

WP 5

Regional study for gas vehicles and gas cars expansion in each region

(D.5.2.1. – 5.2.12)


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later than **20th of February 2009**

Intelligent Energy  Europe

Del. 5.2.1-5.2.12

Partner Nr.: BoRAEM (12)

Country: Bulgaria

Region: Bourgas

Are there existing filling stations and CNG cars already in the country: YES

Regional study for gas vehicles and gas cars expansion in each region (D.5.2.1 – 5.2.12)

Remember: In Del. 2.2 as well as in Del. 2.7 you have been asked about your vehicle expansion plans in general. In 5.1 you have been asked about your general cooperation partners and dissemination channels. Now you have to elaborate the questions more detailed working together with concrete networks and partners to achieve your vehicle expansion goal.

1. Expansion plans

- General identification of each fleet (> 5 vehicles) operating in the regional context

List your identified fleets shortly:

The major fleets are :

Bus public transport - 4 major local companies with over 400 vehicles (missing info for some)

BOURGASBUS

KOMFORT OOD

BOURGASVOLAN 95

M-BUS

This group has in general responded positively to the communication from the project towards transition to CNG fuel. In collaboration with the Bourgas municipality Bourgasbus has increased its fleet recently with 10 new busses running on CNG.

TAXIES - 7 major companies with not exactly unknown, but a significant number of cars in service

ALPI CAB TAXI

HIT TAXI

Ivan Seculov TAXI

ZORKA TAXI

O'K BURGAS TAXI

BRIZ TAXI

ECO TAXI

This group is constantly increasing the number of cars running on CNG in the region, presenting also a growing request for opening new CNG filling stations. This group is also most open to innovations, as their business presents a highly competitive environment, where the fuel price is a major efficiency factor. Taxi owners declare interest for having more filling stations - for reducing the time for refuelling, and especially for opportunities of reduced price. For the latter option filling stations will be visited even if they are situated away from major roads.

Other major fleets are some public transport companies of national outreach, but active in the region too:

ETAP - ADDRESS AD

BIOMET LTD.

UNION IVKONI

This is a group of long distances public transport, that has a limited role in the development of the gas market, despite its significant representation on the roads. In interviews with their owners it becomes clear that they are not interested in converting their vehicles or purchasing of new ones with CNG engines. On the one hand - the diesel fuel is satisfactory - for covering long distances without refuelling, with acceptable efficiency, and on the other - CNG second hand or new busses for long distances on the market are rare.

2. Identification of regional network or partners which could be interested

- List partners and cooperation area:
E.g. Gas company which builds filling stations

List your partners and networks shortly:

- Research

- Varna Technical University
- Bourgas Free University
- Prof. Assen Zlatarov University (Bourgas)
- N. Poushkarov Institute of Soil Science (Sofia)

- Filling stations
- SICOM
- Nuovo Pignone
- Safe
- BRC
-
- Public - Municipalities & NGO's & state's organizations
- Bourgas Municipality
- Varna Municipality
- BNGVA
- Bulgarian Petroleum and Gas Association
- Association of Producers of Ecological Energy
- Ministry of Economy and Energy / Energy efficiency Agency

- Suppliers of gas
- Overgas
- Bulgargas EAD
- Black Sea Technology Company

- Suppliers of equipment
- Avtometan OOD
- Sam-shum company OOD
- REMIX BG

- Car dealers
- BURGAS AUTO AD
- COOPERATION AUTOMOTOR VARNA
- CARGO EXPRESS OOD
- AUTO TRADE OOD
- MOTO PFOHE VARNA

3. Identification of possible needs for the respective region

- Describe shortly the major needs:

Describe shortly:

Major issue for transition to CNG is the stimula.

While by the taxies the fuel price is a sufficient factor to convince owners for transition to SNG, in the public transport it plays a smaller role.

Here - the price of conversion has the leading significance and the environmental considerations.

The authorities in charge need to be requested to elaborate on a consistent system of stimuli for conversion.

The environmental aspect is that the public transport is running mostly on diesel, with often outdated and of low efficiency engines, presenting a nuisance factor and health hazard in the urban environment.

All parties concerned need to be formaly informed on the CNG conversion as a better and feasible alternative, 1 - the public health and environmntal inspectorates, the Municipal councils and environmental control departments at the mayor's office - requested to demand environmentally sound behavior, and 2 - the general public and relevant NGOs to imply pressure for that on the decision makers.

4. Identification of vehicle service stations and car dealers

Count and list shortly:

- AGU-M, conversion, service, repair
- AVTOMETAN - supply of installations, conversion, service, repair
Service stations declare preparedness to provide their services for conversion to even much higher request. They are not seen as a limiting factor.

- TEDOM - supply of vehicles and engines on CNG
A Czech company with specialization on CNG, recently delivering 10 busses to Bourgas.

- BURGAS AUTO AD
- COOPERATION AUTOMOTOR VARNA
- CARGO EXPRESS OOD
- AUTO TRADE OOD
- MOTO PHOHE VARNA

Car sellers declare willingness to deliver more gas vehicles from the producers upon request. They complain of low interest for new cars in general, and that the import of second hand cars is distorting the market.

5. Identify decision makers and opinion leaders within the region

List shortly:

The Mayor of Bourgas (influencing the management of a part of the city public transport)
The Mayor of Varna (influencing the management of a part of the city public transport)
The CEO of Overgas (major distributor of natural gas)
The owner of REMIX BG (owner of a chain of CNG filling stations)
The directors of two environmental inspectorates (to request from fleet owners to increase the number of vehicles on CNG when replacing the old ones)

6. What else is necessary to reach the planned gas vehicle expansion in your region?

Describe shortly:

- to maintain dialogue with the parties concerned - encourage major fleets to convert to- or buy CNG vehicles. Major fleet owners need to be more involved in events (conferences, seminars, workshops) where they
- to participate in all relevant public events and promote CNG use
- apply pressure to city decision makers to facilitate and promote CNG wider utilisation in the transport

7. Any other general remarks/comments/information from your side?

Feel free to add what you think is important and might not fit into the above questions: