The Green Pages
NEW FUELS GUIDE
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Bio-LNG - cheaper than diesel and can reduce carbon emissions by more than 80 per cent

Hams Hall open day highlights the benefits of Bio-LNG to the road transport sector

Operators switching their fleets to Bio-LNG can benefit from an immediately available alternative fuel with a resilient supply chain. It's cheaper than diesel and can reduce carbon emissions by more than 80 per cent. That was the message over 100 delegates heard at an event to celebrate Gasrec's latest open-access refuelling facility at Hams Hall, a major industrial and logistics hub in North Warwickshire.

Attendees were invited to 'Fuel & Feast' at nearby Shustoke Barn, where they heard from an impressive line-up of guest speakers and enjoyed a tour of the Hams Hall site, including a demonstration of the simple refuelling process.

James Westcott speaks to the audience. Seated (l to r) are Richard Wilson (Arla Foods), Gary Whitelaw (Centrica Energy), and Amy Stokes (Volvo Trucks UK & Ireland)

Rob Wood, Chief Executive at Gasrec said:

"It's been fantastic to show existing customers, prospective new ones and industry colleagues our latest large-scale, open-access facility.

"We're very proud of the refuelling station at Hams Hall and it is already seeing a strong throughput of gas trucks every day, which will only continue to grow as more local operators make the transition from diesel."

THE JOURNEY OF SWITCHING

Strategically located near the M6 and M42, Hams Hall officially opened its doors at the end of 2025 and will fuel up to 1,000 trucks daily at full capacity. Richard Wilson, Inbound Logistics Director at Arla Foods, guided attendees through the journey of switching to Bio-LNG. He highlighted the success of moving increasing numbers of his fleet to Volvo gas-powered trucks, which is helping the UK's biggest dairy cooperative to hit its 2030 sustainability targets.

Gary Whitelaw, Head of Global Spreads at Centrica Energy, spoke about the resilience of the UK's Bio-LNG supply lines in the face of global headwinds.

PERFORMANCE AND PRODUCTIVITY

Amy Stokes, Decarbonisation Director at Volvo Trucks UK & Ireland, discussed the faith the manufacturer has in its gas technology drivelines. Also, how biomethane forms a key part of its three-pronged alternative fuel strategy, and how Volvo's gas trucks offer performance and productivity similar to a diesel-powered truck.

Lastly, Gasrec Chief Commercial Officer James Westcott told delegates about the company's strategy to build a national backbone of biomethane refuelling infrastructure. Hams Hall is the latest of 18 stations currently operated by the UK's largest supplier of biomethane to the road transport sector. Similar facilities set to open in Warrington later this year and Avonmouth early in 2027. These new facilities complement Gasrec's flagship site at Daventry International Rail Freight Terminal (DIRFT).

James Westcott said:

"We have big ambitions over the next few years and are on course to fuel 150,000 gas-powered trucks every day by 2030. That would save the country in the region of 650,000 tonnes of CO2 every year."

www.gasrec.co.uk

Plans unveiled for phase one of the UK's hydrogen network

National Gas has set out plans for a 300-mile hydrogen pipeline along England's east coast, the first phase of a national hydrogen network in the UK.

The initial phase of the underground hydrogen transmission pipeline, known as Project Union East Coast, will see a pipeline installed from Teesside through Yorkshire and the Humber and south into the East Midlands.

The pipeline will form the backbone of a clean energy corridor designed to boost regional economies, protect and create jobs, and enhance energy security, National Gas said in a statement.

Ian Radley, Chief Commercial Officer at National Gas, described the announcement as:

"A hugely significant moment in Britain's energy transition. The East Coast is the natural place to start. It's one of the most important industrial heartlands with enormous hydrogen potential."

REPURPOSING EXISTING INFRASTRUCTURE

The plans build on findings from National Gas's FutureGrid test facility, where it has been demonstrated that blends of up to 100% hydrogen can be safely transported using existing infrastructure.

By repurposing existing natural gas pipelines and building new ones where needed, up to 1,500 miles of hydrogen network will be created in the UK under Project Union. Early analysis suggests it could support around 3,100 jobs at peak construction and generate £300mn annually in direct economic value.

FIRST HYDROGEN CLUSTER

The announcement follows a recent partnership between National Gas, Centrica, Equinor and SSE Thermal to secure government funding for Britain's first hydrogen cluster – Humber Hydrogen.

