June 6, 2023

Milestone 4 – Symposium/Final Event keynotes

LNG Motion project

Co-financed by the Connecting Europe Facility of the European Union

Agenda

June 5th

Part 1 – At PitPoint.LNG station Hognoul

11.00 – 11.30	Walk-in
11.30 – 12.30	General introductions + LNG Motion presentation – Part I
12.30 – 13.00	Lunch
13.00 – 13.20	LNG Motion presentation – Part II
13.20 – 13.40	Presentation Bpost – customer case
13.45 – 14.00	Presentation station owner
14.00 – 14.30	Demo truck GCA

Part 2 – Not all participants

14.30 – 17.00	Drive to hotel (Hotel Vulcano Lindenhof, Eifel/Mosel)
17.00 – 19.00	Check in + relax
19.00 / 19.30	Dinner

June 6th

At PitPoint.LNG station Hirschberg

10.00 – 12.30	Drive to Hirschberg station
12.30 – 13.00	Tour of the station
13.00 – 14.00	Lunch

Participants Day 1 – Symposium in Hognoul (Belgium)

Name	**Company**
1. Barbara Bernardi	CINEA
2. Marcel Vinke	PitPoint.LNG
3. Maurice Cariot	PitPoint.LNG
4. Jan Willem Drijver	PitPoint.LNG
5. Eva ter Haar	PitPoint.LNG
6. Mathieu Ferrat	GCA
7. Lex van den Berg	GCA
8. Mario de Goeij	GCA
9. Rémi Lavignolle	Primagaz FR
10. Peter Fruhwirth	PrimaLNG
11. Kevin Désira	Station owner
12. Anissa Djabali	Bpost
13. Josef Michielsen	Bpost

Participants Day 2 – Station visit in Hirschberg (Germany)

Name	**Company**
1. Barbara Bernardi	CINEA
2. Maurice Cariot	PitPoint.LNG
3. Jan Willem Drijver	PitPoint.LNG

Symposium notes

The symposium Final Event of the LNG Motion project took place at our locations Hognoul (Belgium) and Hirschberg (Germany) on the 5th and 6th of June 2023. It was an informative and inspiring day, and we would like to thank all the diverse parties that were present for all the interesting perspectives and the great collaboration. See notes below:

General introductions

Introduction of the LNG Motion project, introduction of CINEA, and introduction of the consortium partners PitPoint.LNG, Primagaz and CGA.

LNG Motion presentation

Goal of the Action & Deliverables associated with the goal. Explanation of why LNG is suitable for this goal. Addressing the key deliverables/Activities of the project.

1. Project management > As part of the project management a website has been created for the LNG motion project where you can find all information about the project and on which we post news articles.

2 & 3. Building a European LNG Infrastructure for Real Life Deployment > Overview of the locations along the TEN-T core network corridors. Visualization and explanation of the stages of the construction of LNG refueling stations.

4. Piloting an LNG powered fleet > Experiences on the RFQ process, challenges regarding high prices, lack of suppliers and late deliveries. Insights in driver experiences – investing time in training is needed, price fluctuations are not desired. LNG trucks are experienced more comfortable die to less noise and less vibration. However, the LNG network is not dense enough.

5. Stakeholder dialogue > explanation of performed studies on harmonization and emerging standards. Alignment of refueling procedure, additional services at stations, recommendations for filling nozzles, keyless ESD system and insulation of pipework. Study on best payment terminal > Result: Tokheim payment system.

6. Social Economic Cost Benefit Analysis > Analyzing the economic feasibility and social, environmental and financial aspects of LNG stations. High risk investment with significant investment costs and operational costs. Takes a long time to reach profitability. Lower climate change costs and air pollution costs.

7. An LNG Business Case for EU Transport Sector > Final and complete assessment on rolling out and scaling up the LNG stations and LNG trucks throughout Europe. Network still needs to expand. Due to high-risk investment and fluctuating gas prices, subsidies are needed for an interesting business case. (Bio-)LNG is still the best alternative for diesel. The challenge is the number of trucks > increasing number of LNG stations, decreasing number of LNG trucks registered.

8. Regulatory and administrative framework > explanation of and experience/lessons learned with the permitting procedures in the Member States of the Action – challenges in Germany with deadline extensions by authorities.

9. Bio-LNG Feasibility > Explanation of production of Bio-LNG. LNG and Bio-LNG can be used interchangeably, no adjustments needed in equipment or differences in performance of engines. Emission reductions: up to 80% less CO2.

Presentation Bpost – customer case

Bpost illustrated the need and demand for (Bio-)LNG and their ambition of long-term sustainability. They aspire to be a leader in sustainability and respect for the planet. Climate Change: increased awareness about climate change and higher customer expectations about environmental impact of our operations. Goal: reduce emissions with 55% by 2023 and rech net zero by 2040.

Experience in 2022: explosion in gas prices. Currently, not enough LNG stations in Belgium. They are also facing problems with the stations which break down. Remaining questions: Will the network of LNG pumps increase in Belgium? How can we guarantee Bio-LNG?

Presentation station owner Hognoul

The symposium takes place in a meeting room at the station in Hognoul – a valuable location for road transport in Belgium and cross-border transport to the Netherlands, France and/or Germany. The station is equipped with 2 dispensers, extra cold LNG for Volvo, guarded parking with 85 spots, cafés, restaurants, and shops nearby, toilet, shower, washing machine. Kevin Desira tells us more about the station, the history, the collaboration with Total Energies and his view on LNG as a fuel and the needs for LNG stations.

Demo truck GCA

Live demonstration with an LNG truck of the refueling process.