The Green Pages
NEW FUELS GUIDE
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Boost for zero emission HGVs as sales increase four-fold

Sales of new zero emission HGVs reached a record 225 vehicles in the third quarter of this year, also achieving a new record 2.4% market share. The figures mean that the UK is Europe's second largest market for zero emission HGVs by volume.

According to data from the Society of Motor Manufacturers and Traders (SMMT) the quarterly demand increase has driven year-to-date zero emission truck volumes to 408 units, up 145.8% compared with the same period in 2024.

The growth in ZEV sales in the third quarter took place against the backdrop of a weaker market; 14.5% down on the same period in 2024.

The SMMT says that this success has been driven by impressive product rollout, with more than two dozen models now available covering a wide range of operator needs. It adds that the zero emission HGV market has the potential to grow faster with the right support.

Mike Hawes, SMMT's Chief Executive said:

"Industry continues to invest significantly in zero emission rollout, and rising operator uptake is positive; but more substantial volume growth depends on infrastructure rollout. Fast-tracking depot grid connections, in particular, is critical to help operators plan and invest – and for manufacturers to continue delivering the green growth Britain needs."

The SMMT says that access to ZEV charging and refuelling infrastructure, in particular, is a key challenge for depot-based operators, noting that there can be long waits for grid connections.

Gateway to greener transport

Gasrec goes live with state-of-the-art biomethane site

Gasrec has officially opened its second large-scale, open access biomethane refuelling facility. The state-of-the-art site at Hams Hall, near the M6 and M42, is now supporting fleet operators in making the switch to low-carbon fuels.

Gas-powered trucks from DHL, Nestlé, Arla Foods and Nicholls Transport have been among the first to refuel at the facility with throughput expected to rise steadily over the coming months. Hams Hall currently provides capacity for up to 300 trucks to refuel on Bio-LNG every day, with that set to be expanded to accommodate up to 1,000 trucks daily over the next few years.

James Westcott, Chief Commercial Officer of Gasrec, says:

"Hams Hall is a milestone for the industry and for operators who want to cut emissions without compromising reliability. We are seeing record levels of demand for biomethane from fleets, and this new facility provides the scale and resilience they need."

Hams Hall is the first of a new suite of public biomethane stations being rolled out by Gasrec across the UK. The business will be opening further facilities in Warrington, Avonmouth, and other locations to be announced, in the next 18 months.

These new sites will complement the company's flagship site at the Daventry International Rail Freight Terminal (DIRFT), along with the numerous other accessible Bio-LNG facilities it operates across the country. In addition, Gasrec is assessing opportunities to develop new Bio-CNG offerings in line with local demand.

Gasrec currently operates 18 refuelling stations, with a mix of Bio-LNG and Bio-CNG sites, serving some of the UK's largest fleets, including Asda, Tesco, B&Q, DHL and Ocado, as well as an increasing number of small to medium-sized operators.

Westcott adds:

"Our network is expanding at pace. With Hams Hall now open, we're not only easing pressure on existing sites but also laying the foundations for a national refuelling infrastructure that can support operators of every size in moving to cleaner, greener fuels."

Gasrec is a major fuel provider for gas-powered commercial vehicles on UK roads. It supplies, builds and operates Bio-LNG and Bio-CNG refuelling stations, enabling fleets to take advantage of a fuel which is significantly cheaper and better for the environment than diesel.

www.gasrec.co.uk

Government inaction risks energy security failure

Warns Fuels Industry UK CEO

Elizabeth de Jong, CEO of Fuels Industry UK (formerly UKpia) has issued a stark warning to the Government. The UK refining sector is beyond a tipping point, and unless immediate, tangible carbon leakage policy changes are made, the country faces further refinery closures.

Since the beginning of the year, the UK has lost one third of its refineries, slashing the nation's refining capacity to just four operating sites. Fuels Industry UK asserts this crisis is a direct consequence of the Government's failure to provide a level playing field with importers. This consequently subjects domestic refiners to high UK carbon costs, while allowing imported fuels from countries with lower or non-existent carbon pricing to undercut them.

