The Green Pages
NEW FUELS GUIDE
AUTUMN 2024 • ISSUE 19

Park Garage Group opens new, sustainable, accessible site

The site is near the M55 in Blackpool. The installation aims to meet the rising demand for reliable and accessible EV charging infrastructure, especially at tourist destinations.

The project includes new high-voltage infrastructure and weatherproof canopies from NIS Signs, designed with PAS1899 accessibility standards in mind.

In collaboration with Helix Renewable Energy Services, the site will feature three 480kW chargers. The units can provide high-powered charging to a single vehicle or split the power between two. This flexibility makes the site suitable for commercial operators, taxis, and standard vehicles.

The site incorporates advanced technology to reduce charging times and minimise driver downtime. Roof-mounted solar PV panels will power on-site amenities, showcasing the holistic possibilities of charging infrastructure.

This site is the first in Park Garage Group's broader rollout plans. Future locations are set for Rushton in Northampton, Sevenoaks in Kent, and Scholes near Cleckheaton in West Yorkshire.

Park Garage Group's expansion is helping to decentralise the focus of the UK's infrastructure. These futuristically designed hubs appear to be a blueprint for the future of charging.

Hybrids escape 2030 ban

The Government has confirmed it will reinstate the 2030 ban on the sale of new vehicles that solely run on petrol and diesel – but some new hybrid cars will be allowed on forecourts until 2035 in the UK.

A final decision is still pending on which hybrid cars will be permitted to remain on sale, with consultations set to take place with car manufacturers and other stakeholders.

Ministers are planning to reintroduce a 2030 ban on new petrol and diesel cars, a plan which was scrapped by former Prime Minister Rishi Sunak in 2023.

A Department for Transport (DfT) spokesperson said:

"The original phase-out date included the provision for some hybrid vehicle sales between 2030 and 35. We know it is important to provide certainty and stability for drivers and will set out further details in due course."

Hybrid vehicles combine an internal combustion engine with an electric motor and battery. This helps improve fuel efficiency and reduce emissions, with the electric motor powering the wheels and the engine topping up the battery when necessary.

Hybrid vehicles can run on pure electricity at low speeds. They also use kinetic energy, released under braking, to recharge the batteries.

Annual Fuels Statistics report published by Fuels Industry UK

Fuels Industry UK has published the 2024 Fuels Statistics report, its annual analysis of the latest data from the fuel supply sector.

Building on the association's previous publications, the report provides analysis for those working in the industry, policymakers and all who wish to gain a quantitative understanding of the UK downstream sector.

Some of the headline findings this year are:

- Fuel prices remaining well above 10 year averages despite year on year drops of 10% and 11% for petrol and diesel respectively.
- Increased supply of lower carbon fuels for transport (over 2800 million litres), now also being used for aviation as well as road fuels (95 million litres).
- Evidence that the COVID-19 pandemic has permanently altered mobility patterns, with overall fuel consumption remaining down around 10% (since before 2020).

Elizabeth de Jong, Chief Executive Officer at Fuels Industry UK, said:

"As always, little stands still in the fuels sector and this year has been no different. The past year has seen fluctuating market dynamics, policy shifts, and evolving consumer behaviour, through which the sector continues to supply the fuels the UK needs."

