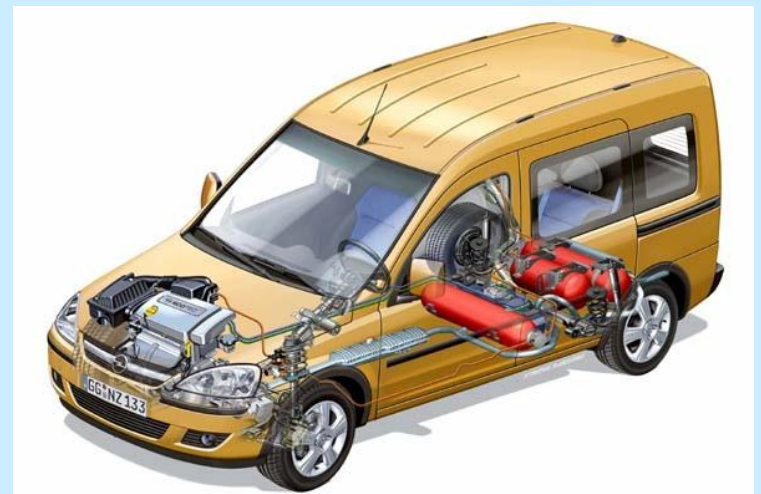


# A National Forum on Bio-Methane as a Road Transport Fuel

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## Today's Presentation

- Advantages of Biomethane
- Background to the Forum
- Aims and Objectives
- Structure of the Group
- Partners
- Resources
- Initial Work Ideas
- Next Steps



## Advantages of Biomethane

- Low carbon
  - produced from renewable sources
  - reduced emissions from landfill and farm slurry tanks (when produced from organic waste)
- Lower regulated emissions
- Cleaner production process
- Integrates with waste management – fuel from waste products



## Background to the Forum

- Use of gaseous fuels is very low in the UK (LPG and CNG)
- History of incentives through fuel tax, now being eroded
- Availability of refuelling infrastructure is poor, especially for CNG



## Background to the Forum

- NSCA's Cleaner Transport Forum (CTF) commission a report on the potential for biogas as a transport fuel in the UK
- Consultants (STS) presented results at Greenwich conference in July 2006
- Environmental case for maximising the use of organic wastes to produce bio-methane is strong
- Contribution of bio-methane from current UK organic waste alone would amount to some 8% of UK road fuel



## Background to the Forum

- The Renewable Energy Association has also taken initiatives to promote biomethane
- Written an AD Digestate Standard for Scotland (now adopted by SEPA)
- Lobbying for an AD digestate Protocol for England and Wales
- Taken on the work and brochures of the Biogas Technology Group



## Aims and Objectives

- Aim:
  - To establish a Forum in the form of a networking community of organisations from the private and public sectors with interests in the development of bio-methane as a road transport fuel.
- Sharing of information and experience associated with the production distribution and use of bio-methane in transport applications



## Objectives (Draft)

- To promote the production and use of biomethane in the UK road transport fleet.
- To bring together those working on, or interested in, biomethane as a road fuel
- To act as an information facility
- To represent biomethane interests to Government and Local Authorities
- To ensure that the rules within the Government's proposed Road Transport Renewable Fuel Obligation (RTFO) enable the advantages for biomethane as a sustainable road transport fuel to be realised in full.



## Structure of the Group

### 1. A Stakeholder Network

- An web based resource hosted and managed jointly by Cenex and NISP
- Will act:
  - as a data store for web content (technical reports, policy documents, news updates, diary notices, blogs and thought pieces, etc) related to biomethane activities in the UK and overseas and
  - as a focal point for web meetings and conferences.



## Structure of the Group

### 2. Steering Group

- Provides an organisational centre for the network that will:
  - provide a channel of communication between the network and Government,
  - act as a focal point for the collation and assessment of information,
  - commission research and other reports on behalf of the network and
  - ensure that resources are available for the development of the network



## Initial membership (To include)

- NSCA
- Cenex (for the Low Carbon and Fuel Cell KTN)
- NISP (for the Resource Efficiency KTN)
- WRAP
- LowCVP
- Defra
- DTI
- DFT
- HMT Fuel Taxation Division
- EST/CT
- Natural Gas Vehicle Association
- Renewable Energy Association
- EIC Biofuels Group
- Financial Institutions,
- ALG (or other Local Authority group)
- Other industry Groups



## Resources

- Development of the Forum will be fostered using by contributions in kind and partly from resources available through the KTNs, including:
  - Secretariat services from the NSCA and Cenex.
  - Environmental Performance (via its contract with Cenex)
  - Meeting rooms - Cenex (Loughborough University), NGVA (Leamington Spa), 'free' London venues
  - Website hosting will be free (via the tools available to the KTNs)
- Initial Steering Group chair is John Murlis (UCL)



## Suggested Initial Work Plan/Projects

- Biogas and the RTFO
  - DfT consultation is central to the forum's concerns and close contacts with DfT will be required as the Department develops its position.
- Local Authority model
  - LATS driver and links to public sector fleets makes an obvious early market and with the ability to link key actors in the value chain
- Refuelling network
  - help build wider uptake especially for the HGV fleet



## Next Steps

- Form the Steering Group
- Agree name, aims and objectives and initial activities, as outlined
- Agree arrangement for secretariat support and Chair of the Steering Group
- All to discuss potential projects on line and agree order of priority.
- Funding to be obtained for the initial work plan orders placed and projects started. (some potential sources of funding have already been recognised)
- Initial pages on NSCA website already established



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