Elizabeth says:

"Today, I have a single, unavoidable message for the Government. We need warm words on the importance of the sector to be turned into decisive action that meaningfully address carbon leakage and protects the UK's energy security.

"We have reached a critical juncture. The policy omissions that allowed Grangemouth and Lindsey to cease operations are still there - costing our surviving refineries every day and threatening the last of our 'Made in Britain' fuel supply. This is a failure of industrial strategy and a direct threat to our national resilience."

CARBON BORDER ADJUSTMENT MECHANISM (CBAM): ACTION REQUIRED

Carbon leakage policies – which should ensure UK refineries are not at a disadvantage due to the carbon prices paid under the UK Emissions Trading Scheme – need to be more effective for our sector. The urgent inclusion of petroleum products within the scope of the UK's planned CBAM, which is currently set to ignore the sector is needed, with an interim scheme if it is delayed.

Fuels Industry UK has supplied the Treasury with a robust, workable methodology for calculating and applying CBAM to refined fuels, removing the last technical barrier to inclusion.

Ms. de Jong continued:

"We see no reason for the Treasury to exclude petroleum products from the CBAM. By allowing higher-carbon imported fuels to bypass the costs paid by UK producers, the Government is allowing carbon leakage: exporting British jobs and pushing emissions overseas to less regulated parts of the world.

Grangemouth

FUELS Industry UK

This doesn't help Net Zero; it simply shifts the problem, making global emissions worse and our energy supply dangerously exposed."

Fuels Industry UK says the Government must use this Select Committee inquiry as an immediate catalyst for change, delivering policy certainty and a competitive framework that underpins the future of UK manufacturing and energy security.

Without it, the ongoing crisis will see the UK swap domestic resilience for an ever-increasing, volatile dependence on imports.

Fuels Industry UK represents the companies that manufacture and supply over 85% of the UK's transport fuels, investing in sector-wide transformation to help the country reach net zero. That includes conventional and lower carbon alternative fuel suppliers alongside terminal and pipeline operators.

Member companies have invested over £9 billion in the UK over the last ten years and employ 100,000 people across the UK sector in highly skilled, productive and well-paid jobs. The sector collected over £37 billion of fuel duty and VAT in 2024, with £11 billion of vital products exported globally.

www.fuelsindustryuk.org

Lindsey

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Best EV charging networks UK 2025:

Driver satisfaction rankings revealed by Zapmap

This year there are two categories for Best EV charging network:

- Large rapid/ultra-rapid: for networks with more than 500 devices with power rating over 50kW, receiving a minimum of 250 responses in the survey
- Medium rapid/ultra-rapid: for networks with between 150 and 500 devices with power rating over 50kW receiving a minimum of 70 responses in the survey

In addition, the charge points must be open to all types of EV (only responses from non-Tesla drivers were included in the rankings for the Tesla network)

HOW ZAPMAP'S EV CHARGING NETWORK RANKINGS WORK

The Zapmap league tables are based on responses to Zapmap's annual EV charging survey, the most established and comprehensive of its kind in the UK. This year's survey, conducted during September and October last year, from nearly 4,000 battery electric vehicle (BEV) drivers.

The best EV charging network 2025 in the 'Large rapid/ultra-rapid' network category for the second year running is the Tesla Public Supercharger network.

Included in the rankings for the first time in 2024, following its decision to open up many of its charge points for use by drivers of non-Tesla EVs, this well-established national network now has over 1100 devices at 97 locations available to the wider EV driving community.

