



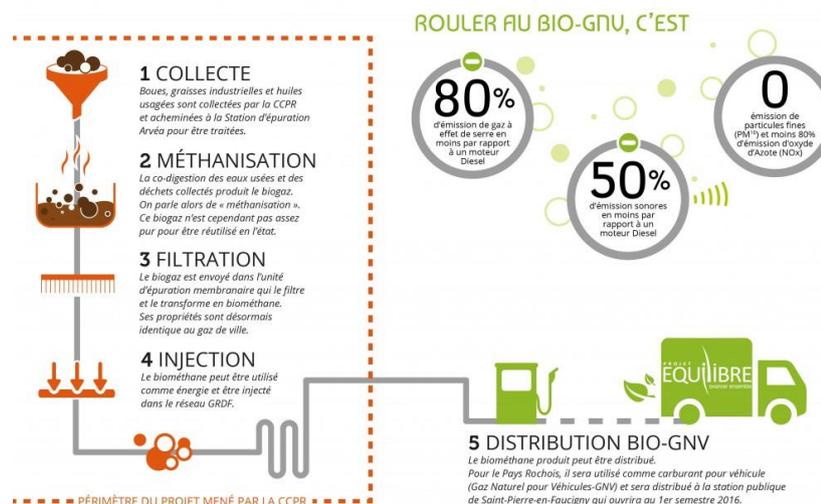
Discovering ...

Towards green road transport in the Auvergne-Rhône-Alpes Region thanks to NGV and the development of virtuous public-private partnerships!

The elected representatives of the Pays Rochois (Roche Country), aware of the public health issues linked to the improving of the quality of the air, made the production of renewable energy in their area a priority. This gave birth to the project for the production of biomethane for Natural Gas for Vehicles (NGV) by the co-digestion of the sludge collected at effluent plants and local liquid agri-food waste.

In 2014, the Communauté de Communes du Pays Rochois backed the installation of the first biogas membrane filtration purification demonstrator in France. At the cutting edge of technological innovation thanks to the setting in place of a partnership with GRDF, Suez Environnement and Prodeval, this process enables the local production of a carbon-neutral renewable energy. Its end use as a fuel enables the elimination of fine particle emissions and cuts nitrogen oxide emissions by 80% (compared with a vehicle operating on diesel). NGV thus represents 300 to 400 tonnes of gas sales per annum (the equivalent of 400,000 l of diesel fuel) i.e. 10 full tanks of an articulated lorry per day.

On 3 June 2016, the elected representatives of the Pays Rochois were thus able to inaugurate alongside ADEME, GNVERT (a subsidiary of the Engie group), GRDF and hauliers partners of the project, the first compressed gas distribution station for vehicles in Saint-Pierre-en-Faucigny. This station can supply fuel to all types of vehicles (private individuals, local authorities and businesses) running on NGV. Since it came into service, the station has distributed several hundred tonnes of NGV.



**« BALANCE PROJECT »:
THE FIRST APPLICATION FOR THE ROAD TRANSPORT OF GOODS**

Closely concerned by the energy issues, 4 SMEs in the road transport of goods sector in the Auvergne-Rhône-Alpes Region (Magnin, Megevand, Prabel and Sotradel), in partnership with three big groups (ENGIE, Jacky Perrenot and Transalliance) took advantage of this dynamic to launch an experiment to test out the usefulness of replacing diesel with NGV, with the support of the State (ADEME, DREAL) and GRDF. The project, called « Balance », consisted in monitoring six 44 tonne vehicles running on NGV, under actual conditions of use, in order to evaluate their operating costs, according to different uses, and their impact on the environment and thus assess the relevance of switching from diesel to NGV for their business activities by comparing the 2 fuels. The first results of the experiment, at the half-way stage, were presented at the SITL (International Transport and Logistics Week) trade show in Paris. These confirm, for the time being, the trends previously known in terms of consumption and pollutant emissions: results slightly lower for NGV in terms of consumption and CO2 emissions on motorways and when passing through built-up areas. As regards the quality of the air, the NOX emissions are on the other hand very much lower for the NGV vehicles (approximately 3 times less on motorways and almost 4 times less when passing through built-up areas).

The second part of the experiment will be devoted to a more refined study of the consumption and emission levels, taking into account not only the main observable variables (the nature of the road, the elevation profile and the total laden weight), but also the specifics of the journeys (average speed, traffic, number of stops/restarts) and the effects of other impacting factors. This study will be done using a greater number of data collected on the 44T articulated lorries. Furthermore, it will be completed by including the data measured on 19T NGV and Diesel lorries. The results as a whole will enable predictive models to be drawn up of the consumption of the vehicles according to the journey and the total laden weight. They should eventually enable a comparison to be made of the vehicles under similar conditions of use and thus specify the most favourable types of assignments according to the engine type.

A FRUITFUL PUBLIC-PRIVATE PARTNERSHIP

The “Communauté de Communes du Pays Rochois” is pursuing the NGV use development project with the local economic players in order to extend it to numerous sectors. The members of the Balance Project, GRDF and ADEME, are involved alongside the Communauté de Communes du Pays Rochois, in consolidating their activities through the development of clean transport. The local authority is moreover investing in NGV vehicles which will enable it to move towards true energy autonomy for its services: the first NGV Household Refuse Collection Vehicle was delivered on 1 February last (1st refuse collection vehicle to the euro6 standard of the Auvergne-Rhône-Alpes Region).

To find out more:

Brochure « The La Roche Country in transition »: <http://bit.ly/2rrgMyw>

Website of the « Balance » project: <http://www.projetequilibre.fr>

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