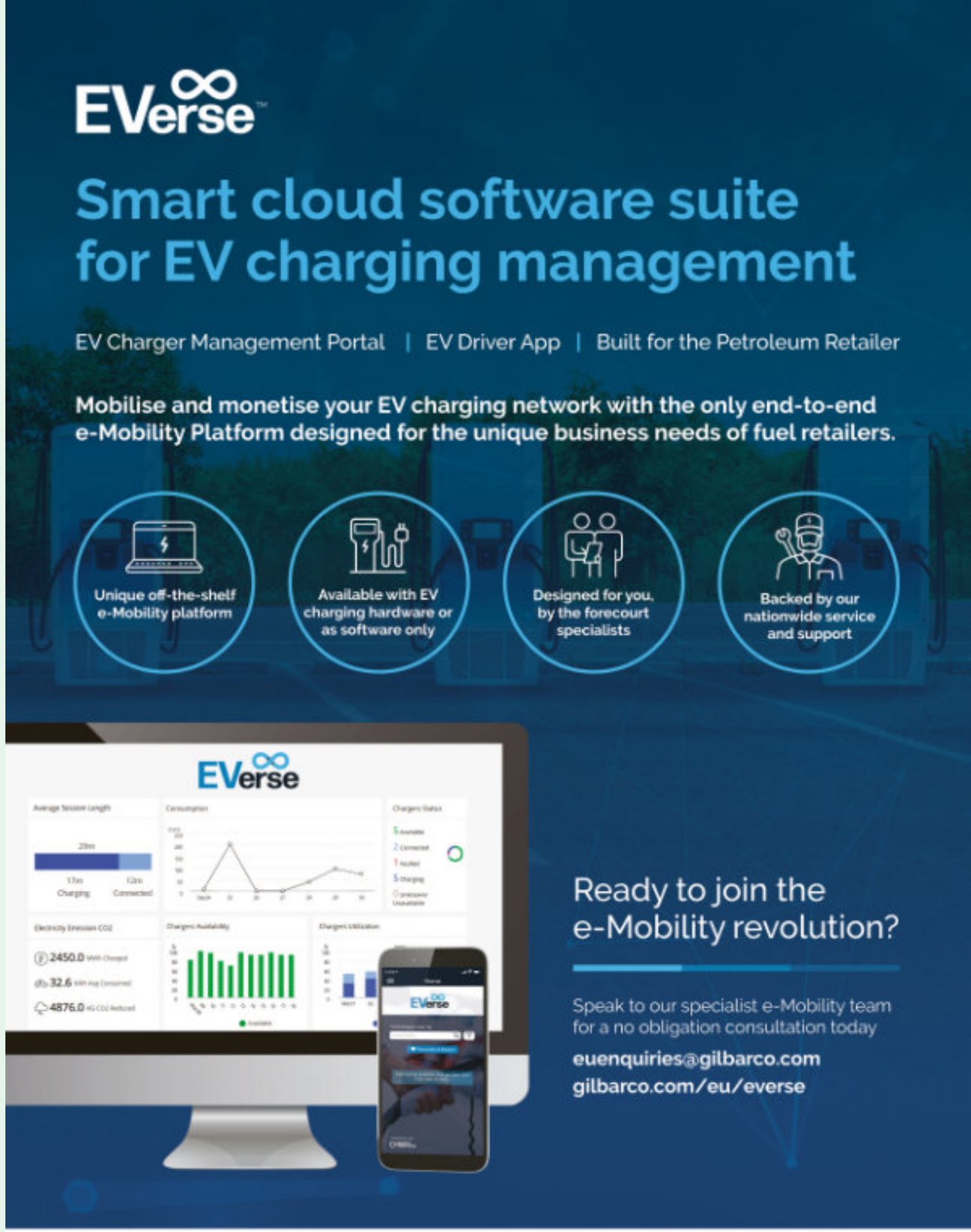
Fuels Industry UK represents eight oil refining and marketing companies that operate the six major oil refineries in the UK and source over 85% of the transport fuels used.

Fuels Industry UK members also own around 1,250 of the UK's 8,000+ filling stations.

Fuels Industry UK's associate members are made up of a wide range of companies - from heating fuel supply and LNG imports, renewable and sustainable fuel producers, to terminals and pipelines - all providing a range of essential services across the industry.