MORE PUBLIC AVAILABILITY

Approximately 54% of its total Supercharger network are open to the public, around 40% more than were publicly available in September 2024. The cost of public charging remains a key concern for EV drivers, and Tesla continues to offer significantly lower prices than most rapid/ultra-rapid networks, with drivers also appreciating its reliability. More of the Tesla Supercharger network is expected to become open to the public over the coming months. Tesla is also expanding its UK reach in 2026 through technology partnerships (such as with EV on the Move) which is beginning to integrate Tesla V4 Supercharging cabinets into its own network.

Also in the large category, MFG EV Power is ranked second, with Ionity and Osprey sharing third place. These three networks secure the 'EV driver recommended' title for the 2025-26 rankings, alongside Instavolt and GRIDSERVE.

MFG NOW WITH MORRISONS

This year MFG EV Power has expanded from its base of forecourt sites to include 300 Morrisons supermarkets in its network. It now has more than 1,300 chargers across over 500 locations, a year on year increase of nearly 70%. Its distinctive blue and green branding provides a highly visible charging solution. Survey respondents particularly appreciated MFG EV Power's reliability, ease of use and wide ranging ways to pay.

Tesla: winner of Best Large EV Network 2025

MFG EV Power: EV driver recommended network (large) 2025

Ionity has grown by over 100% over the past 12 months, helping the network to move from second place in last year's Medium rapid / ultra-rapid league table to third in this year's large category. It now boasts 530+ devices across 58 locations, including sites at Extra MSA motorway service locations and a partnership with Village Hotels. Ionity is also appreciated for reliability, ease of use and wide range of ways to pay.

MEDIUM

Top in the 'Medium rapid/ultra-rapid network' category this year is Smart Charge, the charging network of Sainsbury's. Launched in January 2024, Smart Charge was selected as Zapmap's 'Up-and-coming network' in last year's rankings, with high expectations this year. Having grown by more than 40% over the past year, its network now includes 335 rapid/ultra-rapid devices across 84 locations. Smart Charge combines competitive pricing with partner offers including the Nectar card rewards scheme. Survey respondents scored it highly for reliability and ease of use.

Arnold Clark Charge: winner of Up-and-coming Medium EV Network 2025

ARNOLD CLARK CHARGE NAMED ZAPMAP'S UP-AND-COMING NETWORK OF THE YEAR

Zapmap has awarded the accolade of 'Up-and-coming network' to Arnold Clark Charge. With sites only opening to the public in the second half of 2025, the network already extends across 57 locations, with ambitious plans for this year.

They have been quick to introduce an optional booking system for its chargers, as well as assisted charging. With pricing on a par with Tesla, Arnold Clark Charge secured impressive ratings across all areas and the highest rating of all networks for customer support.

Russell Borrie, Chief Executive Officer at Arnold Clark said:

"We are delighted that Arnold Clark Charge has been recognised as the Up-and-coming Rapid/Ultra-Rapid Network in the 2025 Zapmap EV charging survey. This recognition means a great deal because it comes directly from EV drivers. Our customers are at the heart of everything we do and we're proud to offer them a reliable, easy and stress-free charging experience at locations across the UK.

"As we continue to expand our network, our goal remains to make EV charging as convenient and accessible as possible for all drivers."

Many thanks to Zapmap for this information.
See www.zapmap.com

zapmap

The construction site of 2030 looks, sounds and smells like a breath of fresh air

By Jonathan Carrier, Founder and CEO of Allye Energy

The construction industry stands at a pivotal inflection point. With 90% of the UK generator hire market still dominated by diesel, the pressure to decarbonise temporary power has never been more acute. The 'Construction Leadership Council's Zero Diesel Sites Route Map' targets eliminating diesel from 98% of construction sites by 2035; a transformation that demands immediate action and innovative solutions. Battery energy storage systems are emerging as the practical, economical alternative that makes diesel generators obsolete.

DIESEL'S HIDDEN COSTS EXTEND FAR BEYOND FUEL

The economic argument against diesel generators has grown overwhelming. Operating costs now reach 0.35 per kWh of electricity generated, a figure that compounds rapidly across project timelines. A 500kW generator consuming around 150 litres per hour at full load represents substantial ongoing expense; before considering maintenance intervals every 300 hours, refuelling logistics, and the increasingly problematic issue of fuel security.

