

Fuel Oil News

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The challenge of the eternal triangle

One of society's oldest challenges, the eternal triangle has, since the snake first whispered doubt in the ear of man, been one of the hardest problems to resolve to the satisfaction of all involved.

Usually referring to a relationship between three parties among whom there are conflicting and competing attachments, the inevitable emotion involved obfuscates reason, adding to the seeming impossibility of finding a mutually agreeable resolution.

Globally, we are facing the toughest eternal triangle yet as we tackle the challenge of the energy trilemma - the need to balance energy security, affordability and sustainability in a way that avoids a climate catastrophe.

The recent report from the Intergovernmental Panel on Climate Change is a sobering read, with many describing it as a 'final warning' that, to avoid the worst consequences of climate change, the need for urgent action is now greater than ever.

On the positive side (yes, there is one!), whilst climate change is bad, the signs are growing that worst-case will be averted because we have the understanding and tools needed and

change is happening. Progress is being made but we need to do more, and faster.

As with any conflict of interests, emotions run high and opinions can become entrenched. In a current energy council survey members are, unsurprisingly, currently ranking energy security as more important than both affordability and transition - although it is running very close.

In this issue we hear from many involved in the sector who are doing their utmost to balance all three - an unenviable, but critical, juggling act.

May will bring the opportunity to meet as an industry at the UKIFDA Show and Conference (book your place now!), and a look at the carefully curated programme on page 19 shows all three energy sector challenges addressed in equal measure.

This will be a vital opportunity to accelerate progress towards a just transition.

See you there!



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Fuel Oil News

The independent voice for the fuel distribution, storage and marketing industry in the UK and Ireland.

Founded in 1977 by James Smith

www.fueloilnews.co.uk



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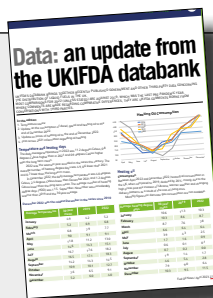
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On the cover

An iconic industry image is captured in this atmospheric photo, taken in February this year, of Klass Oil driver Bernard McGuinness delivering to Duleek Quarry in Co. Meath, Ireland. We catch up with Klass Oil on pages 14 & 15.



In this issue

Our quarterly Downstream section starts on page 17 with thoughts from Ken Cronin, a Show and Conference preview and latest data insights. In Transition Talk, on pages 12 & 13, Kevin McPartlan shares how TAZCH is changing sector policy in Ireland

Crown Oil becomes the UK's first carbon neutral fuel supply company

Greater Manchester-based distributor, Crown Oil, is the first UK fuel supply company to achieve carbon neutral status under the PAS 2060 framework.

A company statement acknowledged the need for action: "The Crown Oil Group recognises the environmental impacts of fossil fuel use on a local and global scale and, due to our first-hand relationship with our customers, understands how deeply dependent society is on oil-based products.

"We are aware that this is not an excuse for inaction but, instead, a growing opportunity to make positive change now."

Action not words

"As society makes it difficult to transition to a net zero carbon world, we want to change and evolve to serve our customers with the lowest possible environmental impact. That's why we've put sustainability at the core of our business and are going above and beyond to find ways to reduce that impact.

"We understand that real lasting change requires action rather than just words, and we're changing the way we fuel our future.

"Becoming a carbon neutral business is a steppingstone towards our ultimate goal of becoming net zero. While we work towards this, our managing director, Matthew Greensmith wants to ensure we are doing everything we can to reduce our emissions, rather than sitting and waiting for it to come for us. This led to him setting the target for the Crown Group to be certified carbon neutral by April, using this as



a springboard to continue working towards our long-term goal of net zero direct emissions (Scope 1 and 2) by 2030, but ideally much sooner. We've reduced our Scope 1 and 2 emissions by 83% in the last 12 months which is a huge achievement for us.

Total transparency

"To support this ambition, we have taken steps to fully understand our present environmental impact with a detailed and transparent carbon footprint study across all aspects of our operations (Scope 1, 2 and 3). We are doing this by identifying and delivering carbon reduction projects and compensating for residual emissions through the use of offsets, while being aware of the challenges and improvements needed with this approach.

"We understand there is some scepticism surrounding carbon neutral status so, to ensure transparency and continual improvement, we have partnered with a third-party company to verify our emissions and obtain certification to the PAS 2060:2014 standard for carbon neutrality through a stringent 4-stage process.

"Aligning with this standard will hold our business to account and proves that we are following a robust carbon reduction and avoidance strategy to achieve our long-term goal."

Congratulations to Crown Oil on an important and significant step forward. We know that many businesses are on the path to net zero and inspiring others to take action. If you would like to share your plans for a low carbon future, please contact claudia@andpublishing.co.uk

Greenenergy study aims to develop green hydrogen supply chain

Greenenergy and Hydrogenious LOHC Technologies have agreed terms for a joint pre-feasibility study on the development of a commercial scale hydrogen supply chain with the aim of shipping low-cost green hydrogen from Canada to the UK.

