

Review of stakeholder recommendations on RTFO

Institution of Mechanical Engineers

7th November 2017



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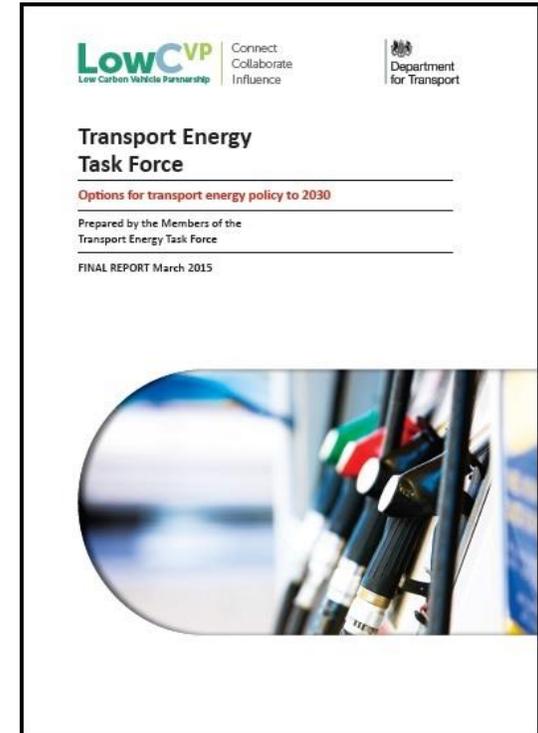
Transport Energy Task Force

The Task Force was formed to assist DfT in formulating options to meet the Renewable Energy Directive (RED) renewable transport fuel target for 2020 and determine how low carbon fuels can help reduce GHG emissions from UK transport in the period to 2030 and beyond.

The Task Force was asked to;

- support DfT in **identifying and assessing options to decarbonise transport** energy by providing expertise from a broad stakeholder group.
- **explore the potential for consensus** amongst stakeholders on the role transport energy could play and how this could be delivered, and
- to **provide advice and input to future work** commissioned by government with respect to road transport energy policy, if required.

The Task Force first met on 29 September 2014 and published its findings to the DfT in March 2015.



TETF Main Recommendations

Saving GHG

- Transport can make a significant contribution to GHG savings but electrification won't be enough. Biofuels have a role to play in meeting GHG targets for the foreseeable future.

Achievable progression

- We need to carry out activities for 2020 which lead towards the desired vehicles and fuels for 2030. E10 seen as an important step to reduce risk.

Minimise Risk and Uncertainty

- To meet the RED target the options which the Task Force judged to offer the minimum risk and uncertainty were the introduction of E10, along with the use of waste to produce biodiesel and blend to B7.

Becoming Sustainable

- We need to work towards a definition of 'sustainability' which is stable and predictable. Risk based approach may enable progress to be made as the definitions are developed.

Creating UK success

- UK opportunities exist for energy security, industrial growth and jobs. The approach is to continue on changing course, building on what we've got and delivering on past promises.

Recommendations for the successful deployment of E10

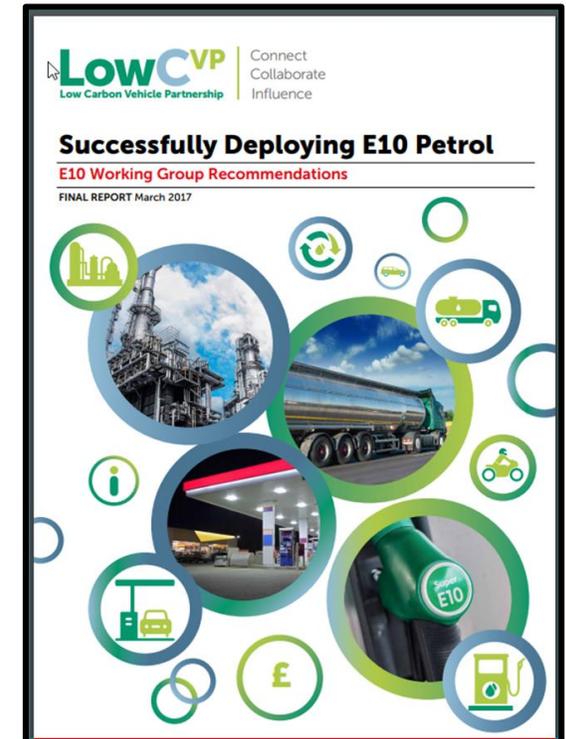
Introduction of 95 E10 can play an important contribution to Carbon Budgets and RED transport sub-target.

Economic benefits in terms of jobs and investment in the UK (existing investments may be at risk).

The number of E10 unsuitable cars is reducing fast (expected c600,000 vehicles and 1% of petrol demand by 2020). These vehicles need to be catered for and advice provided to owners.

To rapidly introduce 95 E10 was felt to need a mandated introduction or a fiscal incentive.

Government should play a strong leadership role, there is need for a public information campaign backed up with tool to check vehicle compatibility and fuel consumption evidence appropriate to the UK.



AFID requires labelling of vehicles and fuel pumps

Article 7 requires information on both refuelling points and motor vehicles

DfT consulted on this part of the AFID 'early' this year and will need to be transposed into UK law.

CEN has developed a standard which was published on 12th October 2016 as EN16942.

Fuels Europe, UPEi and ACEA have asked EC for a consistent implementation date across the EU, i.e. October 2018 (2 years after publication).

The CEN standard BS EN16942 was published, but not implemented, in April 2017.

There will need to be a communications campaign to explain to motorists what the new labels mean (and can also provide information on E10 at the same time).