The Project Union East Coast underground pipeline will link into the Humber Hydrogen cluster, connecting major production, storage and industrial demand centres across the region.

The consortium is preparing a bid under the government's hydrogen transport and storage business model. A funding decision, expected to be worth around £500mn, would unlock infrastructure critical to large-scale hydrogen deployment.

Several major projects are already planned in the Humber, including hydrogen production facilities at Easington and Saltend, which together could deliver up to 3 GW of capacity.

www.energyinst.org

Aviation history made with first all-electric flight

Loganair and BETA showcase the ALIA CTOL electric aircraft on the Glasgow to Dundee route, launching a series of real-world electric flight demonstrations across Scotland.

Royal Mail, Loganair—the UK's largest regional airline, and BETA Technologies, a U.S.-based electric aerospace company, have launched the UK's first real-world electric flight demonstrations. BETA Technologies is a leader in the development and commercialisation of electric aircraft. These demonstrations are taking place across Royal Mail's essential Scottish mail flight routes.

The milestone flight signals a significant step towards decarbonising short-haul aviation. Loganair is helping position Scotland at the forefront of next-generation aircraft technology..

The demonstration series will be used to inform how Royal Mail could use electric aircraft as part of their essential daily mail flights to deliver to remote Scottish communities. Covering routes across Glasgow, Dundee, Aberdeen, Inverness, Wick and Orkney.

The flights will carry representative letters and parcels, replicating the daily mail flights Loganair operates, so Royal Mail can deliver to Orkney and the wider Scottish Highlands and Islands.

HIGH-FREQUENCY SCOTTISH ROUTES

BETA's ALIA CTOL is an all-electric conventional takeoff and landing aircraft designed for regional cargo and passenger operations.

It requires no new airport infrastructure, operates from existing runways, and recharges in approximately 20-40 minutes using BETA's fast-charging system.

With a max demonstrated range of 336 nautical miles and a payload capacity of up to 560 kg. This makes it well suited to the high-frequency regional routes that define Loganair's Scottish network.

UNIVERSAL SERVICE OBLIGATION

Royal Mail is the only delivery company to deliver to all 32 million addresses in the UK every day, including the country's most remote communities.

Fulfilling the Universal Service Obligation on routes across the Scottish Highlands and Islands depends on a complex network of road, sea and air. Loganair's six decades of experience connecting communities, depends entirely on reliable air connections.

The demonstration series is designed to show how electric aircraft could integrate into this existing network without disruption, using the same airports.

Royal Mail announced it was halving its use of domestic flights in 2024 as part of its Net-Zero by 2040 strategy, keeping only essential routes.

Electrifying some of the remaining mail flights would further reduce Royal Mail's emissions. This builds on wider work, including the use of 8,000 electric vans for deliveries and the use of drones to connect island communities.

Luke Farajallah, CEO at Loganair, said:

"This is a landmark day for European aviation, and in-particular for Scotland's airline Loganair. We are not talking about concepts, prototypes, or distant ambition, this is a real tangible programme of flying across our network which will provide invaluable data on how an electric aircraft could perform in a real commercial environment."

Chris Paxton, Strategic Insight and Innovation Manager at Royal Mail, said:

"This is an important step towards making electric mail flights a reality for some of the UK's most remote communities. By working with Loganair and BETA Technologies, we're proud to be the first UK delivery company to test an electric aircraft, supporting our journey to Net-Zero by 2040 while continuing to serve all 32 million addresses across the UK."

Simon Newitt, Head of Sales and Support at BETA Technologies, said:

"Scotland's geography makes it one of the most compelling environments for electric aviation anywhere in the world — short routes, existing infrastructure, and communities that have depended on reliable air connections for generations. Flying real postal routes alongside an operator with Loganair's experience is exactly how you validate this technology.

"We're proud to be working with partners like Loganair and Royal Mail, who recognise that keeping these communities connected and doing it sustainably are not competing priorities."

www.loganair.co.uk

Rolls-Royce powering data centres through the energy transition

We hear from Rolls-Royce as the world becomes increasingly AI-driven

Studies predict that data centre energy requirements will double by 2030. Data centre operators are therefore looking for off-grid alternatives to supply their own energy, in a way that is both sustainable and reliable.