The study aims to overcome the challenges presented by shipping hydrogen over long distances on an industrial scale in its pure form, either under high pressure or liquefied at extremely low temperatures, which is both costly and complex, by using an already proven technology.

Hydrogenious' Liquid Organic Hydrogen Carrier (LOHC) technology enables hydrogen to be chemically bound to a thermal oil for safe storage and bulk shipping, leveraging the existing infrastructure for liquid fuels. Temporarily absorbed to the LOHC, the hydrogen can be transported and handled safely and easily in ports and in urban areas. On arrival and discharge at the import location the hydrogen will then be released from the liquid

carrier for delivery as pure green hydrogen to end users.

Greenenergy's access to large terminals is ideal for the importation, release and distribution of hydrogen using the LOHC, with Navigator Thames already identified as a strategic location to meet expected demand for hydrogen in the South East of England. Greenenergy's distribution network and strong customer base will also enable delivery to a broad range of industrial and commercial customers across the UK.

Supporting the transition

Christian Flach, chief executive officer of Greenenergy, says: "Working with Hydrogenious is an important step in our strategy to offer cost effective hydrogen to our customers using existing storage and delivery infrastructure. Delivering hydrogen is an important goal in supporting the energy transition."

Dr Toralf Pohl, chief commercial officer at Hydrogenious LOHC Technologies, says: "North



America will soon be a key market for large-scale clean hydrogen exports to Europe. The UK is committed to hydrogen consumption, and together with Greenenergy, we will now be exploring the possibility of establishing a LOHC-based hydrogen supply chain, including constructing storage and release plant assets in Canada and the UK capable of handling more than 100 tonnes of hydrogen per day, while leveraging the existing infrastructure for liquid fuels in ports with our LOHC technology."

Canada is already one of the world's top ten hydrogen producers, with an annual production of three million tonnes of (grey) hydrogen. By the year 2050, Canada aims to be one of the world's top three producers and a major exporter of green hydrogen.

Certa Ireland transitions entire fuel distribution fleet from diesel to HVO

One of Ireland's largest fuel distributors, Certa, has transitioned its fleet of delivery vehicles from running on diesel to running on Hydrotreated Vegetable Oil (HVO).

The move will see Certa's entire fleet of over 100 trucks run on the biofuel, following a successful trial in 2022. Collectively, Certa's fleet travels over 3,000,000 km annually and the switch to HVO is the equivalent of reducing its fleet to 9 trucks, in terms of carbon emissions output.

Compared with regular diesel, HVO, which is produced from waste plant matter and emits no new carbon into the atmosphere, offers a reduction in carbon emissions by up to 90%.

Part of the DCC Energy Group, Certa distributes heating oil from its 22 depots across Ireland and began supplying HVO to a range of sectors in Ireland, from 2022, as a sustainable alternative fuel to regular diesel.

Mandated HVO use

Since the beginning of the initiative, Certa has helped some of Ireland's largest events to go fossil-free including Electric Picnic, The National Ploughing Championships and the Irish Open. In addition, the company has supplied their GD+ HVO product to companies in tech, transport, construction and a host of other sectors.

Notably, John Sisk & Sons, Ireland's largest construction company, has worked with Certa to mandate the use of HVO fuel across all of its



Irish sites.

Cormac Durnin, operations director for Certa Ireland said: "While we are working with numerous commercial customers to help drive down their carbon emissions through renewable fuels, we're particularly excited to be fuelling our own fleet of over 100 trucks with HVO. The transition was seamless, we had no retrofitting to do on our vehicles."

Reducing consumption

"All our delivery depots are carefully selected and situated within the hearts of their communities which enables us to reduce our kilometres travelled and, in turn, our emissions. We'll continue to invest in a dedicated HVO infrastructure for each depot while our 'Greener HGV' driver training program is also aimed at further reducing our carbon footprint.

"It is not only about changing our fuel type, but reducing kilometres travelled."

Speaking at the launch of Certa's HVO-fuelled fleet, Andrew Graham, managing director, said: "Our transition to HVO fuel for our fleet shows our commitment and belief in HVO

as a viable, commercial diesel alternative. We're very proud to be one of the first Irish companies to make the switch and hope to encourage wider adoption.

"We're only beginning to scratch the surface of HVO and, in addition to repurposing fleets, we're also delighted to be supplying HVO to help tech companies power their data centres which aids them in minimising their impact on the national energy grid."

Retail roll out planned

This is one step on Certa's journey to a net zero future that, as part of DCC Energy Group, is focused on building wider decarbonisation solutions for commercial, industrial and domestic customers in line with the governments climate action plan target of reducing carbon emissions by 50% by 2030.

