

INTERVIEW WITH...

Anders Mathiasson from Swedish Gas Association



ANDERS IS THE MANAGING DIRECTOR OF THE SWEDISH GAS ASSOCIATION. HE HAS HELD THIS POSITION FOR 8 YEARS. PRIOR TO TAKING UP THIS POSITION, HE WAS THE MANAGING DIRECTOR FOR A MARKETING AND SALES ENERGY COMPANY IN THE SOUTH OF SWEDEN.

HOW IS SWEDEN IN THE DEVELOPMENT OF LNG AS A FUEL FOR VEHICLES?

Sweden is quite advanced. We have the truck company Volvo who is really pushing the LNG question and they have been working a lot with the gas companies to develop LNG capabilities in vehicles. Then of course, we have another big trucking company in Sweden Scania they are not working with LNG yet but they are working the natural gas or biogas as a fuel.

We also have a number of gas companies in Sweden, and by the end of this year we will have 5 LNG stations for vehicles.

The first large ferry that runs on LNG has just begun its journey between Finland and Sweden at mid of January 2013. So in terms of LNG fuelled shipping we are also quite advanced.

We have also one factory producing LBG in the liquefied biogas. This is one of the first productions in Europe producing LBG.

WHAT LESSONS COULD GERMANY LEARN FROM THIS DEVELOPMENT?

One thing maybe and that what is happening and what has happened in Sweden with its soon 5 stations is that the gas companies and the truck companies

especially Volvo for the moment they have been working very, very much together. And we have a project here in Sweden called Buy-Me-Trucks.

The Swedish Energy Agency has also been involved in this project. So they have given some money to both Volvo and the gas companies both for producing trucks and putting up these stations.

This highlights that it is very important to have teamwork between the gas companies and the truck companies. Then you solve the chicken and egg problem as both parts work together

WHAT DO YOU PERCEIVE TO BE THE MAIN INHIBITANT TO WIDESPREAD USE OF LNG AS A VEHICLE FUEL?

The head point is money. I mean it is expensive to develop as you have to invest in more expensive trucks. There is also the significant cost of putting up a gas station that has to be taken into account.

If we want to have a very well squared infrastructure, you have to put in quite a lot of money. Most of the trucks in the world are running on diesel at the moment, so because it is a big change it is going to be very expensive. So that's the head point I think.

WHY IS IT IMPORTANT TO THE LNG FUEL MARKET TO GATHER AT THE LNG FUEL VEHICLE SUMMIT?

I think that's very important for the industry to gather together at this conference because it is such a significant investment, you have to take the opportunity to see what is really happening in other countries.

LNG as a fuel for vehicles is not only something that is developing within your own country, but it is happening in many, many different countries. You can learn a lot of lessons from this.

WHAT WILL YOU BE TALKING ABOUT AT THE LNG FUEL VEHICLE SUMMIT?

My presentation will be focusing on 2 main areas. What is happening with the development here in Sweden. I will analyse what has happened during the last 2 or 3 years.

Secondly, I will talk about the teamwork between the gas company and the truck companies here in Sweden as a good example of how you can develop this market.

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