

# **EUROMOT**

## **on the implementation of EN 16726 in the INT NC**



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**EUROMOT**

# The basic position of EUROMOT

## Statement:

For the EUROMOT members, natural gas is a crucial element for their business.

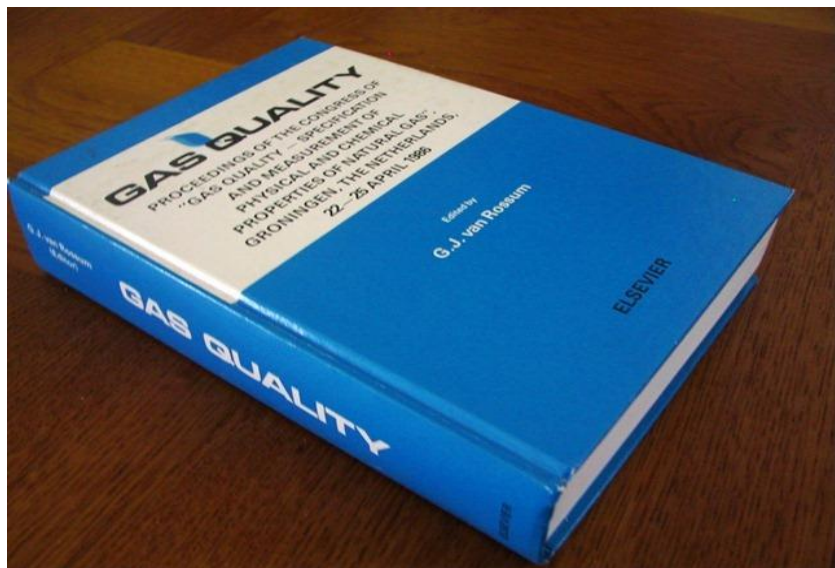
For safeguarding a reliable, sustainable and economic energy supply in the EU, gas engines + cogeneration systems will play a crucial role.

Gas engine users need:

1. Affordable gas
2. Reliable gas
3. Quality gas



# Gas quality is a 'technological science'



Gas Quality Conference 1986,  
Organised by Ned. Gasunie

749 pages with gas quality  
papers is just a very small  
sample of relevant data

**Gas quality is not:**

- An opinion
- A political decision
- A commercial slogan

Before the EU liberalisation, every  
major gas company had a large gas-  
application research department  
e.g. Ruhrgas, British Gas, Gasunie,  
SNAM

# Key note by gas expert Prof. G.F. I Roberts



*‘Gas supplier is responsible for best quality, because:  
Gas customer cannot:*  
*- Control gas quality;  
- Return gas if unsatisfactory’.*

*‘Gas will increasingly be used for electricity production and transport (engines, turbines) and less in households’*

*‘A wide gas composition range automatically lowers efficiency and increases emissions’*

*‘Gas quality should be user led, not supplier led and be careful not to become politician led’*

***‘We know exactly what gas quality means for our engines and what the implications of a variable quality are. This is our technological expertise’***

Quality aspects in CEN16726:

