

Getting Shale Gas to Market SMi Shale Gas Environmental Summit 2012

CNG Services Ltd Managing Director, John Baldwin, was invited to give a presentation on “Getting Shale Gas to Market” at the recent SMi Shale Gas Environmental Summit. The presentation, given on the 23rd May 2012, explained the practicalities and significant advantages of injecting shale gas into the existing high pressure National Gas Transmission System (NTS) in the UK.

The presentation highlighted the point that shale gas reserves in the UK are all close to the high pressure gas distribution network. The other major focus of the presentation was the importance of shale gas in meeting the low CO₂ transportation targets. For trucks running on diesel, well to wheel CO₂ emissions are based on: oil production and refining, diesel transport to the bunker site, and emissions from the engine. For shale gas into the NTS and then taking this gas out of the high pressure grid to fuel dual fuel diesel-natural gas trucks, there is an estimated 30% reduction in well to wheel emissions. This is due to the lower CO₂ emissions from natural gas combustion, no loss in efficiency compared to diesel and UK shale avoids the 15 - 20% CO₂ hit from making and re-gasifying LNG.

Using the high pressure gas grid offers significant CO₂ benefits due to 80% less electricity needed for compression, no need to dry the gas and because there is no methane leakage. This gives a total CO₂ reduction from Dual Fuel trucks supplied via LTS in the range 25 – 40%. If the gas was sourced in the UK, for example from shale gas reserves, the CO₂ savings would be even greater, compared to imported oil and gas.

John Baldwin said: *“Shale gas in the UK is an important step for natural gas resources and security of supply in the UK. Shale gas reserves are mostly situated within 30 miles from the NTS, if not closer. Running trucks on natural gas offers significant reductions in CO₂ emissions and improves air quality issues. The shale gas prize is lower CO₂ emissions for UK plc. and reduced oil importation costs if we shift trucks to natural gas”*

The presentation can be downloaded here: <http://www.cngservices.co.uk/presentations-2/>

Notes to editors:

About CNG Services Ltd

CNG Services Ltd (“CSL”) supports the development of CNG and LNG as vehicle fuels in the UK with a range of services including:

- Feasibility studies in relation to CNG and LNG fuelled vehicles and infrastructure
- Independent ‘Owners Engineer’ service
- CNG and LNG virtual pipelines
- Production and use of biomethane as a vehicle fuel