Rolls-Royce has the most comprehensive portfolio for powering data centres – from diesel generators to small modular reactors (SMR). Having served the hyperscale data centre market for nearly two decades, we have the expertise and the products to help data centre operators produce the power they need.

GAS ENGINES

Our proven mtu Series 4000 gas gensets can be used to supply power to data centres at full load within just 120 seconds. The short supply gap is closed by an uninterrupted power supply (UPS) such as batteries or kinetic mass storage. For the 60Hz market, we'll be offering gas gensets from 2026 that will reach full power even faster – in 45 seconds – with a higher power output than our current gas gensets.

DIESEL GENERATORS

Diesel generators are still the most popular solution for mission-critical facilities such as data centres. This is due to their ability to respond quickly to changing loads or speed, taking on full load extremely quickly. Within ten seconds, they can run at full speed and manage the entire power supply for a facility. In an emergency, diesel generators can take over the power supply for several days.

MTU KINETIC POWERPACKS

During normal operation, our mtu Kinetic PowerPacks provide conditioning that can compensate for power and voltage fluctuations. If the primary power source fails completely, the stored kinetic energy can bridge the gap. It does so until a diesel engine reaches full speed and takes over the load.

We're developing a new generation of the Series 4000 diesel engine that will offer over 20% more power with higher efficiency, a similar footprint and compatibility with sustainable fuels.

THE POWER OF SELF-GENERATION

For those looking to produce their own self-sufficient power, a combination of renewables and generator systems can help. Natural gas engine power plants can provide reliable, continuous electricity.

They can also be used to feed energy into the grid supporting other local infrastructure.

SUPPORTING CRITICAL SYSTEMS IN THE ERA OF AI

Our mtu emergency power solutions based on diesel and gas gensets and dynamic UPS Kinetic PowerPacks, are already being used worldwide to protect safety-critical infrastructure.

We have more than 10 GW of installed capacity in mtu emergency power gensets. This makes us one of the top three suppliers for the rapidly growing global data centre market.

We are also the only major provider offering diesel and gas gensets alongside high-power dynamic UPS systems for data centres.

ENABLING PROGRESS

Our mtu diesel engines are designed to support our customers through the energy transition. Many are approved for sustainable fuels like hydrogenated vegetable oil (HVO). This allows significant emissions reduction without losing performance.

Our exhaust gas aftertreatment systems keep local emissions like nitrogen oxide and particulates to an absolute minimum. Additionally, operators can also extend test runs from monthly to once every three months. This not only helps them to reduce emissions but also lowers operating costs.

We are also the first engine manufacturer to develop certified environmental product declarations for emergency power generators.

This allows us to verify the environmental footprint of our mtu systems, set new standards for environmental transparency, and support customers in reducing their carbon footprint.

FUTURE READY: POWER SOLUTIONS FOR THE DATA CENTRES OF TOMORROW

Over the next decade, data centre operators will continue to prioritise efficiency, reliability and lower-impact energy solutions. This will be alongside their growing interest in self-generation to boost resilience.

Natural gas will remain an important, cost-effective bridge fuel in helping close the gap between grid supply and rising demand. Longer term, SMRs are expected to emerge as a stable, low carbon baseload option, complemented by robust backup systems like diesel and gas generators.

It's clear that no single technology will enable this transition alone. To support this evolving landscape, we're continuing to expand and modernise our power generation portfolio and progressing our SMR programme at pace. Deployments are planned in the UK and Czech Republic and regulatory processes underway in the UK and US.

Rolls-Royce delivers first eco-certified emergency generators for data centres

Rolls-Royce has delivered maximum transition unit (mtu) emergency power generators with verified environmental product declarations (EPDs) to a European data centre operator for the first time.

Rolls-Royce is one of the first engine manufacturers to verify and publish the environmental footprint of emergency power generators.

In collaboration with sustainability expert Sphera, Rolls-Royce is one of the first engine manufacturers to develop externally verified EPDs for emergency power generators and publish them in the international EPD system (Environdec). The reports document the entire environmental life cycle of the mtu 16V 4000 DS2500 and 10V 1600 systems – from raw material extraction to production and use, to end-of-life recycling.

Tobias Ostermaier, President Stationary Power Solutions at Rolls-Royce's Power Systems division said:

"With these environmental product declarations, we set a new industry standard for environmental transparency in the field of energy systems.