Fuel theft affects 51% of UK construction sites, costing the industry an estimated £1 million every week. This figure has quadrupled since 2019, with the removal of the red diesel rebate in April 2022 making construction fuel an even more attractive target for organised criminals. Beyond direct theft losses, contractors face rising insurance premiums, project delays, and the operational disruption of managing vulnerable fuel supplies.

The environmental case is equally compelling. Every litre of diesel burned produces 2.6 kg of CO2. Nitrogen oxides and particulate matter create serious air quality concerns, particularly in urban construction zones where workers and neighbouring communities are most affected. Between 1990 and 2023, while UK overall emissions fell by 53%, construction sector emissions actually increased by 37.2%, a trajectory incompatible with net zero obligations.

Regulatory pressure is accelerating faster than many contractors have prepared for. From January 2025, all generators operating anywhere in Greater London must meet Stage IV emissions standards. By 2030, all non-road mobile machinery must achieve the same compliance level, with the ultimate target of zero-emission by 2040.

These regulations carry enforcement. Local authority officers conduct routine site visits, and exemptions require substantial evidence that compliant alternatives were genuinely unavailable. Critically, for generators seeking exemption, contractors must now demonstrate they have actively considered battery energy storage systems as an alternative, making awareness of these technologies no longer optional but a compliance requirement.

Clean Air Zones across Birmingham, Leeds, Nottingham, and other cities add further complexity, with local authorities increasingly using planning conditions to mandate construction phase emissions standards. The London Assembly Environment Committee has called for user-charging schemes with penalties for non-compliant plant and machinery, signalling where enforcement is heading.

BATTERY STORAGE DELIVERS

The transition from diesel to battery storage is not theoretical, it is delivering measurable results across UK construction sites today. One major UK contractor using battery energy storage systems saved 902,737 litres of diesel and £1.1 million in fuel costs between July 2023 and June 2024, while eliminating 2,365 tonnes of CO2 emissions. Another project powered a tower crane with 96% fewer emissions than diesel alone, reducing generator runtime from ten hours to just four hours daily.

Battery systems such as those built by Allye Energy reduce generator runtime by up to 75%, with hybrid configurations delivering 70% fuel savings even where some diesel backup remains necessary. For sites with limited or no grid connection, an increasingly common scenario given that the UK grid connection queue now exceeds 739GW with wait times of up to 10-15 years, mobile battery storage provides the critical bridging power that keeps projects moving.

The operational advantages compound quickly: silent operation enables work in noise-restricted zones and near residential areas, zero point-of-use emissions satisfy increasingly stringent contractor sustainability requirements, and minimal maintenance compared to generators frees site management resources for productive work.

SECOND-USE BATTERIES TRANSFORM THE ECONOMICS

The most significant innovation reshaping this sector is the emergence of second-use electric vehicle batteries for stationary storage applications. When batteries reach the end of their automotive life, typically defined as retaining 70-80% of original capacity, they remain entirely suitable for less demanding stationary applications. These batteries can easily operate for another 15 years in energy storage, where cycling demands are 5-8 times less stressful than vehicle use.

This approach delivers compelling economics. Second-use batteries cost 40% less than new battery packs while maintaining excellent performance characteristics for construction site applications. The environmental benefits are equally substantial: repurposing batteries before recycling reduces carbon footprint by up to 60% or more compared to manufacturing new storage systems, addressing embodied carbon at a time when whole-life carbon assessments are becoming mandatory.

Allye Energy has positioned itself at the forefront of this transformation, developing mobile battery energy storage systems specifically designed around second-use EV batteries with mixed chemistries. Their product ranges from the trailer mounted MAX300 (300kWh, 280kW) at under 3.5 tonnes to the MAX1500 (1.5MWh, 1.25MW) all of which are deployable in under two minutes via hook loader, addresses the full spectrum of construction site power requirements.

