



FEDERCHIMICA

ASSOGASLIQUIDI

Associazione nazionale imprese gas di petrolio liquefatti



FONDAZIONE
PER LO SVILUPPO
SOSTENIBILE

Sustainable Development Foundation



MINISTERO DELL'AMBIENTE
E DELLA TUTELA DEL TERRITORIO E DEL MARE

VERSO UN PIANO DI RIDUZIONE DELLE EMISSIONI DI CO2 NEI TRASPORTI

Giovedì 14 Febbraio 2013

Roma, Sala di Liegro, Palazzo Valentini

**Salvatore Piccolo, Resp. Settore Auto
Assgasliquidi/Federchimica**

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CARS21

Final report 2012 and COM from CE

CARS 21 - High Level Group on the Competitiveness and Sustainable Growth of the Automotive Industry in the European Union¹ - Final Report on 6 June 2012.

- Europe needs to diversify the energy sources used for transport, in order to meet climate goals and to reduce its dependency on oil. This requires alternative fuels to come into the market, including electricity, hydrogen, biofuels, methane (natural gas and biomethane), LPG and others.

Recommendations

For the period up to 2020

- In 2020 perspective, the dominant powertrain will continue to be the internal combustion engine (ICE) - increasingly using alternative fuels (LPG, methane, biofuels and synthetic fuels as a technology bridge).....

Looking beyond 2020

- Alternative long-term options for substituting oil as energy source for propulsion in transport are electricity, hydrogen, liquid biofuels and bio-methane; methane (liquid and gaseous) as a complementary fuel; and LPG as a possible supplement..

COMMUNICATION FROM THE COMMISSION COM(2012) 636 final
CARS 2020: Action Plan for a competitive and sustainable automotive industry in Europe

¹ The Group included seven Commissioners, nine Member State representatives, and a broad and balanced group of stakeholders (including industry representatives and NGOs)

White Paper of Transport 2011

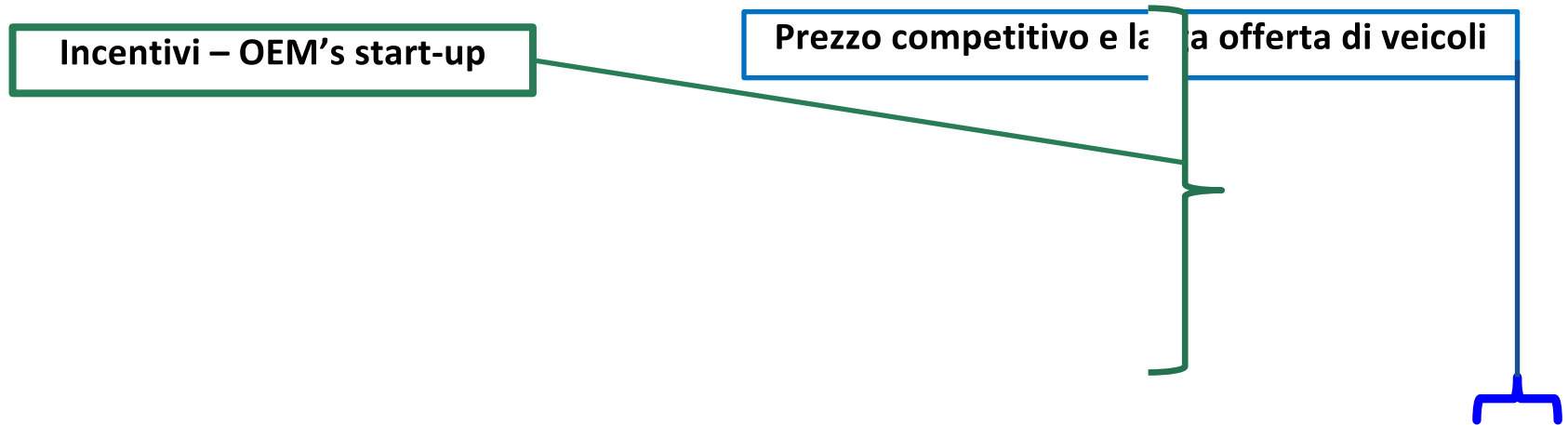
Directive Proposal - Deployment of alternative fuels

Communication from the Commission COM(2013)17, 24.1.2013
Clean Power for Transport: A European alternative fuels strategy