Recently Certa installed solar PV across four of its sites with a view to a roll out across its wider network over the coming months. In addition, Certa is aiming to roll HVO out as a product on its forecourts as a diesel alternative with a trial set to begin imminently on two sites.

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WCF Fuels North West victorious at Red Rose Awards 2023

WCF Fuels North West has won the prestigious Customer Service Business of the Year Award 2023 at the Lancashire Business View's Red Rose Awards.

Held in Blackpool every year, the 2023 event saw the Red Rose Awards celebrated for the thirteenth time! Unlucky for some but not for the team from WCF who prevailed after a rigorous selection process.

Gemma Hogg, general manager, said: "A huge thank you to the event organisers – it was a fantastic event from start to finish. It's an honour to win such a prestigious award. The award is very important to us as we put our customers at the heart of everything we do. My team have worked incredibly hard to achieve this and I could not be more proud of them.

"To win a customer service award,

especially during the last year with the unprecedented movements in fuel prices, makes us even more proud! It was our first time at the ceremony and entering the awards. It was clear that it does provide the best possible platform to promote success and encourage inter-trading across the county. We will certainly be back!"

Overwhelming passion

The judges were overwhelmed with the passion and commitment shown in the interviews and are looking forward to seeing what the future holds for WCF Fuels North West commenting: "Raw passion underpins this business with an ingrained desire to service everyday customers with everyday needs, with a particular emphasis on vulnerable customers. The introduction of a cold weather scheme



and customer loyalty scheme are stand-out customer service initiatives."

The charity partner for the Red Rose Awards 2023 is the Community Foundation for Lancashire, and funds were raised at the awards event to support their work.

This award-winning team is hoping the success doesn't end there. Danny, an apprentice at WCF, has also been shortlisted for Lancashire's Apprentice of the Year (see page 11), and the team is also entered into this year's annual UKIFDA awards.

Popular Truckstop officially launched after significant Certas Energy investment

The Stop at The Hollies – formally known as the Road King Cannock Truckstop – has benefitted from significant investment in improving the site and facilities. Claudia Weeks, content editor for Fuel Oil News, recently attended the official launch.

The Stop at The Hollies is located just off junction 12 of the M6, on the A5 towards Cannock. It's one of the oldest (it's been a truckstop since the 1930s!) and best loved truckstops in the UK and is now owned by Certas Energy who has invested over half a million pounds in improving the site and facilities.

Dave Weaver, Roadside Services Truck Stop manager, said: "The Stop at The Hollies has benefitted from a huge investment from Certas Energy. There are a range of essential amenities, including secure parking, accommodation, recreational facilities, a truck wash, and quality food and fuels, which are all on the one site. We also have plans to install an HVO (renewable diesel) refuelling station soon. The 5-star reviews we get speak for themselves!"

The Stop at The Hollies can accommodate commercial vehicles with abnormal and heavy loads as well as all types of HGVs and refrigerated trailers. It offers impressive secure parking facilities with 24-hour CCTV, security patrol personnel and a security perimeter fence. Drivers can sleep soundly knowing their truck is in safe hands.



In another consideration of driver safety, The Stop at The Hollies also encourages use of SNAP – an end-to-end processing and payment system for HGV fleets which uses licence plate recognition software to offer fleet operators an automated payment solution, removing the need for drivers to carry cash or keep track of receipts, as well as offering consolidated invoicing for fleet managers.

Raising the bar

Alex Wolfe, commercial director for Roadside Services at Certas Energy UK, said: "Certas Energy is committed to helping to raise the bar in roadside services – and where better to start than the UK's most famous rest stop? This site

has served the transport industry for almost 100 years and our vision is for The Stop at The Hollies to become the number one truck stop in the UK, as well as the oldest.

"Our plan is for The Stop sign to become a familiar sight across the country and to help lead the way in the transformation of transportation. We're in it for the long haul, so watch this space."

Claudia was also lucky enough to experience one of the breakfasts at the café on site: "A delicious, cooked breakfast (opting for a small portion!), a hot cuppa, welcoming staff, and a friendly atmosphere is a great way to start the day. Next time I stop for breakfast, I'll have to attempt the famous Belly Buster!"

THE LATEST UPDATES FROM OUR DISTRIBUTOR COMMUNITY



Barton Petroleum – new official partner of Northamptonshire CCC

Northamptonshire-based fuel distributor, Barton Petroleum, is proud to announce that they are now an Official Club Partner at Northamptonshire County Cricket Club.

Taking their place alongside other local businesses in the 1878 Business Club, Barton Petroleum's branding will be visible around the ground.

"I'm really excited by this partnership," Barton Petroleum depot manager Charles Wootton commented. With two of our offices based in Northamptonshire and Bedfordshire, it's great to be able to support our local club."

A familiar local name

Northamptonshire Cricket Club head of commercial Daniel Vernon said: "It's great to have Barton Petroleum Ltd join the 1878 Business Club and I'm looking forward to working with them.

