

## Fuels Working Group Meeting

18<sup>th</sup> January 2024, 14:00-16:00

Online via MS Teams

### Actions

- Members to contact [Gloria Esposito](#) to volunteer for the position of FWG chair or deputy chair.
- Members encouraged to reach out to [Claire Haigh](#) with further questions.
- Members encouraged to respond to NRMM call for evidence using the [online form](#).
- Members encouraged to [register for the life cycle webinar](#) and offer suggestions for further life cycle work.
- Members interested in participating in the Wales Stakeholder Working Group or providing recommendations for relevant organisations or work to consult are invited to contact [Timothy Griffen](#) or [Jonathan Murray](#).
- Zemo to circulate a summary document of recommendations to members and invite formal comment.

### Attendees

Full Name	Organisation	Full Name	Organisation
Adam Moody	Transport for London	Gloria Esposito	Zemo Partnership
Adrian Stuart	Haltermann Carless UK	Hollie Mills	New Era Energy
Alec Thomson	Zemo Partnership	Ian Foster	Metroline Ltd
Andy Ure	Ricardo	Jackie Hewson	John Lewis Partnership
Beatrice Sampson	Energy Saving Trust	Jackie Savage	Zemo Partnership
Becky Rix	Roadgas	Jane O'Connell	WFL UK Ltd
Carole Bontoft	ExxonMobil	Jon Hood	DfT
Cheryl Duke	University of Nottingham	Jonathan Murray	Zemo Partnership
Chris Ashley	RHA	Katherine Davis	DESNZ
Chris Cassley	CPA	Kathryn Brant	Lunaz Group Ltd
Chris Games	ULEMCo	Katie Adams	Logistics UK
Chris Gould	Fuels Industry UK	Liam Kennedy	UTAC
Claire Haigh	Zemo Partnership	Mark Smith	London Fire Brigade
Colin Matthews	JouleVert	Martin Flach	Bennamann Ltd
Colin Smith	Energy Saving Trust	Matthew Carden	DfT
Darren Newman	Low Carbon Truck Consultancy	Michael Campbell	Ricardo
David Bendelman	DESNZ	Mike Olone	Syntech Biofuel Ltd
David Lemon	David Lemon Consultants	Neil Ryding	Certas Energy Ltd
David Richardson	Coryton Advanced Fuels	Nick McCarthy	Cenex
David Smith	CPA	Paul Thompson	REA
Denise Beedell	Logistics UK	Simon Lawford	Crown Oil Ltd
Dickon Posnett	Argent Energy	Steve Sapsford	SCE
Emily Stevens	Zemo Partnership	Steve Whelan	HORIBA MIRA
Fran Fay	Greenenergy International	Symon Cook	NFDA
Gary McRae	Swarco Smart Charging	Timothy Griffen	Zemo Partnership
Gaynor Hartnell	RTFA	Tony Tomsett	Caetano UK Ltd

# Competition Law Compliance

## DOs and DON'Ts

Commercial decisions must be taken independently by individual companies.

All participants must be aware that exchange of commercially sensitive information or intimation of intended commercial decisions, directly or indirectly, can result in competition law infringement.

Member conduct at meetings and teleconferences

There must be no communication of the following information:

- Individual company or industry prices, including differentials, discounts, rebates, allowances, price levels or changes, mark-ups, terms of sale and credit terms.
- Company plans as regards development, design, production, distribution or marketing of products/services, divestments, closures or expansion.
- Rates for production or transportation of products.
- Bids for contracts or procedures for responding to bid invitations.
- Matters relating to individual suppliers and customers/potential customers, progress on negotiations or content of negotiations.

If at any point during a meeting discussion appears to be breaching policy guidelines, the Chair or a participant should immediately raise their concern and close the discussion.

The Meeting Minutes below have been signed by Zemo Working Group Chair to confirm that all parties present have agreed to previous minutes and all members have read, understood and will abide by the Zemo Competition Law Compliance Statement:

Name  
(CAPITALS): Gloria Esposito

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Organisation  
(CAPITALS): Zemo Partnership

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Signature:

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## 1 Welcome

Gloria Esposito (GE) welcomed attendees. The competition law was shown to the group and the agenda was outlined.

## 2 Minutes and Matters Arising

All actions from the previous meeting were agreed as completed. Zemo is still open to volunteers for the position of FWG chair and deputy chair. Please contact [Gloria](#) if you are interested.

## 3 Future of Zemo

### 3.1 Future of Zemo

Claire Haigh

[FWG-P-24-01](#)

New executive director, Claire Haigh (CH) provided a summary of the stakeholder consultation she conducted last year, which involved 86 participants. The insights gathered from the consultation served as the foundation for the Zemo strategy outlined in the presentation. See working paper for details.