Relative density  $d$  range: 0.555 – 0.700

Maximum CO<sub>2</sub> content: 4%

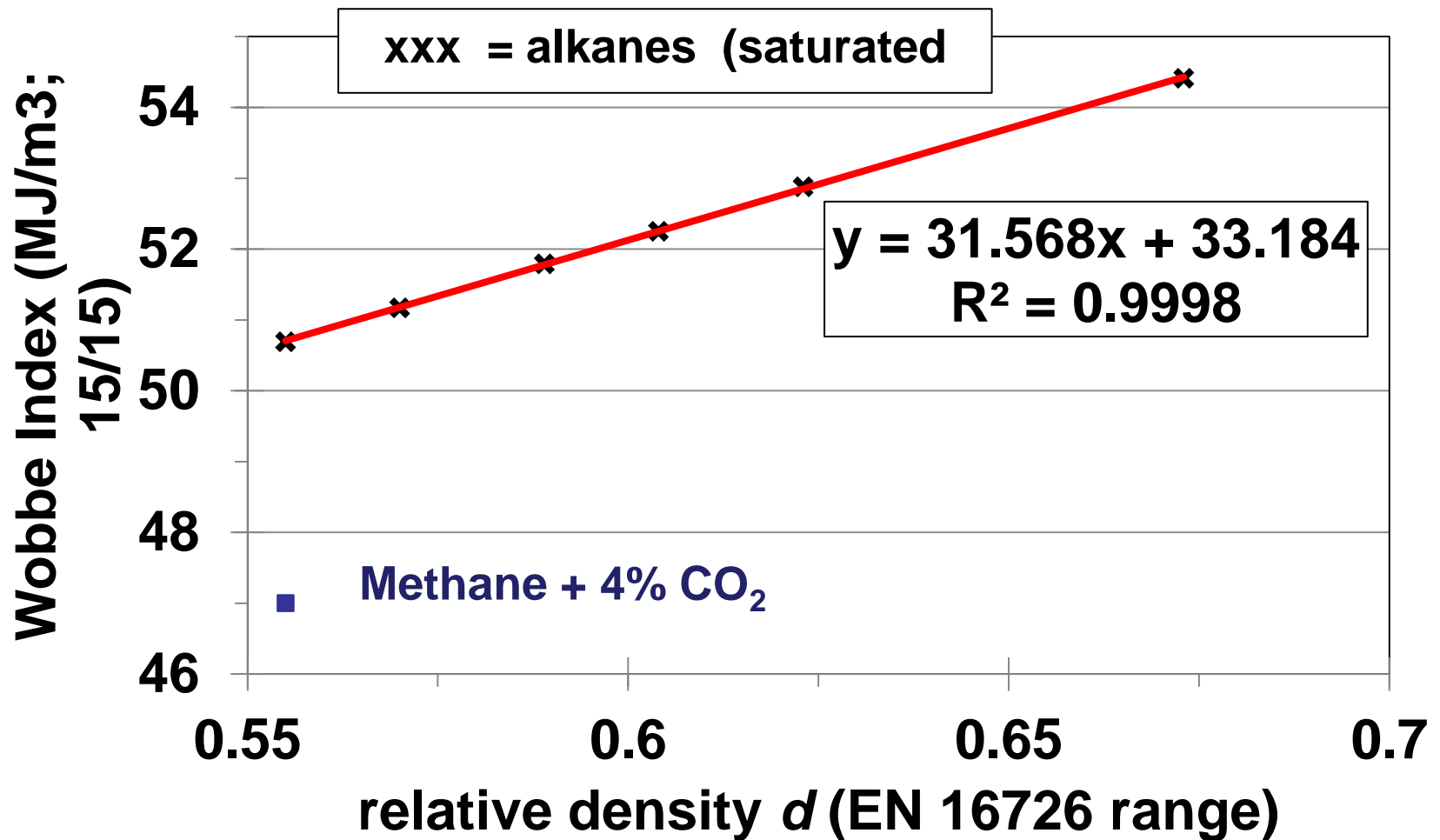
Maximum sulphur content: 30 mg/m<sup>3</sup>

Water and hydrocarbon dew point

Methane number: min 65



# The Wobbe Index is indirectly present in EN 16726



# Not discuss the Wobbe Index???

“The relative density range in the EN 16726 standard implies a Wobbe Index range between 47 MJ/m<sup>3</sup> and 55 MJ/m<sup>3</sup> (15/15)”

This is a scientific fact and not an opinion of Euromot

The EASEEgas Wobbe Index range between 46.6 MJ/m<sup>3</sup> and 54 MJ/m<sup>3</sup> was already unacceptable for most users and nowhere common practice.

Restrictions have to be put on:

1. The range of the relative density
2. The speed of change of the relative density
3. Plug flow with differences in relative density



This was also suggested for the *WI* by the European Commission (Kristof Kovacs during the last EN 16726 meeting).

# Not discuss the other values in EN16726?

The user sector had not expected that the incomplete EN 16726 would be implemented, since it is incomplete and therefore not a standard for H-gas.