"Barton and their branding will be known to many of our other partners so it will sit nicely within our portfolio of partners, whilst I'm sure many supporters will have seen their vehicles travelling the county."



Crown Oil is the first carbon neutral fuel supply company in the UK

Crown Oil has proudly announced that they are the first UK fuel supply company to achieve carbon neutral status under the PAS 2060 framework.

A company statement read: "The Crown Oil Group recognises the environmental impacts of fossil fuel use on a local and global scale and due to our first-hand relationship with our customers, understand how deeply dependent society is on oil-based products.

"We are aware that this is not an excuse for inaction but, instead, a growing opportunity to make positive change now. Becoming a carbon neutral business is a steppingstone towards our ultimate goal of becoming net zero."

You can read the full story on page 5 of this issue



Rix Group acquisition continues move to sustainable energy provision

J.R. Rix & Sons is continuing to invest in sustainability with its latest acquisition of Driffield firm J Foley Electrical Ltd, which specialises in sustainable energy

technologies for consumers and businesses including solar panels, batteries, electric vehicle charging points, and low energy lighting, in a deal that will see the company renamed as Rix Energy Services Ltd.

Rory Clarke, managing director of J.R. Rix & Sons, said the acquisition was part of an ongoing strategy of investment into sustainable energy provision commenting: "The world is moving away from traditional hydrocarbon fuels and we, as a group, are committed to making that move as well, to help create a more sustainable, environmentally friendly world."

The full story can be read on page 40 of this issue.



WCF Fuels North West apprentice driver is award nominee

Lancashire-based distributor, WCF Fuels North West is excited to announce that one of the company's apprentices, Danny Matthews, has been shortlisted for a regional award.

Pippa Scott, sales and marketing executive at WCF Fuels, said: "Danny Matthews has been shortlisted for the Intermediate Apprentice of the Year 2023 in this year's Lancashire Apprenticeship Awards.

"Danny is our apprentice driver who has gone above and beyond for our customers and always with a positive attitude. We are extremely excited to be heading to Preston North End Football Club next month for the awards evening."

Congratulations to Danny on his nomination – we look forward to hearing the outcome.



WCF Fuels North West supporting the local foodbank

Impressed by the work done there by volunteers on a daily basis, WCF Fuels North West, the Lancashire based distributor, has decided to support the work of its local foodbank.

Morecambe Bay Foodbank is a project founded by local churches and community groups, working together towards stopping hunger in the local area.

With the charity local to WCF in Carnforth, the team feel passionately about offering their support: "We are delighted to be supporting such an amazing cause. The foodbank supports the Morecambe Bay area and relies solely on donations and volunteers, so we are pleased to be able to lend a hand where possible for they are truly an amazing bunch of people."



Craggs Energy announces 'Employee of the Quarter'

Craggs Energy, the West Yorkshire-based distributor, is delighted to announce Matthew Gledhill as the winner of its latest Employee of the Quarter award.

Matthew, a fuel consultant for the business, said: "I joined Craggs Energy straight from university and the past two years have provided me with invaluable experience within a sales environment and the fuel industry.

"I am proud to be a part of our employee-owned business and I'm excited to see what the future will bring!"

David Damary-Thompson, general manager at Craggs, said: "Matthew Gledhill continues to show his worth to the company, supporting members of the team, training new starters and ensuring he lives and breathes our company values. This is shown through the way he deals with his customers and the people around him.

"The energy, positivity and his charming, caring character has shown us what an important member of the team we have in Matt. He is showing that he has more than just a future in the business and that he is a pivotal piece in our future here at Craggs energy."

Read all these stories and more in full at www.fueloilnews.co.uk and send your latest news to claudia@fueloilnews.co.uk or margaret@fueloilnews.co.uk



TRANSITION TALK

TAZCH: industry alliance leads the way toward zero carbon heating for Ireland

OUR THOUGHT LEADERSHIP ARTICLE SHARING INSIGHTS ON THE TRANSITION FROM VOICES BOTH WITHIN AND OUTSIDE OF OUR SECTOR. HERE, **KEVIN MCPARTLAN** OF FUELS FOR IRELAND, EXPLAINS HOW AN INDUSTRY ALLIANCE IS INFLUENCING GOVERNMENT POLICY ON THE DECARBONISATION OF THE HOME HEATING SECTOR IN IRELAND.

While climate-related issues have been at the forefront of the political agenda in recent years, progress toward the Irish Government's goal of achieving carbon neutrality by 2050 has been frustratingly slow. This is particularly the case for the heating sector, which has proved difficult to decarbonise due to a high reliance on gas and oil. It is in this context that the Alliance for Zero Carbon Heating (TAZCH) was formed, in January 2021, by its three founding members: OFTEC, Fuels for Ireland and UKIFDA. By uniting businesses from across the fuel and heating sectors, TAZCH offers much-needed expertise and pragmatic, industry-based solutions for decarbonising the home heating sector in Ireland.