"This is our response to growing demand from our customers, and we are actively supporting them in reducing their carbon footprint."

OPERATED WITH 90% FEWER EMISSIONS

Mtu emergency power generators are already approved for operation with sustainable fuels such as hydrotreated vegetable oil (HVO) and e-fuels.

HVO can be used as a full replacement for fossil diesel without any technical modifications.

In addition, Rolls-Royce's certified service offering enables longer maintenance intervals: instead of monthly checks, operators only need to test their emergency power systems every quarter – significantly reducing both costs and emissions.

Modern mtu exhaust gas after treatment also reduces pollutants such as nitrogen oxides and particulate matter to a minimum. In combination with sustainable fuels, CO2, NOx, and particulate emissions can be reduced by over 90%.

EPD – ENVIRONMENTAL TRANSPARENCY ACCORDING TO GLOBAL STANDARDS

The EPD International System is an independent, globally recognised organisation based on the ISO 14025 and EN 50693 standards. The declarations registered there provide detailed data on resource consumption, emissions, waste generation and recyclability.

They describe all phases of the product life cycle – from the supply chain to transport, assembly and operation, to maintenance and decommissioning. They are based on real production and operating data from Rolls-Royce manufacturing facilities and suppliers, supplemented by life cycle assessment data from Sphera. Ostermaier said:

"Our EPDs create transparency for customers, authorities, and partners – and prove that sustainability is measurable and verifiable."

www.rolls-royce.com

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UK fusion: hotter than the sun

Lord Vallance, Minister for Science, Innovation, Research and Nuclear, visited Tokamak Energy to launch the UK's new fusion strategy.

The UK Government is backing fusion research and commercialisation with more than £2.5 billion over the next five years, recognising fusion as a key technology for energy security and long-term economic growth.

During the visit, Lord Vallance toured Tokamak Energy's ST40 spherical tokamak, world-leading high-temperature superconducting (HTS) magnet technology, and Demo4 fusion magnet system.

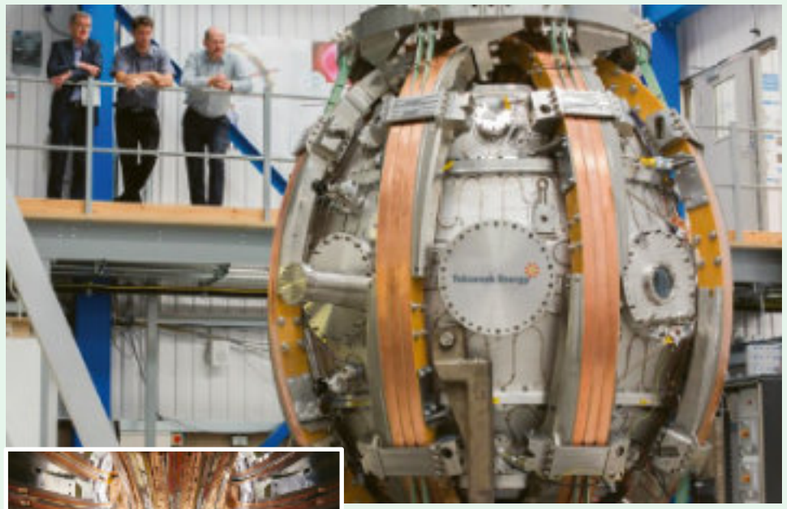
HOTTER THAN THE SUN!

In 2022, ST40 achieved a record plasma ion temperature of 100 million degrees Celsius; the threshold for fusion energy. It also achieved the highest triple product of any private fusion company, a key measure of plasma performance combining temperature, density, and energy confinement. The achievement was documented in a peer-reviewed scientific paper published by the Institute of Physics.

HTS is a transformative technology for getting clean, limitless fusion energy on the grid faster.

Warrick Matthews, Tokamak Energy CEO, said:

"We welcome the government's commitment to establishing the UK as a global leader in fusion – the 21st century's most important technology. Tokamak Energy brings extensive expertise to the race, including power-plant-relevant results on our groundbreaking spherical tokamak and our world-first high-temperature superconducting (HTS) fusion magnet system.