Proposal for a Directive of the European Parliament and of the Council COM(2013) 18/2
on the deployment of alternative fuels infrastructure

- Recital 4: Based on the consultation of stakeholders and national experts, as well as expertise electricity, hydrogen, biofuels, natural gas, and liquefied petroleum gas (LPG) were identified as the main alternative fuels with a potential for long-term oil substitution and decarbonisation.
- Art 3: Each Member State shall adopt a national policy framework for the market development of alternative fuels and their infrastructure:
 1. A regulatory framework;
 2. Policy measures supporting the implementation of the national policy framework;
 3. Deployment and manufacturing support;
 4. Research, technological development and demonstration;
 5. Targets.

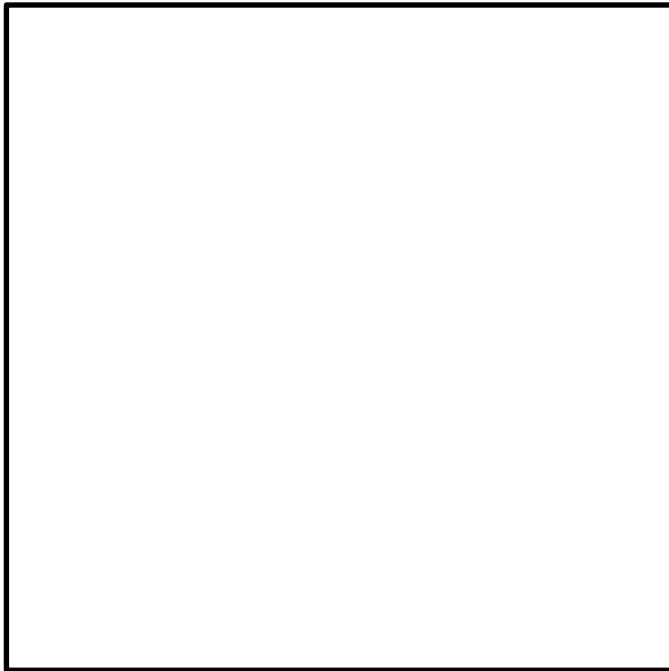
Italia - La storia dei carburanti gassosi



Emissioni medie CO2 su immatricolato

Riduzioni% annuali

WTW CO2 emissions of “conventional” LPG



Diesel 89,1 (grCO2eq/MJ);
Petrol 87,5;
CNG 76,7;
LPG 73,6.

Legge «Crescita» n. 134/2012

Incentivi per le auto a «basse emissioni complessive»

GPL, metano, biocarburanti, elettriche e ibride <120gr/km

	FASCIA 1	FASCIA 2		FASCIA 3	
g/km CO ₂	MAX	MIN	MAX	MIN	MAX
	50	51	95	96	120
FONDO INCENTIVI (*)	almeno 5 mln €/anno	al massimo 10 mln €/anno		25 mln €/ anno	
REQUISITI	rottamazione (almeno 10 anni) -se acquisto da parte di privati (max 30% del fondo), incentivi erogati anche in mancanza di rottamazione	rottamazione (almeno 10 anni) -se acquisto da parte di privati (max 30% del fondo), incentivi erogati anche in mancanza di rottamazione		rottamazione (almeno 10 anni)	
RIPARTIZIONE INCENTIVI	50% da fondo incentivi, 50% sconto da venditore				
INCENTIVO 2013	20 % prezzo d'acquisto	20% prezzo d'acquisto		20% prezzo d'acquisto	
	max 5.000 €	max 4.000 €		max 2.000 €	
INCENTIVO 2014	20 % prezzo d'acquisto	20% prezzo d'acquisto		20% prezzo d'acquisto	
	max 5.000 €	max 4.000 €		max 2.000 €	
INCENTIVO 2015	15 % prezzo d'acquisto	15% prezzo d'acquisto		15% prezzo d'acquisto	
	max 3.500 €	max 3.000 €		max 1.800 €	
BENEFICIARI	almeno al 70% ad acquirenti di veicoli per uso terzi o come beni strumentali			100% ad acquirenti di veicoli per uso terzi o come beni strumentali	
(*) NOTA	per 2014 (35mln complessivi) e 2015 (45mln complessivi) possibile revisione della ripartizione dei fondi sulla base del monitoraggio incentivi su anno precedente				