

15<sup>th</sup> July 2020

LowCVP Conference

High blends -  
A cheap, simple  
option for GHG  
savings



**ARGENT**ENERGY

# Operations in UK and Netherlands

## BIODIESEL PRODUCTION AND STORAGE

ARGENTENERGY



### Motherwell



### Stanlow



### Amsterdam



### ARGENT ENERGY IN BRIEF



**3 locations** across UK and Netherlands



**145,000m<sup>3</sup>** of tank storage capacity



**240,000 MT** of waste-based biodiesel production capacity



Cleaning and pre-treatment facilities

# Argent Biodiesel

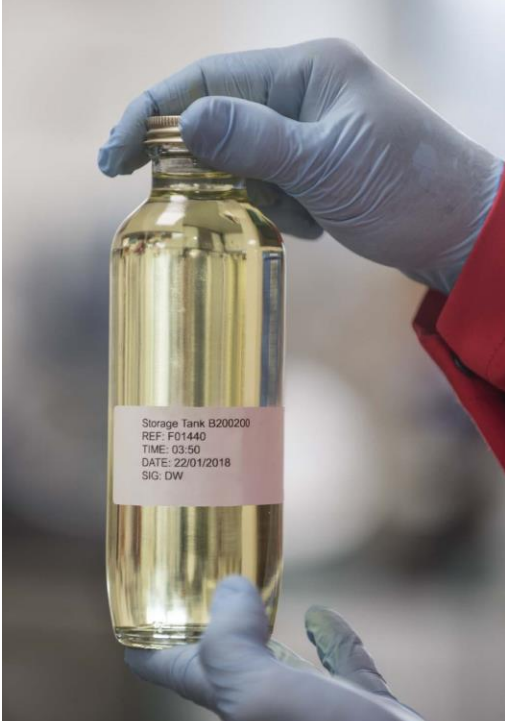


2005

to

2020

Made from  
genuine  
wastes



# Decarbonisation Mix

Hydrogen

Biodiesel

EV

HVO

Biomethane

Range  
extended



# Transition

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from **Fossil**

to

**Free**

2020

to

2050

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# Customer Testimonial



## Alfred Hymass

### Fleet: Volvo, Renault, Mercedes, MAN, Scania

We have our own fuel bunker and two derv tanks serving four pumps. All trucks are fuelled from the depots where possible.

Fuel is a large proportion of our operating cost, so we are always looking at ways to reduce fuel cost.

We investigated the other alternative fuels; however the payback is too slow. In addition, the infrastructure is not where we need it to keep vehicles fuelled when they are away all week. Our onsite fuel facility lent itself to switching to high biodiesel blends with little alteration.

Prior to our first delivery the fuel supplier did a full tank clean and installed additional in-line filtration. A simple task which was completed in a day.

Initially we used a 20% blend known as B20 but the supplier can blend to any level so during the summer we increased the blend to 30%.

We have not seen any of the old waxing problems and we have had no related vehicle breakdowns. We have seen no drop off in vehicle performance or fuel economy and we have not changed our filter change intervals.

We operate Volvo, MAN, Mercedes, Scania, and Renault, with Euro 5 and 6 engines. No alterations were required to the vehicles, new or old, and they are seamlessly swapped between the B30 and standard fuel at any time.

The primary reason for us doing this has been cost. We have made a fuel purchase saving of £15,000 which would increase to £30,000 if we were able to avoid using the roadside fuel network.

With the volumes of high bio derv used to date (1.5 million litres), we have made GHG emission savings of over 1000 tonnes, so far.

In conclusion this has been a simple process which anyone who stores their own fuel can easily achieve. It has saved us money, needed minimal effort to switch, caused no problems and prevented a lot of carbon emissions. I see no downside.

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