

# FWG Work Programme 2019/2020



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# Overview 2019/2020

## Liquid/Gaseous Fuels – GE lead

- AFID Information campaign – launched July 2019
- Renewable Fuels Guide – launched March 2020
- BEIS Well-to-Tank Factor Review – completed November 2019
- Harmonising Carbon and Sustainability Standards across sectors using biomass as a resource - Part 1 near completion
- Transport Energy Network – continues in 2020
- Low Carbon Fuel Assurance Scheme Scheme – continues in 2020

## Electricity – JM lead, this will be delivered through a new working group from April (EV Infrastructure Working Group)

- Electric Vehicle Energy Task Force – completed January 2020
- Electrification of commercial vehicles and depots – continues in 2020

<https://www.lowcvp.org.uk/projects/fuels-working-group.htm>



# Renewable Fuels Guide – LowCVP & CENEX collaboration

- Promote high blend biofuels suitable in HDVs - biodiesel, HVO, biomethane, BioLPG
- Policy and market background, fuel description, GHG savings, feed-stocks, running costs, vehicle capability and refuelling infrastructure.
- Eight case studies JL Partnership, Camden Council, McDonalds, Lockett's Travel, Cornwall Council, Kuehne+Nagel
- Launched Monday 23<sup>rd</sup> March, promoted via FTA, RHA, Cenex, EST, LoCity. Circulated to local authorities via Urban Transport Group and EPUK.
- Plan to hold two webinars May and July, industry seminar potentially in 2021.



## Overarching Aims

- Independent initiative managed by LowCVP that provides fleet operators with confidence of the GHG and sustainability performance of high blend biofuels (>20% biofuel content)
- Stimulate take up of high blend biofuels by commercial vehicle sector.
- Provide a mechanism to give low carbon fuels 'visibility' in the commercial vehicle sector.

## Progress to Date

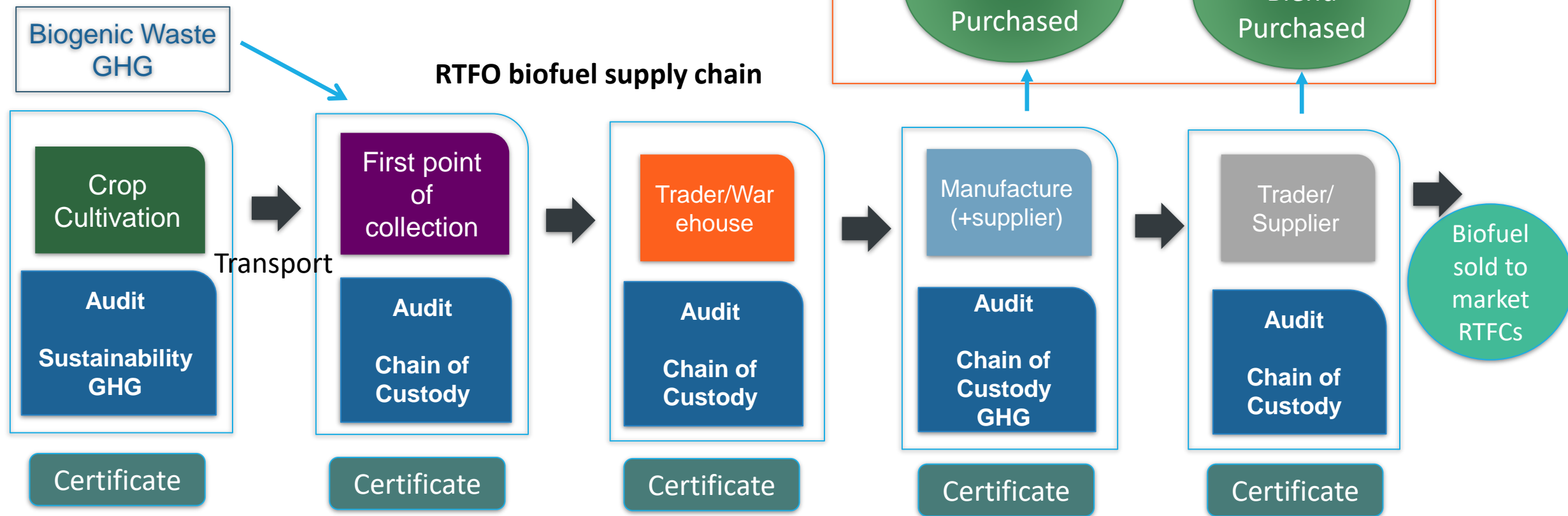
- Project steering group established, LCFS framework prepared, document available if members interested.