Multi-solution approach

As a country, we remain heavily dependent on fossil fuels for our heating, with about 700,000 homes nationally relying on kerosene to stay warm. With only about 6% of our heat sector demand being met by renewable energy, we are lagging far behind our European counterparts, where renewables meet an average of 22% of demand. While the Government has recognised the need to lower emissions from the sector, it has focused almost exclusively on electrification as a solution, embarking on an ambitious strategy to install 600,000 heat pumps in existing homes by 2030. While electrification is important, it is not a panacea, as it requires the deep retrofitting of buildings en masse, which is an expensive and disruptive undertaking, costing €56,000 on average.

TAZCH believes that, if we are to be successful in our efforts to achieve carbon neutrality, alternative technologies must be deployed alongside electrification in the heat sector. A range of advanced, synthetic and bio fuels exist, which have been proven to quickly and efficiently reduce heating emissions by up to 87%. Armed with this knowledge – and the industry expertise that will allow us to realistically bring these low carbon solutions to market – we at TAZCH have met with over 40 parliamentarians, presented our findings to policymakers, and spoken to the media about how advanced, synthetic and bio fuels can play a key role in meeting our emissions-reduction targets. To date, we have had some great results and we plan to build on this progress throughout 2023, ensuring that low carbon liquid fuels are recognised as a legitimate alternative to decarbonising the heating industry.

Offering real solutions

The Irish Government is no stranger to using liquid biofuels to lower carbon emissions. In fact, such fuels are the largest contributor to emissions reductions in the transport sector, where the Renewable Transport Fuel Obligation (RTFO) scheme is expected to save 1Mt of carbon emissions by 2030 – far outweighing the emissions savings made by the increased use of electric vehicles on Irish roads. Part of the reason the biofuels scheme has been so successful in transport is because low carbon liquid fuels have been incentivised through the provision of certificates, which

allow suppliers to meet their renewable fuel obligations by blending liquid biofuels, like ethanol, with petroleum-based fuels like petrol. There is no reason this logic cannot be applied to the heating sector, where liquid biofuels like hydrotreated vegetable oil (HVO) could be deployed for use in existing boilers, to quickly lower emissions on a massive scale. TAZCH has long called for the introduction of a Renewable Heat Obligation (RHO) and the Government has finally heeded this call, pledging to introduce such a scheme no later than 2024. The next step for TAZCH is to ensure that the use of renewable liquid fuels like HVO is incentivised under the scheme so as to provide commercially viable solutions to decarbonising heat. This biofuel certification scheme is one of a number of concrete proposals TAZCH is eagerly sharing with politicians and policymakers, who are showing an increasing level of interest in our position.

Supported by evidence

Part of the reason the Government has been reluctant to embrace these solutions is because the National Heat Study, published last November, recommended that electrification and district heating systems be prioritised over the use of alternative technologies. However, even if the Government meets its retrofitting goals, thousands of homes across the country will remain dependent on oil-fired heating systems, and this is particularly the case in rural areas where district heating is not an option.

There is a significant body of scientific evidence to show that liquid biofuels like HVO can be sustainably produced, distributed and deployed for use in the heat sector. A report, commissioned by TAZCH and conducted independently by the world-renowned consultancy firm





AECOM, showed how HVO can provide an affordable way of reducing heating emissions by 87%. A study by Portland Analytics, which comprehensively analysed the availability of sustainable feedstocks for biofuel production in Europe, demonstrated that we will have the capacity to produce enough renewable liquid fuel to meet biofuel consumption several times over. In fact, the projected renewable liquid fuels yield would exceed demand by between 243 – 560%. Similarly, a report for the Department of Transport noted that Ireland’s indigenous production capacity of HVO could triple by the start of the next decade. This fact-based, scientific evidence provides a compelling case for the use of sustainable biofuels in home heating, which is increasingly understood by the politicians with whom TAZCH engages on a regular basis.

Policy-makers must move away from the idea that traditional boilers will perpetuate a reliance on fossil fuels and understand that, with the right technology, these systems can deliver zero emissions heating too. We must take a technologically neutral approach to decarbonisation and use all of the tools at our disposal, because when it comes to meeting our climate targets, there is no time to waste.

Champions of the cause

TAZCH’s message is gaining momentum, and has filtered through to the floor of the Oireachtas, where a number of TDs from across the political spectrum have used the information we have provided to them to make a compelling case for the use of advanced, synthetic and bio fuels in heating. Only last month, a number of Cork County Councillors called on Minister Eamon Ryan to remove all taxes and levies from HVO when used in heating, as a way of incentivising the use of liquid biofuels. This call for action came after Green Biofuels Limited (GBF) announced that it was evaluating the potential for a biofuel refinery in Ireland, following the launch of its terminal in Cork. It is great to see that our industry’s message

is being heard in the political sphere and we must ensure that this is followed up with tangible policy changes that will allow us to play our part in reducing heating emissions.