The technical sophistication extends beyond simple battery repurposing. AI-driven energy management optimises performance across varying battery states and chemistries, while grid-forming capabilities enable operation independent of grid connection. Perhaps most significantly for construction fleet operators transitioning to electric equipment, the newly released MAX500's DC fast recharging capability, achieving 20-80% charge in approximately one hour from public DC fast chargers, enables mobile-to-mobile charging that solves the infrastructure chicken-and-egg problem that has constrained electric equipment adoption.

THE CONSTRUCTION SITE OF 2030

The convergence of regulatory pressure, economic advantage, and technological maturity means the diesel generator's dominance is ending. The electric construction equipment market, currently valued at $12-16 billion globally, is projected to reach $57-107 billion by 2034 at 22-23% annual growth. Battery storage is the enabling infrastructure that makes this electrification practical.

Contractors who move early gain competitive advantage through lower operating costs, simplified regulatory compliance, and stronger positioning for contracts requiring demonstrated sustainability credentials. Those who wait face increasingly expensive diesel operation, tightening regulatory constraints, and the eventual scramble for battery capacity as demand accelerates.

The question is no longer whether construction sites will eliminate diesel, but how quickly individual contractors will make the transition, and whether they will lead or follow in an industry transformation that is already well underway.

Commercial vehicle decarbonisation in Wales

Zemo partnership is to lead a two-year, £1m collaboration with the Welsh Government to accelerate commercial vehicle decarbonisation.

The Welsh Government has appointed Zemo Partnership to lead an exciting two year programme to accelerate the decarbonisation of the commercial vehicle sector and its supply chains in Wales.

The collaboration was launched in November at Wrexham AFC, where Cabinet Secretary for Transport and North Wales, Ken Skates MS, gave a keynote address.

The new initiative between the Welsh Government and Zemo Partnership will focus on how to implement the recommendations from earlier work by Zemo, which culminated in the presentation of a report to the Welsh Government in March last year. The new project will implement a 'no regrets' package of measures to deliver the short-to-medium-term decarbonisation of the commercial vehicle sector in Wales, including trucks and vans.

SUPPORTING WELSH FLEETS

Zemo Partnership, with its wide-ranging, expert communities, will provide a forum for the Welsh Government to engage with key stakeholders in the sector. The overarching objective is for Wales to meet targets to reduce emissions from its CV sector in a fair and just way, using a range of measures and technologies.

The programme will support Welsh fleets to operate more efficiently and effectively. Ken Skates MS, Cabinet Secretary for Transport and North Wales said:

"I'm delighted to be able to launch our Moving to Zero programme – the plan for helping freight and logistic companies reduce emissions and prepare for the future. The same innovations that reduce emissions also drive efficiency. Cleaner fleets tend to be cheaper to run. Better route planning means fewer wasted miles.

"To keep our economy growing, we need a logistics sector that's agile, innovative and resilient. The move to zero emission transport is central in our plans to create high quality employment in new areas – from manufacturing and maintenance, to charging infrastructure and renewable energy generation. The most effective solutions come from collaboration – between Government, industry and more."

Zemo Partnership's Acting Managing Director, Jonathan Murray, said:

"Moving to Zero is about turning ambition into action. By bringing together fleets, government, vehicle manufacturers, sustainable fuel suppliers and energy networks, we're exploring the real-world solutions that will make fleet decarbonisation in Wales practical, scalable, and achievable."

Chris Ashley, Net Zero Lead at the Road Haulage Association said:

"We welcome this next step by the Welsh Government to shape the decarbonisation pathway for Wales. Commercial vehicle operators need clarity and certainty so that they can then plan how they reduce their emissions over the long term.

"Together with the rest of the United Kingdom, collaboration is essential to make this work, and we look forward to playing our part to realise this."