

The First **ConferenzaGNL** (April 2013) has started an in-depth analysis on the use of Liquefied Natural Gas (LNG) for maritime and land transport, developed by Symposia and WEC Italy. In 2013 and 2014, **ConferenzaGNL** has carried out monothematic follow-up meetings focused on: i) the interest of the Military Navy in the use of LNG for naval propulsion; ii) the development of normative framework and standards for the land transport; iii) the opportunities related to the use of liquefied natural gas for ships.

The activities of **ConferenzaGNL** have clearly highlighted the dynamism, both at European and International levels, of the regulatory and industrial activities aimed to develop a legislative framework as well as the LNG industrial chain for land and maritime transports.

From the legislative point of view, before Summer 2014 the European stakeholders of the LNG fuelled transports are to reach an agreement on the proposal for a Directive on the development of infrastructures for alternative fuels [COM (2013)18 final]. The Directive proposed by the European Commission should also fix the infrastructural targets for liquefied natural gas stations in ports and along the European TEN-T motorways, from 2020 to 2025.

Besides, the regulations agreed in the framework of the International Maritime Organization (IMO) state that, starting from 1 January, 2015, the sulphur limits in maritime fuels in those regions where emissions are under control (ECA and SECA) should be ten times less than the current ones; in Europe these areas are the Baltic Region, the North Sea and the English Channel.

In this framework, the industrial initiatives aiming to the adoption of LNG as bunker for ferry boats, coast guards and internal naval transport are currently experiencing an advancing development and are creating a new logistics, which is necessary for the distribution of the liquefied natural gas along the Northern European coasts. At the same time in Europe, heavy vehicle fleets fuelled by LNG are growing along the motorway routes between the Dutch, French and German frontiers, where both refilling and maintenance services are provided.

In the US, we are assisting to the development of the so-called *green highways*, motorways equipped with service stations able to refuel with liquefied natural gas the long-distance heavy trucks. In addition, the major American railway operators in collaboration with the locomotive manufacturers are developing the dual fuel (diesel/LNG) conversion for their engines, about 18.000 locomotives. Moreover, in the maritime sector, major petroleum companies and plant design firms are planning the building of a supply chain able to refill cargo ships with LNG in the Great Lakes area and along the coasts of the Gulf of Mexico, the latter under ECA regime.

In the Mediterranean Area, environmental legislations on the emissions from maritime activities will not set limits so tight with respect to ECA/SECA areas, at least until 2020. However, the need for environmental protection in seaports, along the coasts and the motorways, together with the perspectives of growing competitiveness in the use of LNG as fuel for transports, are inspiring the actions of companies and institutions that see opportunities for new industrial development and know-how acquisition.

These normative and industrial initiatives are also supported by the important developments in the international LNG supply chain that is experiencing an expansion of the capacity through the installation of new liquefaction plants along the coasts of the USA and Australia, favouring the gradual integration of the main international LNG markets.

The **2nd Conference on Liquefied Natural Gas for Transport - Italy and the Mediterranean Area** for land and maritime transport which will take place on April 10-11, 2014, in Rome, aims to communicate to the Italian and European Institutions on the real commitment of the industrial stakeholders in the deployment of the LNG as fuel for transport. The attendees will listen to presentations of programs, solutions and technologies in the major regional areas of the world developed by global energy companies.

INFORMATION

Registration fee

Registration through the Conference website: <http://www.conferenzagnl.com> and payment of the registration fee (€ 183 VAT included) is mandatory in order to participate to the 2nd Conference on Liquefied Natural Gas for Transport - Italy and the Mediterranean area.

How to reach the congress venue

From Fiumicino airport: By direct train "Leonardo Express", direction Termini Station (daily departures every 30 minutes every day from 6 a.m. to 11 p.m.; trip duration: 31 minutes) then you can either walk for 15 minutes or get the Metro, line A, direction Anagnina, and get off at metro stop Manzoni. Then walk for 100 mt.

From Terminal Train Station: on foot, 1400 metres (about 15 minutes)
• by metro, line A (direction Anagnina), get off at MANZONI station (100 metres)
• by bus, line 714, get off at MERULANA/LABICANA stop

Other buses: line 3 or 810, get off at MANZONI/MERULANA stop • line 16 or 717, get off at MERULANA/LABICANA stop

Simultaneous translation: Simultaneous translation English - Italian, Italian - English will be provided.