Fuels Statistics 2024 is available on the Fuels Industry UK website or in hard copy on request from the Press Office.

www.fuelsindustryuk.org



SMMT new car registrations

5 September 2023 (data for August 2023)

Hi-res charts available via Dropbox:
https://www.dropbox.com/sh/dfg0ud2ur38w5cp/AAAq-KC99ndufB0h1Dr_VjNga?dl=0

August boost for EV market but regulatory uncertainty threatens future ambitions

- New car market enters second year of growth as August registrations rise 24.4%.
- Battery electric cars take highest monthly market share for the year, accounting for 20.1% of new cars reaching the road.
- Industry warns delay on Zero Emission Vehicle Mandate details puts decarbonisation goals at risk.

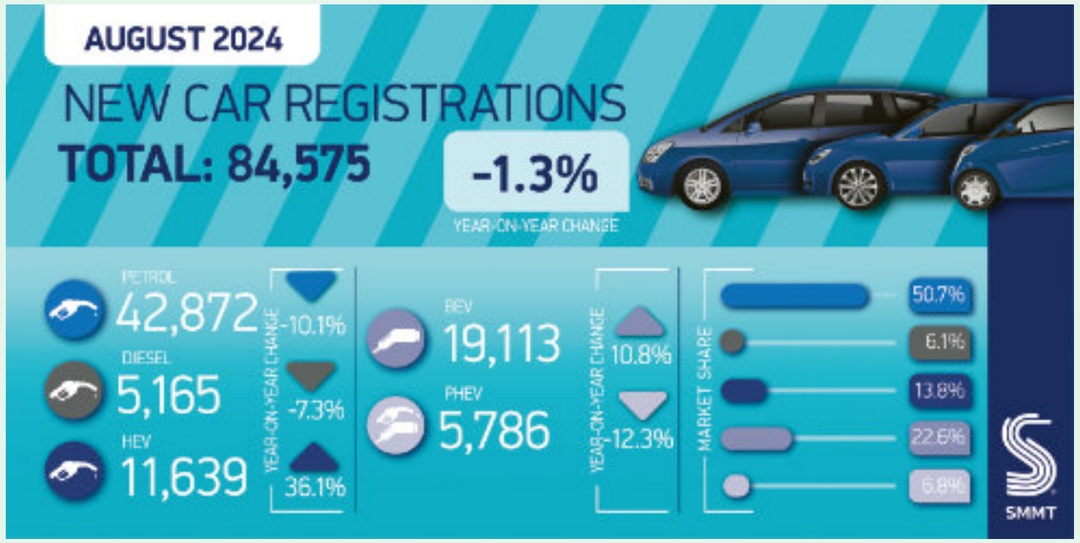
TUESDAY 5 SEPTEMBER, 2023

The new car market grew 24.4% in August with 85,657 new vehicles registered, according to the latest figures from the Society of Motor Manufacturers and Traders (SMMT). While August is typically a quieter month with many buyers choosing to wait until the September numberplate change, an increase of 16,799 units means the sector is now entering a second year of growth. Despite this improved performance, the market still remains -7.5% below pre-pandemic levels.

The increase was fuelled by a surge in registrations by large fleets, rising 58.4% to 51,951 units, while business registrations grew 39.4% to 1,635 units. Conversely, private demand softened by -8.1%, compared with a supply-constrained 2022 market.

Demand for electrified vehicles continued to grow, accounting for almost four in 10 (37.8%) new cars reaching the road. Battery electric vehicle uptake swelled by 72.3% to secure a 20.1% market share, an August record and the highest recorded since last December. Plug-in hybrid uptake also rose significantly, by 70.0%, to account for 7.7% of new registrations. Hybrid volumes remained relatively stable with a 6.8% increase, comprising 10.0% of the market.

However, with less than four months to go until the expected introduction of a Zero Emission Vehicle Mandate, industry still has no sight of the proposed regulation. The automotive sector is committed to Net Zero but the diminishing time threatens the ability of the market to move. Demand from both business and private consumers must be boosted still further if ambitions are to be met, but while businesses benefit from fiscal incentives to switch, there is no similar package for the private consumer market.



