented gradually between 2021 and 2024. Eventually, the site will be structured around 4 business units, each with its own speciality: Re-Trofit, Re-Energy, Re-Cycle and Re-Start.

On the CNG retrofit part Renault has not yet detailed its plans. The brand could partner with different suppliers to get the essential components for conversion operations.

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Amazon orders hundreds of CNG trucks

Amazon has ordered hundreds of trucks that run on compressed natural gas (CNG) to shift its U.S. fleet away from heavier polluting trucks. The coronavirus pandemic caused delivery activity to surge in 2020, with truck volumes exceeding 2019 levels on average while passenger car traffic fell. But that increase in road activity means more pollution, as heavier-duty trucks emit higher levels of greenhouse gases than passenger vehicles. Amazon is therefore introducing new sustainable solutions for freight transportation with new vehicle types including electric, RNG and others. Amazon has ordered more than 700 natural gas class 6 and class 8 trucks so far, according to the company. The online retailer's sales rose 38% in 2020; it plans to run a carbon neutral business by 2040. The engines, supplied by a joint venture between Cummins Inc and Vancouver-based Westport Fuel Systems Inc, are to be used for Amazon's heavy duty trucks that run from warehouses to distribution centers. More than 1,000 engines that can operate on both renewable and non-renewable natural gas have been ordered by the supplier.

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Natural gas vehicles in Spain reached 30,000 units

Gasnam, the Iberian association of natural gas for mobility, has reported that, despite the pandemic, in 2020 the fleet of liquefied natural gas (LNG) trucks has grown by 27% and the number of compressed natural gas (CNG) buses has increased 17%, as one in four buses registered in 2020 uses gas as fuel. The development of natural gas in the transport of goods is expected to increase even more in 2021 thanks to the recent approval, at the end of 2020, of the rule that allows driving with a class B license, older than two years, natural gas powered cars destined to transport goods with a maximum authorized mass between 3,500 kg and 4,250 kg. The refueling network has also grown significantly, increasing its capillarity throughout the Spanish geography. The opening of 39 public access supply points in the year that has just concluded brings the country to a total of 163 facilities.

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UK frozen food distribution firm opens bio-LNG refuelling station

Frozen food distribution firm Reed Boardall has installed a new bio-LNG refuelling station at its base in Boroughbridge, UK. Owned and operated by Gasrec, the fully-scalable, skid-mounted station designed by Dutch LNG firm LIQAL will fuel an initial fleet of 30 Volvo FH LNG 6x2 tractor units. The opening of the site is a major step in Reed Boardall's strategy to transition its 220-strong fleet away from diesel. LIQAL's compact, prefabricated system requires limited construction time on site and supplies the same fuelling consistency and reliability as a fully-fledged LNG fuelling station.

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Using biomethane in transport is becoming more popular in Estonia

Many public transport buses in Pärnu, Tartu and Tallinn use biomethane produced from manure from Estonian cows, among other things. Tallinn City Transport AS (TLT) buses that run on biomethane are gradually replacing diesel alternatives. Price is one of the advantages of biogas that is currently not subject to an excise duty in Estonia. Even if there was an excise duty in the same volume as duties on liquid fuels, gas would still be the cheaper option. Right now, around 100 biogas buses make up a fifth of TLT's fleet. The city plans to have all of its buses running on biogas by 2025. Green gas producers have qualified for renewable energy support from the state. However, the fact that subsidies disappearing would not hike the price to a considerable degree, gives producers certainty to invest in new technology. Buses using biogas will also be servicing Ida-Viru County local lines from next year. Estonia aims for 14 percent of transport to use renewable fuels in a decade's time.

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The world's first harvest of Barolo wine with zero emissions

Complete the world's first zero-emission harvest of a Barolo cru and celebrate 2025 by uncorking the first bottle of 100% sustainable wine from the prestigious King of Wines: these are the objectives of the collaboration between FPT Industrial and Fontanafredda. To meet these guidelines, FPT Industrial has partnered with Fontanafredda, the historic winery founded by Vittorio Emanuele II, the first king of Italy, in 1858. Fontanafredda produces Barolo and other great wines from the Langhe region that currently has 120 hectares of certified organic vineyards and supports a new green renaissance through best grape growing practices with no environmental impact. The heart of this collaboration is the supply of two New Holland TK Methane Power vineyard crawler tractors with biomethane fueled natural gas FPT Industrial F28 engines that will work at Vigna La Rosa cru, where the legendary Barolo grapes of the same name are grown, a wine that is on Wine Spectator's Top 100 list of the best wines in the world. The biomethane model was developed based on a New Holland Agriculture vineyard crawler tractor. It offers a power of 75 hp with a maximum torque of 330 Nm and thus guarantees, in complete safety, maximum performance, exactly the same as its diesel equivalent. All this is carried out with a zero carbon footprint thanks to biomethane.

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Gasrec to increase bio-LNG tanker fleet

UK based Gasrec will increase the size of its bio-LNG tanker fleet by 300% over the next 12 months. The company's efforts will help to meet the rapidly growing demand from transport and logistics companies for a lower cost and more sustainable alternative to diesel. Gasrec recently took delivery of its third cryogenic trailer from Bradford, UK-based M1 Engineering, and has two more in build for completion in the next few months. A further three tankers are expected to join the fleet in the second half of this year. The tri-axle tankers, which can carry up to 20 tonnes of bio-LNG each, will be operated by Gasrec's longstanding distribution partner Reynolds Logistics. They will be used to replenish Gasrec's refuelling stations across the UK, operating in conjunction with Volvo FM LNG 6x2 tractor units. Compared to Euro-6 diesel, a typical 6x2 tractor unit operating on long-haul work and running on bio-LNG emits around 90% less NO₂ emissions, 99% less particulate matter, and 95% less CO₂. Fleets transitioning to renewables are playing a key role in helping to meet the UK Government's target of reducing greenhouse gas emissions from HGVs by 15% by 2025.

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CRMT starts retrofitting EURO V buses with CNG engines

The company CRMT was created in 1977 by 30 professors from Ecole Centrale de Lyon who were passionate about research in internal combustion engines. In 1999, CRMT was bought by Romano Artioli who oriented the activity of the company towards R&D for alternative fuels. Since then, CRMT has specialized in the analysis and proposal of solutions for a cleaner and sustainable mobility mainly around CNG engines, LNG, and all complementary activities: engine control systems, component design, energy and mechanical analysis, gas circuit definition. Actually, CRMT will convert a fleet of Euro V diesel coaches to CNG for the Berthelet group. This project could lay the foundations for a large scale retrofit. This project, called Ecol'CAR (school bus) could lay the foundations for a large-scale retrofit. Berthelet has a good knowledge of the advantages of NGV since it operates TCL bus lines running on bio-CNG in eastern Lyon on behalf of SYTRAL, and provides shuttle services at Lyon-Saint-Exupéry airport with a fleet of vehicles running exclusively on bio-CNG. The company asked the CRMT teams to convert its Euro V diesel coaches dedicated to school transportation. In practice, the conversion work of the CRMT teams will consist in replacing the diesel components by a natural gas engine. This will be combined with a CNG storage system that will provide approximately 300 km of autonomy on a single tank of fuel.

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