## Performance criteria for the LCFAS

- RTFO carbon and sustainability standards (GHG threshold, waste classification, protection of land)
- Traceability – volume of biofuel sold to customers to achieve the RTFO C&S standards.
- Scheme guidance document and application form being prepared, once finalised will be trialed with two of LowCVP's biofuel suppliers (summer). Also intend on consulting this with a number of RTFO audit companies




RTFO scheme requires biofuel supplied to market to meet GHG & Sustainability criteria – approval through allocation of RTFCs. However, there is no mechanism to verify volume of fuel purchased with RTFC allocated. A customer has no environmental product assurance for high blend biofuels.



# What does the scheme entail?

- Biofuel suppliers will apply to LowCVP submitting evidence of meeting scheme performance criteria. This will include third party verification of 'traceability' criteria. Could be audit companies undertaking RTFO audit.
- Requires biofuel suppliers to have a record keeping system in place to match RTFCs for batches of verified renewable fuel, with renewable fuel sold to customers.
- Awards renewable fuel suppliers a Low Carbon Fuel kite mark as recognition of supplying low carbon and sustainable fuel.
- Requirements for on-going compliance - an audit will be required twice a year and audit report submitted to LowCVP.
- Low Carbon Fuel Certificate issued once a year by LowCVP identifying biofuel product information including carbon intensity for biofuel, % GHG saving etc.
- All companies approved listed on our website.
- Exploring how the scheme can work with existing green gas certificate schemes e.g. REA and ADBA initiatives

Low Carbon Fuel Certificate		
Company: G Power      Address: St James Park, WC1		
Reference: LCVP.A1.20      Certification Reference: AA10		
Low Carbon Fuel	Biodiesel	Blend: B100
Feed-stock	Mixed organic waste	
Volume of fuel sold	100,000,000 litres	
Period covered	1 Jan - 31 Dec 2020	
Lifecycle GHG emissions <i>(Scope 3 Company Carbon Reporting)</i>	9gCO2e/MJ	
GHG emissions savings compared to diesel	85%	
Low carbon fuel regulatory policy	RTFO	
Sustainability Voluntary Scheme	ISCC	
Carbon & Sustainability Traceability	SGS verified	
LowCVP issue date	12 <sup>th</sup> December 2020    Signed -	

## Part 1 – Desk based study – creating the evidence base

### Objectives

- Identify mandatory GHG emission and sustainability standards for UK sectors using biomass as feedstocks e.g. renewable transport, heat, electricity, forestry, chemicals. Plus those for producing recycled carbon & RFNBOs.
- Outline synergies and conflicts between UK policies.
- Identify voluntary sustainability criteria across sectors.
- Demonstrate best practice and common approaches in sustainability and GHG reporting.

### Progress to Date

- Secretariat awarded Supergen Bioenergy Hub research funding in November 2019. Aston University undertaking study, final report due end of March.

## Part 2 – Establish cross sector project interest group and discuss harmonising standards.

- Group established representatives from Defra, DfT, BEIS, Dti, CCC, agriculture, aviation and chemical industry trade bodies, LowCVP members, companies from renewable electricity and heat sector. Webinar planning, May/June 2020.

# BEIS WTT GHG EF Review and Recommendations

## Aim of Study

- Review of 2018 BEIS WTT GHG emission factors for CNG, LNG, biofuels and recommendation for improvement.
- Determine WTT GHG EF from hydrogen used in transport 'today' produced by SMR and electrolysis, none exist in current BEIS inventory. Literature review of WTT factors & recommendations for further work.

## Feed-back from members

- Surprised that RTFO carbon intensity figures for HVO are lower than FAME, suggested looking deeper into this.
- Supported more granularity for CNG and CBG figures eg station connection at low, medium, high pressure grid.
- Few concerns regarding WTT GHG figures for H<sub>2</sub>, request for future pathways to be considered and carbon intensities presented.

## Next steps for Secretariat

- Plan to undertake further engagement with BEIS GHG emission inventory team.
- Explore of future pathways for producing 'low carbon' hydrogen and WTT figures in our new work programme, potentially link to our life cycle CO<sub>2</sub>e analysis work stream.