"Through our TE Magnetics division, we are a market leader in the breakthrough HTS technology the STEP fusion programme will rely on to control the plasma. Our focus is realising its full potential for fusion and other sectors including science, defence, transport and grid technologies – tomorrow's technology creating growth, jobs, exports and value today."

CLOSE INDUSTRY PARTNERSHIPS

The new strategy confirms the UK will work in close partnership with industry to capture near-term economic benefits from rapidly developing fusion technologies. These benefits include accelerated innovation, high-value skills, secure well-paid jobs, and commercially valuable spin-out technologies.

Adjacent applications for these are being developed in sectors such as advanced manufacturing, aerospace, automotive, defence, energy systems, medical technology, space and telecoms.

WHY FUSION?

Fusion will transform global energy markets as a virtually li mitless, clean, safe, secure, and on-demand source of power.

Fusion plants can be built almost anywhere and integrated into energy systems, supplying electricity to grids and heat for industrial processes. With rising energy demand and an urgent need to move away from fossil fuels, fusion represents a market opportunity estimated at $10 trillion by 2050.

BENEFITS OF FUSION

CLEAN ENERGY: fusion produces no greenhouse gas emissions or long-lived radioactive waste.

HIGH ENERGY DENSITY: one kg of fusion fuel is equivalent to 10 million kg of coal.

ON-DEMAND ENERGY: fusion power plants can provide secure, dispatchable energy in all climates and weather conditions.

INHERENT SAFETY: if the fusion reaction is interrupted, it simply stops.

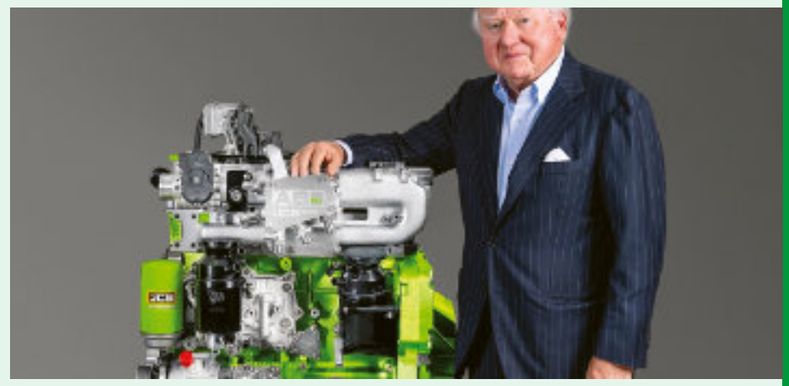
ENERGY SECURITY: fusion energy will not be reliant on fuels or raw materials limited by availability or geographic location.

Fusion energy can directly replace fossil fuel sources to supply the thermal energy needed for industrial processes like metals, chemicals and hydrogen production.

www.tokamakenergy.com

JCB sustainable solutions: hydrogen

The transition to a zero-carbon future is one of the defining engineering challenges of our time.



While electrification has made rapid progress in passenger vehicles and light-duty applications, it falls short for heavy machinery that must deliver high power and operate continuously for long shifts. It is also less suitable for equipment working in remote or infrastructure-poor locations.

For construction and industrial equipment, the question is not whether to decarbonise — but how to do so without compromising performance, productivity, or reliability.

HIGH AND PROLONGED POWER DEMANDS

How do you replace fossil fuels with a zero-carbon alternative that still allows heavy machines to do heavy work for up to 12 hours a day, every day?

Batteries are not practical for equipment with high power demands, and for machines that work in remote locations, such as backhoe loaders and large excavators. Batteries would weigh too much, cost too much and there would not be enough time to charge them, even if on-site charging infrastructure was in place.

THERE IS AN ALTERNATIVE - IT'S HYDROGEN!

Engineers at JCB Power Systems, the engine factory in Derbyshire, have developed the first hydrogen motor in our industry. Using and adapting established engine technology with readily available components.

Hydrogen is combusted and power is delivered in exactly the same way as a diesel engine. The prototype backhoe loader, fitted with a new hydrogen motor, can now do everything its diesel-powered equivalent can do.

What's more, the technology is far less complicated than hydrogen fuel-cell technology. Nothing but steam is emitted from the tailpipe. Zero CO2 at point of use.

PAVING THE WAY FOR THE NET-ZERO WORKSITE OF THE FUTURE

Since building their first agricultural tipping trailers back in 1945, JCB has always been looking for a better way. This commitment to innovation has fuelled their journey on the road to zero. And now, they have taken another huge step forward with the hydrogen generator.