Scientific committee: Coordinator: Sergio Garribba

Gilberto Callera, Alessandro Callio, Guido Cervigni, Diego Gavagnin, Stefano Rocca

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2nd Conference on Liquefied Natural Gas for Transport Italy and the Mediterranean Area

Rome
April, 10-11, 2014

Auditorium Antonianum
Viale Manzoni, 1

A meeting by **Symposia** in partnership with **WEC Italy**



P R E L I M I N A R Y P R O G R A M

April, 10th 2014

Morning: 9:30/13:00

Welcome Address
Gilberto Callera, World Energy Council Italy
Chairman *Sergio Garribba*, Scientific Committee Coordinator - ConferenzaGNL

SESSION I
The International Natural Gas and LNG outlook

Keynote speeches
Natural Gas and LNG perspectives in Asia and America
Alessandro Blasi, World Energy Outlook, International Energy Agency
Natural Gas and LNG perspectives in the Euro-Mediterranean Area
Nicolò Sartori, Istituto Affari Internazionali (IAI)

Strategies and initiatives for the supply and logistics of LNG for transport
Alessandro Gaeta, Eni
Giovanni Tagliabue, Edison
Alberto Ton, OLT Offshore LNG Toscana

Coffee break 11:30

SESSION II
Legal framework and policies supporting the LNG fuel for transport

The implementation of IMO's rules on the reduction of maritime air pollution
Adm. Cristiano Aliperta, International Maritime Organisation

Status quo of the European Commission's Directive on the implementation of alternative fuels infrastructures
Jose Fernandez Garcia, European Commission, DG Mobility and Transport

Special Address
The Italian commitment in the environmental protection of the Euro-Mediterranean Area
*Federica Mogherini **, the Italian Minister of Foreign Affairs

Lunch 13:00

Afternoon: 14:15/18:15

SESSION III
The European market and technologies for LNG-fuelled land transport
Chairman *Paolo D'Ermo*, WEC Italy

Special Address
*Speaker from the Italian Ministry of Environment**

Introduction: The European market of LNG-CNG fuelled land transport
Mariarosa Baroni, NGV Italy

Design engine for LNG-fuelled trucks
Roberto Roasio, Ecomotive Solutions

Technical normative supporting the LNG uses
Francesco Castorina, CIG-Comitato Italiano Gas

Legal framework perspectives in Italy for the use of LNG-fuelled vehicles
Grazia Maria Cacopardi, The Italian Ministry of Infrastructure
Marco Cavriani, The Italian Ministry of Interior, Fire Department

SESSION IV
Vision and initiatives of National Navies for LNG use in the naval propulsion
Chairman, *C. F. Pasquale Tripodi*, Chief of the 7th Office, Engine Equipments, the Italian Navy

Special Address
*Adm. De Giorgi**, Chief of Staff of the Italian Navy
Representatives from National Navies

Conclusions
Roberta Pinotti, the Italian Minister of Defense*

April, 11th 2014

Morning: 9:30/13:00

Welcome Address
Chairman *Adm. Cristiano Aliperta*, International Maritime Organisation
Moderator *Arnaldo Orlandini*, AF mercados EMI Europe

SESSION I
Programs and projects for LNG uses in maritime transport

Introduction: the international LNG-fuelled fleet outlook
Jan Tellkamp, DNV GL

Engine design developments in maritime transports
Marco Golinelli, Wartsila
Giancarlo Geninatti Crich, Vanzetti Engineering
Finn Arne Rognstad, Rolls Royce
Luca Martinelli, Rosetti Marino

The perspectives of LNG uses and infrastructural needs
Paolo Dal Lago, Assogasliquidi

Legal framework perspectives in Italy for the LNG-fuelled ships
Vincenzo Zezza, the Italian Ministry of Economic Development
Nicola Carlone, Chief of the 6th Office, Maritime Safety Department
Giuseppe Alati, the Italian Ministry of Infrastructures

Chairman *Diego Gavagnin*

SESSION II
Stakeholders Roundtable
The Italian Presidency of the European Union and the LNG for transport issue

Special Address
Gilberto Dialuce, the Italian Ministry of Economic Development

Introduction
Carlo Fianza, European Parliament, Member of the Committee on Transport and Tourism

Invited to participate in the debate: Anas Spa, Assocostieri, Assoport, Confitarma, Federmetano, Marevivo, the Italian Ministry of Environment, Unione Interporti Riuniti.

Conclusions 13:15
Speaker from the Italian Ministry of Infrastructures*

Farewell lunch 13:30

**Invited to participate*