A member raised concerns about government commitment and the cuts in funding. The member asked for confirmation on whether Zemo Partnership has funding from DfT for next year and flagged that some of the projects were put out for competitive tender, which Zemo Partnership wasn't given the opportunity to tender for. The response from CH was that at this point in time the annual grant from DfT has stopped but there are still opportunities to get funding for certain projects through the current ongoing discussions. CH confirmed that Zemo is fundamentally still a public-private partnership because of funding from the Welsh Government. CH expressed hope that there will be even more projects related to the interests of FWG community now that Zemo can focus on opportunities that have been less of a priority for DfT. CH is determined that when the announcements are made on the 1<sup>st</sup> February, Zemo will be able to demonstrate that the organisation is a going concern for the next financial year.

The member followed up by asking whether DfT will still remain at the table and whether they will pay for membership. They also asked whether Zemo is moving towards becoming a lobby organisation, for which Zemo would need more senior connections. CH responded that Zemo would not be a lobby organisation as it does not have a vested interest in which technology or direction is taken to achieve net zero and because of its wide stakeholder engagement. She stated that Zemo will be moving into a leadership position, rather than lobbying. Zemo aim to depoliticise net zero. The relationship with DfT will be strong but different from previous. Finally, she reassured members that the technical expertise that Zemo is valued for will remain, while the new leadership will bring in new thinking in terms of different levels of engagement.

A member asked whether there would be a survey to gather membership opinions on the direction of Zemo Partnership, in terms of interest in the delivery roadmaps, engagement with DfT or Welsh Government. CH noted the large member participation in the delivery roadmap activity to date. The member stated that a relationship where DfT are 'close listening' to Zemo Partnership is crucial, such that Zemo are supporting government agenda or helping to steer the agenda. When significant changes occur, like the change in funding from DfT, members should be made aware of the situation and given the opportunity to contribute to the

discussion. Jonathan Murray (JM) gave an overview of the evolution of Zemo Partnership to date, and how government's role has changed over the years. In terms of delivery going forward, the responsibility of government will be shared between Westminster, devolved administrations and regional authorities. Zemo's response to this will be part of the strategy being announced on 1<sup>st</sup> February and members feedback will be welcomed.

**Actions:**

- Members were encouraged to reach out to [Claire](#) should they have any further questions.

## 4 Government Updates

4.1 DESNZ Hydrogen Certification Scheme Update Katherine Davis [FWG-P-24-02](#)  
Katherine Davis (KD) gave an update on the DESNZ Hydrogen Certification Scheme and standards. KD gave an overview of the [government response on the certification scheme](#) in terms of design, delivery and the areas for further consideration. Next steps were also shared with the group with reference to delivering the scheme from 2025 and international policy and engagement. See working papers for details.

4.2 DESNZ NRMM Call for Evidence Update David Bendelman [FWG-P-24-03](#)  
David Bendelman gave an overview of the [call for evidence on non-road mobile machinery](#) (NRMM) published in December 2023. It is seeking evidence on options available to decarbonise NRMM as well as possible barriers and opportunities to adoption. Evidence will be used to inform future policy, including an NRMM decarbonisation strategy announced in the [net zero growth plan](#) in March of last year. This would be a joint document by DESNEZ, Defra and DfT. Members were encouraged to respond to the consultation using the [online form](#) and to [get in contact with the team](#) if they have any questions. The call for evidence closes on 26<sup>th</sup> March 2024. See working papers for details.

Zemo offered to run a meeting to provide feedback to the consultation if members are interested.

**Actions:**

- Members encouraged to respond to NRMM call for evidence using the [online form](#).

### 4.3 DfT Low Carbon Fuels Team Update

The DfT Low carbon Fuels Team representative was unable to attend the meeting. DfT offered to provide a written update but this is not available at the time of publishing the minutes.

Post meeting note: On 29 February DfT announced that they will publish a Low Carbon Fuels Strategy in May 2024, setting out a vision for the deployment of low carbon fuels across transport modes up to 2050. With regards to the SAF Mandate, the publication of the government response is set for Spring 2024. The SAF mandate remains on track to commence from the beginning of January 2025.

## 5 Zemo Work Programme Update

### 5.1 Zemo Work Programme

Gloria Esposito

[FWG-P-24-01](#)

Gloria Esposito (GE) gave an overview of the Zemo work programme. See working papers for details. This included:

- Updates on the Renewable Fuels Assurance Scheme, 28 approved renewable fuel suppliers (including 4 new approvals).
- The report 'Vehicle life cycle GHG study: role of renewable fuels in meeting net zero', is now available [online](#). Members were encouraged to [register for the associated webinar](#) and offer suggestions for further life cycle work.
- An overview of other FWG related activities including that GE and JS have met with DfT, HMT and HRMC to discuss Zemo's proposal for a renewable diesel incentive for HGV/NRMM operators.
- A list of relevant consultations, events and publications.