Save the date for the Ireland energy conference

If you are an industry professional or interested party and TAZCH’s message resonates with you, then you will not want to miss the upcoming conference hosted by TAZCH founding member Fuels for Ireland (FFI). This one-day event will be held in the Sheraton Athlone Hotel on Tuesday 23 May and its theme will be ‘Powering Today and Tomorrow.’

FFI will bring together a host of interesting speakers, industry leaders and policymakers in the energy space to discuss how we can continue to meet the energy needs of families, businesses, society and economy while also striving toward net carbon-neutrality by 2050. The day will begin with a general plenary session, after which attendees will break into two separate strands to focus on the heating and transport sectors. A host of influential panellists have been invited to speak and the conference promises to be a valuable and enjoyable experience for anyone interested in networking, idea sharing or simply educating themselves on this important topic.

Go to the Fuels for Ireland website at www.fuelsforireland.ie/ptt2023 to find out more and to book your ticket.



The Alliance for
Zero Carbon Heating



Ken's Corner

Come to Coventry and feel the love

YOU MAY THINK THIS IS ONE OF THE ODDEST TITLES EVER TO GRACE THE OPINION PIECE OF A CEO OF A TRADE ORGANISATION IN THE UK. BUT IT IS SPURRED BY A NUMBER OF QUESTIONS I HAVE HAD RECENTLY AND THE PREVAILING POLITICAL AND ECONOMIC GLOOM THAT HAS ENVELOPED US ALL.

The questions have been twofold – what is the benefit of UKIFDA membership, and why should I come to the UKIFDA show and conference in Coventry?

I am proud that our membership has grown by 10% in recent years. This is important because, firstly, it means we are addressing the real issues and finding solutions for our members and, by doing so, we are attracting new members. Moreover, by increasing our membership, in the eyes of other stakeholders, such as regulators and government, we become a greater voice and more significant channel for the industry.

Principally, the objectives of our organisation are to provide opportunities for people to be able to meet their peers or customers and discuss not only the issues of the day but develop new ideas, business relationships and discover solutions – be that through our annual event (more of this later), our regional meetings, the various working groups we initiate or through our cooperation with Fuel Oil News – collaboration is the key to success.

A good example of this most recently was our work on the Treasury's proposals to regulate 'buy now pay later' financial mechanisms. This could have had serious implications for the industry and the products we provide our customers. Thankfully, through the working group we set up, we were able to articulate the issues, find the solutions, and get recognition from Treasury that our industry did not need further regulation.

In my two years at UKIFDA, what has impressed me most is the technical knowledge we hold inside the organisation, built up over many years of working in, and for, the industry – from safe deliveries to delivering training programmes for drivers, through to ensuring premises and depots meet the strict health and safety requirements of the present day. When we don't know the answer, I am pretty sure we know someone who does. And no problem is too small.

When things don't work out, we are here to provide an outlet for customers to complain through the UKIFDA code of conduct and customer charter and actively promote services to the most vulnerable customers through our priority programme. These are all the things we are really proud of, and I am also proud that the feedback from outside agencies is always positive in this area.

One of UKIFDA's primary objectives is influencing the future, which we are doing mainly through the future fuels project and our work on taxation. These two significant projects have been an important part of UKIFDA's activity during the previous two years and continue to be so. They are critical for our industry and the future of our members.

The biggest day of our corporate calendar is our annual event and show, which this year will be held at the Coventry Arena on May 10th. The day provides an opportunity to meet peers, develop commercial relationships, sell products, learn more about what the industry has been doing in the last twelve months, and also be part of the conversation. Built around an exhibition, conference, awards ceremony and a dinner, the 12 hours is a must for everyone in the industry.

We are sold out in terms of exhibitors, and this year's conference consists of subjects that have come directly from the membership and includes presentations and discussions on future truck technology, the Future Ready Fuel campaign, and also here-and-now subjects like fuel theft, regulation, pricing and supply.

Fundamentally, it is about meeting people to feel a little bit of love amongst the gloom! Twelve days after our event, Harry Styles will grace exactly the same arena with his Love On Tour event. I can't promise the same standard of singing, dancing or even body, but at £12 the entrance fee is a bargain in comparison.

I look forward to seeing you all in Coventry.



Sponsored by



Book your delegate place now – scan the QR code to the right to register for this leading industry event.

The Industry Awards for 2023

THE ANNUAL UKIFDA EXPO IS FREQUENTLY REFERRED TO AS THE GO-TO INDUSTRY EVENT OF THE YEAR AND THE NEW FORMAT OF THIS YEAR'S SHOW AND CONFERENCE WILL BE NO EXCEPTION. THE EXHIBITION SPACE SOLD OUT IN NEXT-TO-NONE TIME AND THE EXCITING CONFERENCE PROGRAMME IS SURE TO SEE MAXIMUM DELEGATE NUMBERS ALSO QUICKLY REACHED.

