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MARKETS

# 'Pebbles on the Scale' for NGVs

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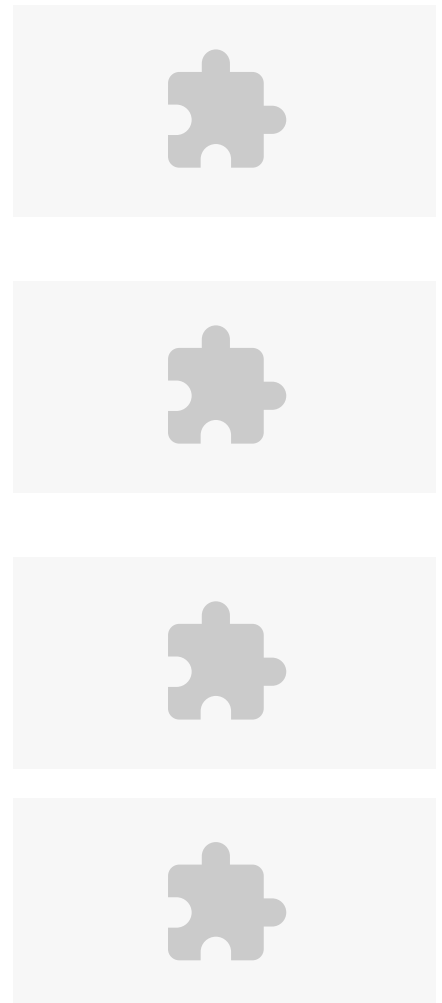
By Jeffrey Seisler

Whenever the NGV industry has a regulatory or legislative success it is considered as another 'pebble on the scale.' When enough pebbles begin to pile up then the scale starts to tilt favorably in the direction of NGVs.

Another NGV 'pebble on the scale' was achieved at the United Nations in Geneva on 11-12 November 2015 when the Working Party 15, Transport of Dangerous Goods, passed an amendment allowing the use of gaseous fuels on ADR-certified (dangerous goods) trucks. NGV Global, working collaboratively with the AEGPL (European LPG Association) for more than a year, successfully advocated adding CNG and LPG to the list of approved fuels for ADR trucks. This follows a successful effort by NGV Global in 2014 to include LNG as a fuel for ADR-certified trucks.

### Trucks hauling gaseous fuels couldn't run on the fuels they were carrying

Though ADR-certified, dangerous goods trucks represent a small part of the truck fleet population the rule as it stood prohibited this important sector of the truck market to be



operated on gaseous fuels. For fleets looking at the gaseous fuel option or those with a growing gaseous fuel fleet, prohibitions for ADR trucks presented yet another barrier to NGVs and LPG-fuelled trucks.

The ADR regulation originally was written exclusively for trucks with diesel compression ignition engines. While it did not specifically exclude LNG, CNG and LPG some countries prohibit the gaseous fuels in ADR-certified trucks because they are not specifically allowed by regulation. But the ADR regulation also specified that any leaking fuel must 'go to the ground'. CNG dissipates upward into the atmosphere. LNG and LPG initially flow to the ground but both fuels, like CNG, dissipate very quickly. As such, the gaseous fuels could not be used legally to fuel an ADR-certified truck including, ironically, those transporting CNG, LNG or LPG.

NGV Global started the process to amend the ADR for LNG trucks in 2013, making safety presentations and developing multiple position papers to document the safety history and realities of natural gas as a vehicle fuel. While some of the Contracting Parties (country delegations) were already convinced to use gaseous fuel trucks, there remained some significant questions about the safety of the fuels and particularly, the possible impact of the fuels with the load carried by the truck in the event of an accident. Many other very detailed safety issues and concerns that were raised about gaseous fuel safety, and particularly cryogenic LNG, had to be addressed and supported with a variety of industry studies, some dating back more than two decades.

Shortly after NGV Global took up its advocacy work with WP15 the association was approached by the European LPG Association (AEGPL) about a possible partnership in an effort to introduce 'the other gaseous fuels' – CNG and LPG – as fuels for ADR-certified trucks. Some of the gaseous fuel stakeholders and their trade associations see the two fuels as competitors and look with some skepticism about collaborative work efforts. On the other hand, the original NGV associations in both the United States and Europe – the NGV Coalition (NGVC) and the European Natural Gas Vehicle Association (ENGVA) – did, on certain issues, collaborate with the LPG associations under the general 'rule of thumb' that said, "In politics we are partners because, generally, what is good for one fuel is good for the others. In the marketplace, the customers decide for themselves which of the fuel alternatives to choose based on their own needs and desires." In the end, the experts from NGV Global and AEGPL successfully educated the WP15 sufficiently to support the use of gaseous fuels – CNG and LPG — in ADR-certified trucks.

The changes in the regulation to include LNG, CNG and LPG will come into force in January 2017, which complies with the WP15/ADR two year amendment cycle. Now that the gaseous fuels have been approved, in the interim period, a country may choose independently or in conjunction with other countries through multilateral agreements to certify gaseous fuel trucks before the regulation takes full effect so long as the components and fuel tanks comply with the requirements in UNECE Regulation 110 (and for LPG, R.67). Five European countries have signed a multi-lateral agreement to allow LNG-fuelled ADR trucks in advance of the January 2017 rule coming into force (Belgium, Netherlands, Portugal, Spain and the UK),

**Partners in politics turns out to be a win-win**

In the case of the ADR amendments the 'partners in politics' approach worked. Diego Goldin, Executive Director of NGV Global said, "I am especially satisfied by the fact that our collaboration between associations has resulted in great success. It was a well-evaluated bet we made, and I am happy that it proved correct."

*Dr. Jeffrey Seisler is the CEO of Clean Fuels Consulting, based in Brussels. He is responsible for the NGV Global regulatory work at the United Nations. Parts of this story were taken from reports supplied to NGV Global.*

A longer version of this article will be available on December issue of [GVR](#).



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