There was a question from the chat asking whether biomethane still attracts a credit if it goes to energy generation via the gas network? GE responded that she doesn't believe the manure credit applies to biomethane used in non-transport sectors and only applies for RTFO.

Members expressed their support and approval of the RFAS scheme and the vehicle life cycle GHG study.

### 5.2 Welsh Commercial Vehicle Decarbonisation

Tim Griffen

[FWG-P-24-01](#)

Tim Griffen (TG) gave an overview of the Welsh Commercial Vehicle Decarbonisation Programme as the first expression of Zemo's new strategy objectives based on developing a roadmap to decarbonisation, engaging with a devolved administrations and diversifying funding. He outlined objectives, deliverables and timeline. See working paper for details.

Members interested in participating in the Wales Stakeholder Working Group or providing recommendations for relevant organisations or work to consult are invited to contact [Timothy Griffen](#) or [Jonathan Murray](#).

A member expressed interest and flagged that the project sounded similar to the Net Zero Emission Truck Taskforce in Scotland which may serve as a model to follow there and offer contacts that could be useful to engage with. Working with devolved administrations is welcome but care should be taken not to obstruct the movement of goods across the UK. As an extreme example, if the Welsh Government decides to prohibit access of diesel vehicles into Wales there would be an outcry. Linked to this, there was a comment in the chat from a different member that expressed a concern that there is no 'Welsh Transport sector' but 'only a UK transport sector'. They asked how a Welsh roadmap may differ from a UK roadmap? JM responded that transport is a devolved responsibility and Welsh Government has significant responsibility and powers relating to delivery in Wales. JM also responded to the first members comment, saying that a fundamental part of the project is to ensure that Wales is aligned with the rest of the UK and to ensure that those constraints or obstructions do not appear. JM also mentioned that the electricity grid in mid-Wales is particularly poor quality, therefore, as part of this, they want to look at the role that low carbon fuels (and potentially hydrogen) can play

in a more holistic approach. Zemo Partnership is aware of the activity in Scotland and seeks to build on this.

A member asked what changes Wales can make and what changes need to come from central government? For example, fiscal incentives would need to be UK wide. Knowing the art of the possible to change Wales alone, or knowing what Wales could do differently without causing disruption would be beneficial. TG responded that working out what the art of the possible is would form part of the initial data gathering exercises and will be developed over time. A suggestion was made that they could provide funding for LCF refuelling stations.

An interim report from the Scottish Net Zero Emission Truck Taskforce is expected soon.

A member asked whether the Welsh transport depots that already utilise LCFs will be captured. GE responded that she assumed so, albeit their limited number. TG also confirmed that this would form part of their initial data gathering exercise to understand the current picture in Wales. The same member stated that mid Wales is populated largely by agricultural farmers rather than industry.

A member stated that the ZEHID Hyhaul project has some focus on South Wales.

### 5.3 ZE Mobility Taskforce Policy Recommendations [Alec Thomson](#) [FWG-P-24-01](#)

Alec provided an update on the progress of the Zero Emission Mobility Taskforce. He highlighted its current stage of development and summarised the key recommendations derived from the workshops. These recommendations encompass common themes spanning various sectors, as well as specific recommendations pertinent to individual sectors. Additionally, Alec addressed unresolved issues flagged during the discussions, highlighting the need for further analysis. See working papers for details.

One member expressed that they felt it was a good summary and that the recommendations resonated with them. The member said that they are opposed to the premature introduction of zero emission zones – there needs to be a mature supply of second-hand vehicles so that SMEs have a chance to compete.

#### Actions:

- Members encouraged to [register for the life cycle webinar](#) and offer suggestions for further life cycle work.
- Members interested in participating in the Wales Stakeholder Working Group or providing recommendations for relevant organisations or work to consult are invited to contact [Tim](#) or [Jonathan](#).
- Zemo to circulate a summary document of recommendations to members and invite formal comment.

## 6 Members' Roundtable

Steve Sapsford flagged that he is co-chairing a task and finish group on hydrogen ICE for DESNZ as part of the Hydrogen Delivery Council. They are asking for industry views on H2ICE, focused on NRMM.

GE thanked the attendees and closed the meeting.

Next Combined Meeting For All Working Groups

13<sup>th</sup> March 2024

Online via MS Teams