As if the day itself wasn't enough, it will be rounded off in style with the Awards Dinner, sponsored by Mabanft, which is the perfect place to mingle and share your thoughts from the day while celebrating outstanding industry achievements with the presentation of the following keenly contested awards:



Sponsored by **oilshield**

Green Award 2023 Sponsored by Oilshield

Closely watched, this award provides the opportunity for entrants to promote environmental initiatives and the work being undertaken to achieve decarbonisation. For the first time, the award is also open to non-members that have helped industry members to achieve their green targets.

Judges will be looking for initiatives that reduce waste or involve better recycling, new technology or a new fuel or additive that cuts carbon emissions at a depot or residential property. It might be risk management policies that reduce spills, or a company that demonstrates support for charities making a positive impact on the environment.



Sponsored by **OAMPS**

Driver of the Year 2023 Sponsored by OAMPS

Recognises and rewards the very best of the industry's driving talent.

As well as maintaining exceptional driving skills, entrants will be committed to helping or assisting colleagues or customers where necessary, raising consumer awareness by promoting tank safety, high delivery standards

or promoting the Cold Weather Priority scheme.

Judges will be looking to identify someone who conducts their day-to-day business with a high level of professionalism and always demonstrates best practice.



Sponsored by **worldpay**

Customer Service Award 2023 Sponsored by Worldpay from FIS

This new award celebrates those employees who dedicate themselves to helping customers, providing outstanding service and excellence – especially when dealing with changing needs and difficult challenges.

Specifically, the judges will be looking for instances where people have shown particular initiative and resourcefulness when troubleshooting, taking ownership of problems and following through to completion.



Innovation Award 2023

Sponsored by **Fuel Oil News**

Innovation Award 2023 Sponsored by Fuel Oil News

Intended to find and celebrate the most innovative products or services within the fuel distribution industry, this award might also highlight the adoption of a new business model or idea. It's about making a positive difference within the business or industry sector, introducing new technologies, or an individual commitment to decarbonisation, modernisation and improvement.

The award is open to all and, for the first time, members will be able to nominate non-members and, in doing so, shine a light

on the importance of the wider support of those people and companies who impact the sector's ability to continue to meet customers' evolving energy needs.



Sponsored by **Pen**

Depot of the Year Award 2023 Sponsored by Pen Underwriting

The search is underway to find the best fuel distribution depot for 2023. All depots audited and passed by UKIFDA Technical Manager Tony Brown as part of the association's Depot Certification Scheme in the past 12 months are entered automatically into the depot contest.

The winning distributor needs to show they are an industry leader when it comes to standards or that they've made the biggest improvements with safety and operations.



Sponsored by **UKIFDA**

Young Person Award 2023 Sponsored by UKIFDA

The UKIFDA Young Person of the Year Award aims to highlight the contribution young people make to the fuel distribution industry. Looking for an individual who has made a positive impact in their organisation as well as always striving for excellence and to exceed expectations, nominees must be under the age of 26 on April 1st, 2023, and have been working within this sector for at least one year.

Don't miss out on this important networking opportunity – book your place at the dinner now by emailing UKIFDA Membership and Events Manager Dawn Shakespeare: ds@UKIFDA.org



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Data: an update from the UKIFDA databank

UKIFDA'S DATABANK BRINGS TOGETHER RECENTLY PUBLISHED GOVERNMENT AND OTHER THIRD-PARTY DATA CONCERNING THE DISTRIBUTION OF LIQUID FUELS IN THE UK. MOST COMPARISONS FOR 2022 (UNLESS STATED) ARE AGAINST 2019, WHICH WAS THE LAST PRE-PANDEMIC YEAR. WHERE COMMENTS ARE MADE REGARDING COMPARATIVE DIFFERENCES, THEY ARE UKIFDA COMMENTS BORNE FROM CONVERSATIONS WITH THIRD PARTIES.

In this edition:

1. Temperature review
2. Update on the consumption of diesel, gasoil and heating oil to the end of December 2022.
3. Update on prices of heating oil to the end of December 2022.
4. First census 2021 information regarding oil heating

Temperature and heating days

The daily average temperature in 2022 was 11.2 degrees Celsius, 0.8 degrees Celsius higher than in 2021 and 0.9 degrees Celsius higher than the long-term mean.

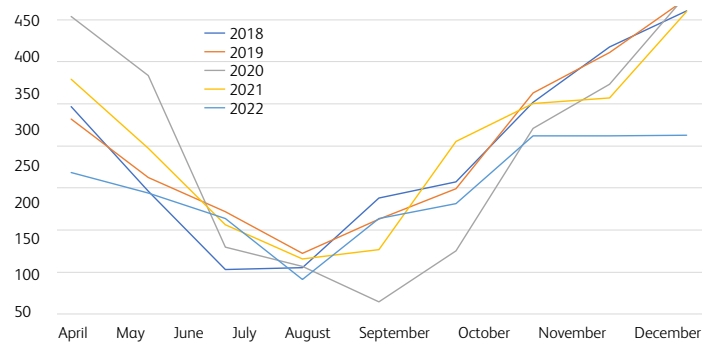
2022 was the warmest year recorded in the series this century. The average number of heating degree days was 4.9, 0.6 lower than 2021 and 0.7 lower than the long-term mean.