# Work Programme 2020/21

Theme	Project	Indicative Delivery Timeline
Stimulating the take up of high blend biofuels in HDV sector	Low Carbon Fuel Assurance Scheme	Launch August
	Low Carbon Fuel Commitment	Launch October
Informing and supporting DfT Low Carbon Fuel Policy	Exploring the future potential of high blend biofuels in meeting 2032 target.	Finalise November
	E10 information campaign	TBC
	Transport Energy Future	Kick off meeting Feb 2021
	Harmonising GHG and sustainability standards across the bioeconomy - Part 2	Webinar May
Future low carbon fuels– R&D priorities + scaling up supply chain	Accelerating scale of future supply chains	Finalise Feb 21
	Transport Energy Network – R&D priorities	Webinars July/Sept
Role of renewable hydrogen in road transport decarbonisation	Establishing an interest group and identify potential work streams	Kick off meeting August

# Stimulating take up of high blend biofuels

## Low Carbon Fuel Commitment

- LowCVP initiative which encourages commercial vehicle operators to become signatories to a 'Low Carbon Fuel Commitment'. Companies pledge their commitment to using renewable fuels in their transport fleet.
- Signatories could commit to having a procurement policy that requires contractors to use of low carbon and sustainable fuels.
- Companies would be listed on LowCVP websites, bespoke webpage created. Initiative requires low cost marketing strategy.
- Aim to engage with leading companies and local authorities with large commercial fleets, also relevant for some bus companies
- ✓ Benefits DfT voluntary 15% GHG emission reduction target for the freight sector
- ✓ Provides a financial incentive via procurement process, highlight companies demonstrating leading best 'env' practice.
- ✓ Help roll out low carbon fuel further along the logistics and freight supply chains.

## Exploring future road transport decarbonisation potential of high blend biofuels, supply & demand measures

- Examine the potential for high blend biofuels to meet the RTFO's 2032 target, focus on heavy duty diesel vehicles. Identify range of demand side measures to accelerate take up plus supply chain barriers and opportunities.
- Methodology - Interviews with biofuel suppliers and automotive manufacturers, collection and analysis of data, stakeholder workshop. Production of report.

## Accelerating the supply of future low carbon fuels

### Part 1 Identify the barriers and solutions to large scale commercialisation of 'future' low carbon fuels

- Identify 'future' low carbon fuels pertinent to transport sector, outline key challenges and fiscal/non-fiscal measures for scale up.
- Methodology - Interviews with key stakeholders (academia, investors, fuel suppliers, Government), a webinar/workshop to discuss findings. Production of final report.

## Transport Energy Future

- Establish a multi-stakeholder community to inform DfT low carbon fuel policy post 2021, in particular policy review of RTFO and FQD. Group to be established early 2021 with meeting held to agree terms of reference with DfT. Dedicated work stream from April 2021.

# Role of renewable hydrogen in road transport decarbonisation

- Host two meetings with a range stakeholders involved in projects and initiatives related to renewable hydrogen in transport.
- Map out work undertaken to date and what new areas would benefit from LowCVP involvement. Our last detailed report was a 'Hydrogen Infrastructure Roadmap to 2040', published in 2017
- As part of this work Secretariat would like to update their in-house life cycle GHG emission analysis tool to include HFC vehicles and a set of GHG emission factors for current and future hydrogen production and distribution pathways.

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## Questions For FWG Regarding FWG New Work Programme

- 1) Which projects should be prioritised?
- 2) Secretariat will be challenged to hold stakeholder events – are webinar a useful substitute?
- 3) Are you interest in collaborating on any projects?



- Secretariat have an in-house life cycle CO<sub>2</sub>e emission tool undertaken various modelling across vehicle segments
- Produce a summary of our work over the next month
- Seminar and workshop held in November 2019, webinar being planned for June or July 2020

## Where are we now, how can LowCVP influence lifecycle CO<sub>2</sub>e emission thinking?

Current lifecycle thinking in the automotive sector

How can a lifecycle metrics be integrated in vehicle CO<sub>2</sub> policy?

What role can LowCVP take in influencing adoption of a holistic vehicle lifecycle CO<sub>2</sub>e emission metrics in policy development?

How can the UK automotive supply chain be encouraged to adopt LCA in product design and manufacture?

## Looking beyond lifecycle CO<sub>2</sub>e emissions – encouraging sustainability

What sustainability issues do we need to consider alongside vehicles lifecycle CO<sub>2</sub>e emissions metrics in policy and why?

How should sustainability principles be taken into account alongside lifecycle CO<sub>2</sub> metrics in policy, and long-term transition to zero emission vehicles?

How can the UK automotive supply chain be encouraged to take into account sustainability to ensure manufacturing and material innovation needs, supply chain resilience?

What role should LowCVP take into ensure the sustainable transition to a zero-emission future for road transport?