The G60RS H is powered by the pioneering JCB hydrogen combustion engine. Working in conjunction with the JCB Powerpack, it's a hydrogen powered generator designed to reduce carbon footprint without sacrificing performance.

THE ROAD TO ZERO HAS BECOME A LOT CLEARER

Now hydrogen begins to make a lot of sense. It's the most abundant element in the universe for a start.

On a practical level, a hydrogen motor uses similar technology to existing propulsion systems. It's also robust, cost-effective and it could be integrated into all forms of powertrain.

Most importantly, a familiar technology and lack of complexity make hydrogen an ideal zero-carbon solution for our customers. Demand is being met by our existing, high quality manufacturing supply chain.

ALWAYS LOOKING FOR A BETTER WAY

Lord Bamford, JCB Chairman says;

"I have never been content with the status quo. Just because things have been done in a certain way for years is no reason not to do things differently. Successful businesses need to be reinventing themselves all of the time; keeping ahead of events, keeping ahead of competitors, but most importantly, keeping customers happy.

"That's why everyone at JCB is challenged to be always looking for a better way. It's our operating model – it ensures JCB does the right thing all of the time for the benefit of our customers and of course it's what makes us stand out in our industry."

www.jcb.com

GEL achieves double first for UK with production of geothermal electricity and zero-carbon lithium on a commercial scale

In the first quarter of this year, GEL started delivering the UK's first ever geothermal electricity 24/7 from its United Downs plant in Cornwall, marking a huge breakthrough for the nation's renewable energy mix and for UK geothermal power.

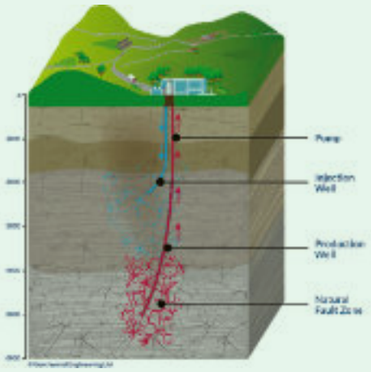
Octopus Energy has signed a long-term deal to purchase at least 3 MW of constant, weather-independent power from United Downs – enough to supply 10,000 homes.

GEL has two other deep geothermal sites currently under development in Cornwall which will deliver a further 10 MW of base-load geothermal power in the UK by 2030. The British Geological Survey has calculated that more than 200 GW of thermal heat, hot enough to generate power, could be produced from onshore geothermal sources. That is the equivalent of over 100 nuclear power stations.

ANOTHER UK FIRST

GEL has started commercial scale production of zero-carbon lithium carbonate, the key raw material used in the production of rechargeable batteries, including those that power electric vehicles and energy storage systems. From its February 2026 starting point, GEL the plant has the capacity to produce 100 tonnes per annum.

The geothermal fluid at United Downs that is used for the power plant comes from the deepest well ever drilled on UK soil at over 5km deep well.



The water brought to the surface contains over 340 parts per million (ppm) of battery-grade lithium carbonate equivalent (LCE) making it one of the highest concentrations of lithium in the world.

GEL aims to scale its production to over 18,000 tpa over the next decade, enough for circa 250,000 EV batteries a year – 65% of the UK's 2024 Battery Electric Vehicle (BEV) registrations.

Chancellor of the Exchequer, Rachel Reeves, said:

"We have the right economic plan to build a stronger and more secure economy – cutting the national debt, creating the conditions for investment and growth in every part of the country, and cutting the cost of living. That's why I took £150 of costs off household energy bills at the budget and ramped up investment in new, clean energy projects and infrastructure.

"This pioneering project is a huge opportunity for Cornwall to unlock investment, drive economic growth, support jobs, and establish the region as a vital player in Britain's energy security."

THE NEW POWER PLANT IS A TRIPLE WIN FOR THE UK:

New source of home-grown, baseload renewable power - delivering onshore access to 24/7 baseload power from previously untapped renewable resources, reducing our reliance on imported balancing power to support wind and solar.