H-gas is not defined in EN 16726 unless it is accepted that the relative density should be seen as an indicator for the Wobbe Index

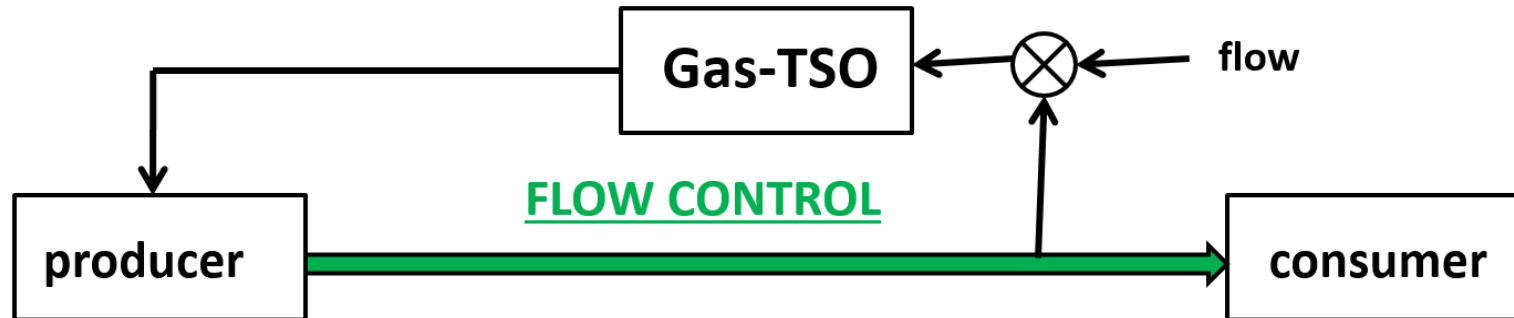
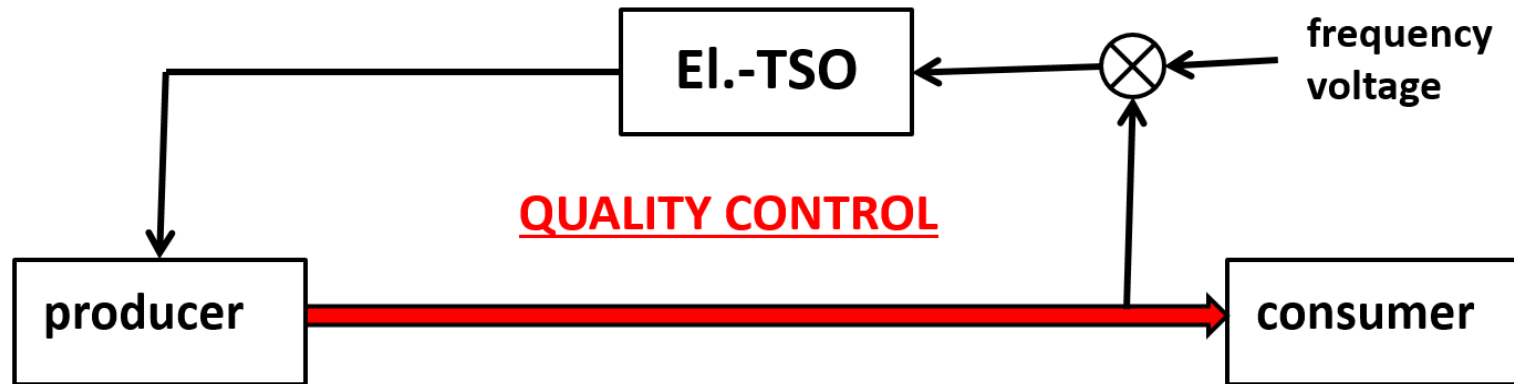
If that is the case, the concerns of the user sector have not been taken into account and even neglected.

The upper calorific value for this  $d$  range varies between 36.3 MJ/m<sup>3</sup> and 45 MJ/m<sup>3</sup> (15/15). This creates huge errors in gas meter indications.

Euromot is of the opinion that EN16726 has insufficient ambitions with respect to limiting the sulphur contents and a proper value of the methane number.



# Natural Gas TSO $\neq$ Electricity TSO



Euromot proposes that the European Commission is informed of the concerns voiced in this presentation and asks to reconsider the task given to ENTSOG to implement the incomplete EN16726 standard. TSO's should be charged with adapting entry gas and cross-border gas to narrow specs as required for optimum performance for customers.

Because

1. It is unclear what H-gas is unless the relative density is used to specify it, which results in a too wide range for the Wobbe Index.
2. The concerns of the user sector presented during the preparatory work on EN 16726 have been fully neglected if the current standard is implemented for the user sector.