AUGUST

	2024	2023	% change	Mkt share -24	Mkt share -23
Private	32,110	32,055	0.2%	38.0%	37.4%
Fleet	51,329	51,972	-1.2%	60.7%	60.7%
Business	1,136	1,630	-30.3%	1.3%	1.9%
Total	**84,575**	**85,657**	**-1.3%**		

Year to date

	YTD 2024	YTD 2023	% change	Mkt share -24	Mkt share -23
Private	468,345	527,426	-11.2%	37.8%	44.7%
Fleet	743,259	623,699	19.2%	60.0%	52.9%
Business	27,251	28,173	-3.3%	2.2%	2.4%
TOTAL	**1,238,855**	**1,179,298**	**5.1%**		

AUGUST

	2024	2023	% change	Mkt share -24	Mkt share -23
Diesel	5,165	5,574	-7.3%	6.1%	6.5%
Petrol	42,872	47,688	-10.1%	50.7%	55.7%
BEV	19,113	17,243	10.8%	22.6%	20.1%
PHEV	5,786	6,601	-12.3%	6.8%	7.7%
HEV	11,639	8,551	36.1%	13.8%	10.0%
TOTAL	**84,575**	**85,657**	**-1.3%**		

YEAR TO DATE

	YTD 2024	YTD 2023	% change	Mkt share -24	Mkt share -23
Diesel	80,093	92,043	-13.0%	6.5%	7.8%
Petrol	674,312	669,034	0.8%	54.4%	56.7%
BEV	213,544	193,221	10.5%	17.2%	16.4%
PHEV	100,457	80,458	24.9%	8.1%	6.8%
HEV	170,449	144,542	17.9%	13.8%	12.3%
TOTAL	**1,238,855**	**1,179,298**	**5.1%**		

BEV - Battery Electric Vehicle; **PHEV** - Plug-in Hybrid Electric Vehicle; **HEV** - Hybrid Electric Vehicle. Diesel and Petrol figures include Mild Hybrid Electric Vehicle (**MHEV**)

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UK’s first Hydrogen power generator showcased at the Hillhead show

Commercial Fuel Solutions Limited and e-power showcase hydrogen power generators to the construction industry.

The UK’s first internal combustion hydrogen powered generator, 45 kVA continuous power, with complete turnkey solution; available for purchase and hire now

Commercial Fuel Solutions Ltd (CFS), specialists in the design, development and distribution of fuel storage and transfer systems, recently showcased the UK’s first commercially available hydrogen internal combustion power generator. As exclusive UK distributors for Belgian generator specialists e-power, CFS will be offering the 45 kVA Hydrogen Internal Combustion Engine (H2ICE) electrical power generator for purchase and hire. Showcasing the H2ICE generator at the Hillhead Show, the UK’s premier construction event, the partnership underscores Commercial Fuel Solutions’ knowledge and expertise with respect to safe hydrogen deployments.

GROUND-BREAKING

The e-power® E45 hydrogen power generator is a ground-breaking product, designed to operate on any grade of hydrogen; revolutionising the benchmarks for clean, efficient, and cost-effective energy generation. Utilising a hydrogen combustion e ngine, this generator is a more robust technology than traditional fuel cell technologies, providing a resilient solution for diverse power requirements at a fraction of the usual capital expenditure (CAPEX).

Robin Futcher, Founder and CEO of Commercial Fuel Solutions, said;

“We were thrilled to showcase the 45 kVA H2ICE electrical power generator at Hillhead. This generator is ideal for construction companies looking for a cost-effective, eco-friendly, and high-performance solution for power generation. With its lower CAPEX, ability to withstand fuel impurities, and decreased fuel expenses, it is the clear choice for businesses committed to investing in the future of hydrogen energy and making substantial strides in reducing their carbon footprint.”

CFS offer a comprehensive turnkey package. Alongside the H2ICE generator, the company conducts thorough site safety risk assessments to ensure suitability, integrating DSEAR risk assessments with zoning diagrams and compliance checks. Specially trained technicians manage the installation and commissioning of the generator, while providing necessary training, permits for work, and safe operation oversight. Additionally, CFS provide all service, maintenance, and emergency call-out coverage within the warranty period.