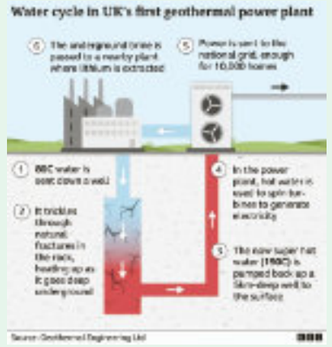
Critical mineral security - domestic lithium supply supports the UK automotive sector and meets 2027 rules of origin requirements, dramatically reducing the carbon footprint of battery storage.

Energy pricing security - delivering clean power benefits and increased price stabilisation directly to British households.

Dr Ryan Law, CEO of GEL, said:

"We are proud to be at the forefront of this landmark step for the UK, generating electricity and lithium by harnessing the resources beneath our feet. This is a huge advancement for geothermal power in the UK and the beginning of our expansion plans.

"Geothermal energy and critical minerals extraction are naturally complementary as they share the same subsurface resource. The hot, mineral-rich fluids that generate clean electricity can also be processed to recover strategic materials like lithium carbonate. Therefore, collocating power and mineral extraction plants maximises investment in the wells, minimises subsurface disruption and accelerates the transition to secure domestic supply in both critical sectors.



"The United Downs plants prove we can do this in a way that benefits the climate, communities, and the economy."

Dr Alan Whitehead, Minister of State in the Department for Energy Security and Net Zero said:

"The UK's first ever geothermal power is a groundbreaking moment for UK energy innovation, powering thousands of homes with clean, homegrown power. With zero-carbon lithium now being produced here in the UK, British businesses are leading the way in securing the materials needed to power the next generation of electric cars."

Greg Jackson, Founder of Octopus Energy, added:

"Bills are still too high, and the answer is more homegrown, renewable energy. For the first time, we're bringing deep geothermal power to British homes – a clean, constant energy source right beneath our feet. Projects like United Downs show how the UK can cut bills and carbon by tapping every ounce of our renewable potential."

HOT WATER!

At United Downs, GEL has drilled to over 5 km deep to tap into naturally heated water exceeding 190°C – the hottest recorded in the UK. The heat generates electricity 24/7, regardless of weather. After power generation, the fluid is processed to extract battery-grade lithium carbonate before being reinjected underground in a closed loop.

The United Downs plant was developed in partnership with Exergy International, the Italian technology provider behind over 500 MW of geothermal capacity in operation worldwide. It supplies advanced power plant technology to deliver the UK's first commercial-scale geothermal electricity. GEL is backed by Kerogen-CX and Thrive Renewables plc, with support for lithium development from the UK Government's Automotive Transformation Fund.

Jason Cheng, CEO of Kerogen-CX, said:

"United Downs is a major milestone for UK geothermal and a strong validation of our investment strategy. We believe the sector is at an inflection point and are committed to scaling it across the UK and Europe.

"Geothermal represents a compelling opportunity to drive economic growth while advancing systemic decarbonisation and advancing the energy transition. With rapid expansion underway across Europe and multi gigawatt onshore potential in Great Britain, the UK has a clear opportunity to scale a secure, always-on source of domestic renewable heat and power."

Luca Pozzoni, Deputy CEO of Exergy International, commented:

"We are honoured to have been selected for this pioneering project, which contributes to decarbonisation while bringing added value to the region. Looking ahead, we hope to become a long-term and stable part of the local industrial landscape, building strong partnerships and supporting the growth of geothermal energy in the UK"

www.gel.energy

UK's used car market flat during the first quarter of 2026

According to figures published by the Society of Motor Manufacturers and Traders (SMMT) the UK used car market was down just -0.2%, with 2,016,232 vehicles changing hands.

EV'S CHARGING UP USED CAR SALES

Battery electric vehicles (BEVs) grew by 32.0% to 86,943 units, as nearly one in 23 buyers (4.3%) made the switch, up from around one in 30 last year. This is the result of sustained investment by manufacturers into new models.

It enables a massive choice of new zero emission vehicles in every segment – supported by substantial discounts and government incentives.

Hybrid electric vehicle (HEV) sales rose by 27.6% to 128,039 units, increasing their market share to 6.4%. Plug-in hybrid (PHEV) transactions fell by -8.9% to 20,021 units, comprising 1.0% of the market. Combined, electrified vehicles accounted for 11.7% of used cars finding new owners in Q1.