# EUROMOT Members

No change since autumn 2015: 40 members: 33 full, 7 associate



# 2011

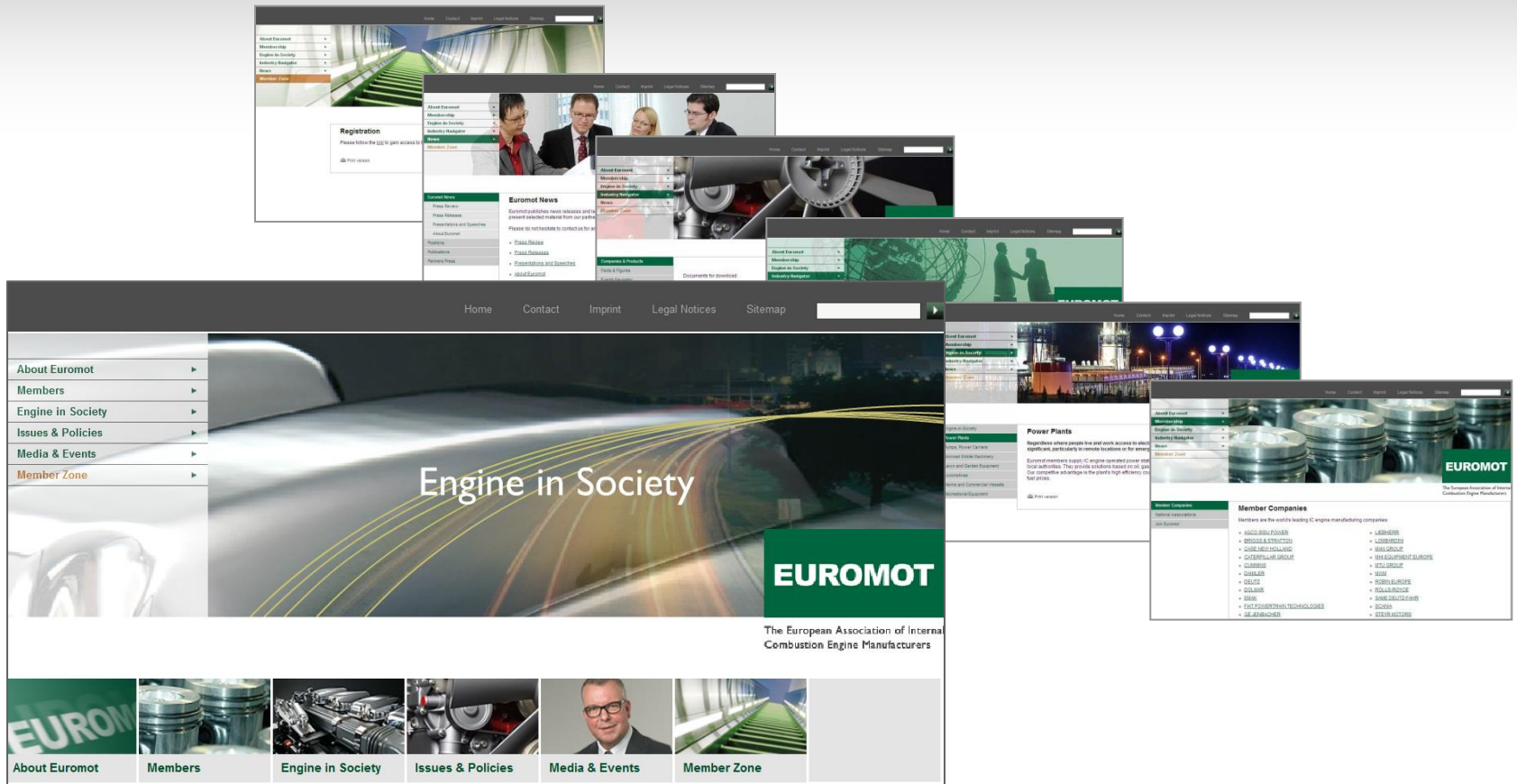
**YEARS**  
Promoting Engine in Society

**EUROMOT – Sablon Tower, Rue Joseph Stevens 7 BE-1000 Brussels**

Tel: +32 2 893.21.42– E-Mail: [info@euromot.eu](mailto:info@euromot.eu)

**[WWW.EUROMOT.EU](http://WWW.EUROMOT.EU)**

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