

Decarbonising trucks, trains, boats and planes

A conference organised by the REA's Renewable Transport Fuels Group

DATE: Tuesday, 3rd December 2019

VENUE: Osborne Clarke LLP, One London Wall, London EC2Y 5EB

Electrification should help decarbonise passenger car transport in the future, but heavier haulage, shipping and aviation are far more challenging sectors. A new sub-target for strategic fuels for these sectors was introduced on 1st January 2019, via the amended Renewable Transport Fuel Obligation (RTFO). This **Development Fuels** sub-target requires oil companies to source a growing percentage of their supply from fuels such as renewable aviation and drop in fuels, hydrogen or synthetic natural gas made from eligible feedstocks. The eligible feedstocks comprise biomass wastes (but not those currently used in the making of biodiesel) and fuels made from renewable electricity.

What role might **Development Fuels** play, and what potential is there for more conventional biofuels, such as higher blend biodiesel and HVO? To what extent might off-gas grid, hard to heat housing compete for these fuels?

Come to this conference to find out what the fuels of the future might be for trucks, trains, boats and planes; hear about the technologies involved; meet the companies developing these fuels and see how the DfT is taking the first steps in encouraging the transformation of fuelling these hard-to-decarbonise sectors.

Who should attend?

- Oil companies and fuel retailers
- Those looking to develop low carbon fuels of the future
- Haulage operators
- Ferry and shipping companies
- Representatives from airlines
- Policy makers
- Academics interested in the decarbonising of transport

Session 1

Scene setting, the scale of the challenge and the feedstocks available

- **Scene setting - how rapidly do we need to move on decarbonisation of these areas of transport?** Committee on Climate Change [TBC]
- **Feedstock constraints - a top down look at the global availability of biomass sources for transport fuels** Stephanie Searle, International Council on Clean Transportation (confirmed)
- **Orkney, and its aspirations for making fuels from renewable electricity**, Neil Kermod, Managing Director, European Marine Energy Centre (confirmed)

REA - GROWING THE RENEWABLE ENERGY AND CLEAN TECHNOLOGY ECONOMY

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Session 2

The options in aviation, shipping, rail and haulage

- **The most promising options for low carbon shipping**, Tim Morris, Chief Executive, The UK Major Ports Group. (confirmed)
- **Self-Powered Trains - Replacing Diesel**, Mike Muldoon, Head of Business Development & Marketing at Alstom Transport UK & Ireland (confirmed)
- **Sustainable Aviation Initiative**, Leigh Hudson, Sustainable Fuels & Carbon Manager, British Airways International Airlines Group
- **The challenge of low carbon HGVs**, Philip Fjeld, CNG fuels (confirmed)

Session 3

The fuels

- **Hydrogen production from electrolysis, its potential and costs**, Graham Cooley, ITM Power
- **Other RFNBO gases, are they a good idea, can their costs come down and which are most promising?** Keith Simons, SHV Energy, (confirmed)
- **Case Study: aviation fuel from waste**, Neville Hargreaves, VP Waste to Fuels, Velocys (confirmed)
- **Making liquids from renewable gases**, [TBC]

Session 4

The policy & infrastructure

The RTFO and aspirations for the Development Fuels sub target, Aaron Berry, DfT

Other policy levers for boosting biofuel blend levels, TBC

Panel session on policy incentives to decarbonise non-land based transport

- RHA/FTA representative
- Leigh Hudson, British Airways International Airlines Group
- Tim Morris, Chamber of Shipping
- Mike Muldoon, Alstom