Moreover, they can supply hydrogen safely and reliably, offer remote fuel consumption monitoring, and seamlessly integrate systems into the customer's existing infrastructure.

EMISSIONS-FREE POWER

The 45 kVA H2ICE Generator utilises hydrogen combustion to produce dependable electrical power, offering an emissions-free alternative to traditional fossil fuel-based generators. This method not only ensures minimal emissions but also capitalises on the cost efficiencies of hydrogen when used as a fuel source. Unlike fuel cell-based systems, the H2ICE generator is less vulnerable to impurities in the hydrogen supply, ensuring sustained reliability and reducing fuel costs over time. This affordability makes the E45 hydrogen power generator an attractive option for businesses and operations aiming to minimise their environmental impact through hydrogen power.

Engineered for durability and easy maintenance, the E45 H2ICE Electrical Power Generator's sturdy design is suitable for various applications, from industrial uses to emergency backup power, ensuring uninterrupted critical operations. With reduced fuel expenses and environmental advantages, it presents an ideal solution for forward-thinking enterprises committed to achieving sustainability objectives without sacrificing power or performance.

www.commercialfuelsolutions.co.uk

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Council for Net Zero Transport formed to support new UK Government

The full membership of the new independent Council for Net Zero Transport has now been established.

Confirmed members include representatives from: Academia, Fuels Industry UK, the SMMT, the RAC, the AA, National Grid, Greenpeace UK and many more

Chair of the Council, Lord Deben said:

"The recent High Court decision that the Carbon Budget Delivery Plan was unlawful underlines the scale of the challenge that will be facing the next Government. Progress on net zero has stalled. In some areas we've gone backwards. Transport is one of the most challenging and complex sectors of the UK economy to decarbonise. It is also responsible for around a quarter of the country's greenhouse gas emissions.

"This new Council brings together very experienced people in key positions and with the widest range of perspectives to help us forge an evidence-based, multi stakeholder consensus on how we can maximise the benefits from this essential – and inevitable – transition."

Zemo's Executive Director, Claire Haigh, said:

"Whoever enters Downing Street on 5th July the fundamental challenges for net zero remain the same. Our dependence on fossil fuels exacerbates the threat of climate change and exposes us to ever increasing risks.

"Transport is the fastest growing source of global greenhouse gas emissions. We urgently need to move beyond targets to the delivery of net zero transport. There are huge benefits and industrial opportunities if we get this right. We need a clear roadmap to the destination.

"We're greatly encouraged that so many leading people with large stakes in the transport decarbonisation agenda have readily agreed to work with us to steer UK transport decarbonisation through this next crucial delivery phase."

Zemo Partnership has been working for over two decades to provide unbiased guidance to government and industry around the policy and initiatives needed to accelerate road transport decarbonisation. The Partnership will be working closely with more than 200 member organisations to develop an overall delivery roadmap for net zero transport – supported by underlying sectoral roadmaps – showing the best routes to decarbonised UK transport.

The Council for Net Zero Transport will provide strategic oversight and help to steer the direction. The ultimate objective is to provide the next UK Government with a coherent, consensus-based plan to guide future policy as well as to provide a clearer basis for policy decisions taken at all tiers of government.

Anne Shaw OBE, CEO, Transport for the West Midlands, said:

"There is no lack of ambition among the transport sector to move towards a greener future – indeed in the West Midlands we are taking great strides towards our target of a net-zero carbon region within two decades.

"Our Local Transport Plan is based on the principle of decarbonising our transport and encouraging people to shift from private car journeys to public transport or active travel. We have hundreds of electric buses, more miles of tram lines, bus lanes and cycle routes delivered or under development.

"But we know this may not be enough and we will need Government to get behind us, that is why we joining the Council for Net Zero Transport, pooling our expertise to overcome shared challenges and advise Government so action can be targeted to where it will make the most difference and help us transition towards a net-zero future."