



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. The Renewable Transport Fuel Obligation incentivises strategic fuels for these sectors via the **Development Fuels sub-target**. This covers renewable aviation and drop in fuels, hydrogen and synthetic natural gas made from biomass wastes or renewable electricity. Higher blend biodiesel and HVO can also play a role in decarbonising these sectors.

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 find out what the DfT is taking the first steps in encouraging the transformation of fuelling these hard-to-decarbonise sectors.

BOOK NOW - <http://bit.ly/32jSKmL>

Who should attend?

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

Delegate Fees

- REA Member £195.00 + VAT
- Non REA Members £295.00 + VAT
- Members of Partner Organisations £195.00 + VAT

Sponsors



Other sponsorship opportunities available.
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REA - GROWING THE RENEWABLE ENERGY AND CLEAN TECHNOLOGY ECONOMY

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PROGRAMME

09:15 - 09:45 Coffee with Registration

09:45 - 09:50 **Welcome from Chair: REA Chief Executive, Dr Nina Skorupska CBE**

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

Chair: Nina Skorupska - REA

09:50 - 10:10 Scene setting - how rapidly do we need to move on decarbonisation of these areas of transport?

Committee on Climate Change [TBC]

10:10 - 10:30 Feedstock constraints - a top down look at the global availability of biomass sources for transport fuels [TBC]

10:30 - 10:50 Orkney, and its aspirations for making fuels from renewable electricity
Neil Kermode - Managing Director, European Marine Energy Centre

10:50 - 11:20 **Q & A then Coffee Break**

The options in aviation, shipping, rail and haulage

11:20 - 11:40 The most promising options for low carbon shipping
Tim Morris - Chief Executive, The UK Major Ports Group

11:40 - 12:00 Self-Powered Trains - Replacing Diesel
Mike Muldoon - Head of Business Development & Marketing, Alstom Transport

12:00 - 12:20 The potential for Sustainable Aviation Fuels
Leigh Hudson - Sustainable Fuels & Carbon Manager, British Airways

12:20 - 12:40 The challenge of low carbon HGVs
Philip Fjeld, CNG Fuels

12:40 - 13:50 **Questions then Lunch**

The fuels

13:50 - 14:10 Hydrogen production from electrolysis, its potential and costs
Graham Cooley, ITM Power

14:10 - 14:40 Other RFNBO gases, are they a good idea, can their costs come down and which are most promising?
Keith Simons, SHV Energy

14:40 - 15:00 Case Study: aviation fuel from waste,
Neville Hargreaves - VP Waste to Fuels, Velocys

15:00 - 15:20 Other policy levers for boosting biofuel blend levels,
Gloria Esposito, LowCVP

15:20 - 15:40 **Q & A then Coffee Break**

The policy & infrastructure

Session Chair: Neil Durno - ABB

15:40 - 16:00 Infrastructure considerations in rolling out low carbon fuels
Neil Durno - ABB

16:00 - 16:45 Panel session on policy incentives to decarbonise non-road based transport
David Thackray, Tevva - member of Chartered Institute of Logistics and Transport
Leigh Hudson, British Airways International Airlines Group
Anna Ziou, UK Chamber of Shipping
Road Haulage Association
Gaynor Hartnell, REA
Mike Muldoon, Alstom Transport UK & Ireland

16:45 - 17:00 **Closing remarks: Nina Skorupska, REA**



The Chartered
Institute of Logistics
and Transport

