

E10 Group Initial Meeting

Jonathan Murray, LowCVP

5 August 2015

Venue and Dial-in option

Venue

Institute of Civil Engineers, One Great George Street, London SW1P 3AA
Hawksley Room

WiFi

Search for ***OneGreatGeorgeStreet*** and accept Terms and Conditions

Dial-in

Dial 08444 737373 and PIN 958022

Agenda

- Introduction & meeting objective
- Terms of Reference for E10 group
- Potential policy options identified by DfT
- Review of previously data relating to E10
- Work plan for group
- Members of group
- DONM

Introduction & meeting objective

Introduction

Building on the work of the [Transport Energy Task Force](#), DfT is seeking to develop policy to comply with the transport targets in the RED and FQD, to present to Ministers.

At the [Low Carbon Fuels Stakeholder Workshop](#), on 2 July 2015, DfT set out how it would develop policy and identified a number of workstreams where it would welcome further stakeholder input. This included E10 and DfT has asked LowCVP to co-ordinate this workstream and to form a group to provide the necessary stakeholder input.

Objective of the meeting

- To consider the Terms of Reference
- Review potential policy options & evidence gathered previously
- Consider a work plan & membership of the group

Terms of Reference

Objective of the E10 Group

The role of the E10 group will be to make policy recommendations to DfT, and other Departments as appropriate, on the deployment of E10 in order that it makes a significant contribution to meeting the RED and FQD transport targets.

Key Questions

- How E10 can be deployed most effectively, in line with the recommendations of the Task Force?
- When should E10 be deployed?
- What evidence should be collated to support the deployment of E10?
- How the recommendations link to longer term Transport Energy policy, as recommended by the Task Force?

Timeline

The E10 group should report to DfT by the end of October 2015.

Potential policy options identified by DfT

A number of mechanisms for introducing E10 were considered by the Task Force, which include the options below.

DfT would also consider other options and welcomed further thoughts by stakeholders.

Options for consideration included:

- A split obligation (bioethanol/ biodiesel) – Could not be introduced until April 2017.
- The introduction of a very low crop cap leaving no room for crop-based biodiesel to play a role. – Could not be introduced until April 2017.
- Market led introduction of E10 with public information campaign – (as per approach proposed in the letter to fuel suppliers from Norman Baker dated 21 December 2012).
- Fuel duty incentive for E10 (and waste-derived biodiesel).

Are there further options the group should consider?

Review of previously collected data relating to E10

In 2012 the LowCVP formed a group to look at the introduction of E10, as part of this process it collected an evidence base and developed [FAQs on Biofuels and E10 specifically](#). The SMMT also developed a database of compatible vehicles.

- Consumer costs
- Fuel benefits
- Sustainability and ILUC
- Impact on vehicles
- Labelling

The was primarily developed to address consumer and media questions.

- Do we need to address additional issues today?
- Do we need to address additional issues for the Minister? Eg Air quality
- How do we present E10 option? - Potentially lowest cost option in decarbonising road transport currently.

Work plan for group

Proposed outline work programme

Timeline	Actions
5 August	Agree ToR for group
10 August	Invite additional WG members and set DONM
27 August	WG meeting 2 Agree policy options to be developed & evidence to be collected – assign to lead person in WG
28 Aug – 25 Sept	Parallel development of policy options and collection of evidence
28 Sept	WG meeting 3 Review draft policy options and evidence
29 Sept - 9 Oct	Parallel finalisation of policy options and collection of evidence
12 Oct	WG meeting 4 Agree final policy options and evidence
19 Oct	Present to DfT

Final issues

Membership of the Group

DfT have received the following expressions of interest in participating in the group;

- Greenergy, NFU, BP, Esso, Shell, E4Tech, Total Oil, UKPIA and DFA

What additional representation do we need in the group?

Should we have a core working group and a wider steering group?

Date of Next Meeting