STILL THE BEST SELLER

Petrol remained the best-selling fuel type, despite transactions falling -0.6% to 1,147,969 units. Diesel demand experienced a -6.7% decline to 629,987 units. Conventionally fuelled cars still accounted for 88.2% of total transactions in the first quarter.

Mike Hawes, SMMT Chief Executive says;

"The UK's used car market remained flat in the first quarter, held back by weakness in March in comparison with a very strong performance in 2025. Better news is the record demand for used electric vehicles, as growing choice from manufacturers feeds through into the second-hand market.

"High fuel prices, given the conflict in Iran, may increase demand even further, but to maintain this momentum, every fiscal and policy lever must be pulled to ensure a healthy new car market that delivers the zero emission vehicles in volume to flow through to the used market."

www.smmt.co.uk

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Zemo events focus on decarbonisation of Wales' commercial vehicle sector

Zemo's collaboration with Welsh Government to decarbonise the country's freight sector continued in Cardiff in March.

The event which followed a related and highly successful conference in Carmarthen was described by LCV expert, Paul Kirby, on LinkedIn as:

"A perfect example of how collaboration between government, operators, and industry experts can change the face of decarbonisation".

The Wales events are part of Zemo Partnership's collaboration with the Welsh Government which was announced by Cabinet Secretary Ken Skates last November. The Symud i Sero (Moving to Zero) initiative will focus on how to implement the recommendations from earlier work by Zemo on freight sector decarbonisation, which culminated in the presentation of a report to the Welsh Government in March 2025.

COMPLEX CHALLENGES

Cities like Cardiff, and many others across Wales, face mounting pressures around congestion, air quality and last-mile delivery. While significant progress has been made in passenger vehicles, commercial fleets, in particular vans and urban logistics operations, present a more complex challenge. Operators must balance cost, reliability and operational flexibility, often within constrained urban environments.

The event brought together fleet managers, local authorities, innovators, investors and policymakers to explore practical, scalable solutions for zero-emission urban logistics.

The programme examined:

- The operational realities of last-mile transition, including electric vans, cargo e-bikes, micro-hubs and consolidation models
- The role of city systems - planning, kerbside management, charging access and grid readiness - in enabling clean urban freight
- Financing models that work for fleets of all sizes, particularly SMEs
- Funding pathways to support innovation and deployment

In addition to expert-led panels, the event includes a practical funding workshop and an interactive session designed to shape consortium-ready project ideas and strengthen collaboration through the Moving to Zero Stakeholder Group.

Government announces increased grants for household & business chargepoints.

The Department for Transport (DfT) has announced an increase of over 40% in grants.

This will enable renters, flat owners, homeowners without driveways and businesses to save up to £500 when installing electric vehicle chargepoints.

In a separate development, the DfT has introduced a new Electric Vehicle Infrastructure (EVI) Support Service for organisations involved in delivering the EV charging network.

DfT says that the chargepoint grant uplift will cover almost half the cost of a typical charge point installation until March 2027. Helping more drivers access domestic electricity rates at home or in the workplace to charge their vehicles.

Aviation, Maritime and Decarbonisation Minister, Keir Mather said:

"We're taking action to make EV ownership the affordable choice for everyone – not just those with driveways. Bigger grants mean families, flat owners, renters and small businesses can now install a charger for almost half the usual cost, with home charging costing as little as 2p a mile."

STREAMLINING THE SYSTEM

The updates will also simplify the current EV chargepoint support schemes available. By reducing eight grant types down to five and streamlining the system, people can navigate and select schemes and discounts more easily. Schools will be eligible for grants of up to £2,000 per socket, building on 3,700 sockets installed to date.

Last year, a £25 million scheme was also launched making it easier for residents without driveways to install home chargers. Accessed through local authorities, the scheme supports the installation of discreet, embedded pavement channels and is additional to the expanded charge point grant. This means those with on street parking could get help with installing the charger and the cross-pavement channel.

SUPPORT AND POLICY DEVELOPMENT

It will also provide support for ongoing UK Government schemes such as the Local Electric Vehicle Infrastructure (LEVI) Fund and the Electric Vehicle Pavement Channels Grant. This is in addition to future policy development and the wider delivery of public chargepoints.

The initiative includes capability funding, allowing local authorities to recruit over 350 specialist EV infrastructure officers in England, with further recruitment underway.

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