In December 2022, the daily average temperature was 4.0 degrees Celsius, 2.4 degrees Celsius lower than December 2021 and 1.2 degrees Celsius lower than the long-term mean. The average number of heating degree days (HDD) was 11.5. September- November was considerably warmer than 2019 and the 30-year average.

December 2022 was the coldest December in the series since 2010

Average temperatures	30-year mean	2019	2022
January	4.9	4.2	5.2
February	5.2	6.9	6.8
March	6.8	7.9	7.7
April	9.0	9.1	9.1
May	11.8	11.2	13.0
June	14.6	14.3	15.1
July	16.7	17.6	18.2
August	16.5	17.1	18.3
September	14.2	14.3	14.5
October	10.9	10.1	12.7
November	7.6	6.5	9.1
December	5.2	6.0	4.0

Heating Oil Consumption



Heating oil Consumption

Between April 2022 and December 2022, heating oil consumption in the UK, when compared to 2019, declined by 20%, mainly due to the high prices post the invasion of Ukraine, warmer weather and changing delivery patterns as a result of the cost-of-living crisis.

Monthly figures for domestic gas consumption are not available.

Average heating degree days	30-year mean	2019	2022
January	10.6	11.3	10.3
February	10.3	8.6	8.7
March	8.7	7.6	7.8
April	6.6	6.4	6.4
May	3.9	4.3	2.5
June	1.7	1.6	0.9
July	0.6	0.1	0.1
August	0.7	0.2	0.0
September	1.9	1.4	1.7
October	4.6	5.4	2.8
November	7.9	9.0	6.4
December	10.3	9.5	11.5



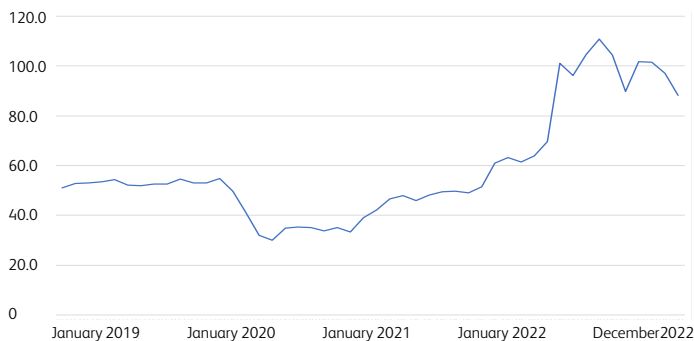
Heating Oil Consumption

KTOE	2019	2022	
April	282	218	-23%
May	212	194	-9%
June	172	164	-5%
July	123	91	-25%
August	163	163	0%
September	199	181	-9%
October	313	262	-16%
November	361	262	-27%
December	425	263	-38%

Gas Oil Consumption

KTOE	2019	2022	
April	462	390	-16%
May	434	349	-20%
June	421	370	-12%
July	455	374	-18%
August	486	402	-17%
September	459	304	-34%
October	452	253	-44%
November	433	191	-56%
December	400	214	-47%
	4003	2847	-29%

ONS Heating Oil Price (ppl)



However, the period between April and September 2022 compared to 2019 showed a decline of 12%.

Pricing

The Office for National Statistics (ONS) produces monthly figures for domestic heating oil prices, which have moved in line with crude oil prices and the dollar exchange rate. There is a correlation between pricing and demand. A good example of this was during August.

Gas oil and DERV Gas Oil Consumption

For the 9 months to the end of December 2022, compared to



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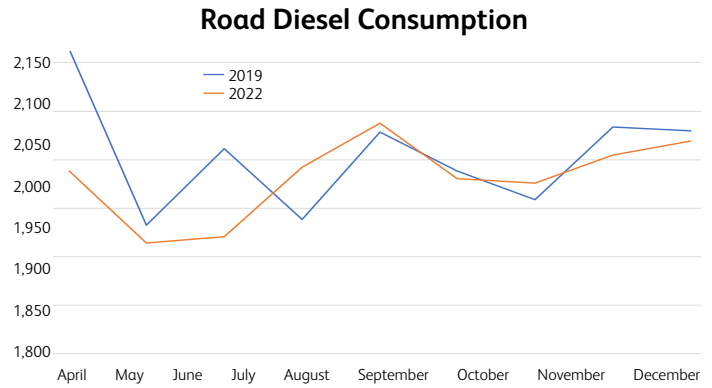
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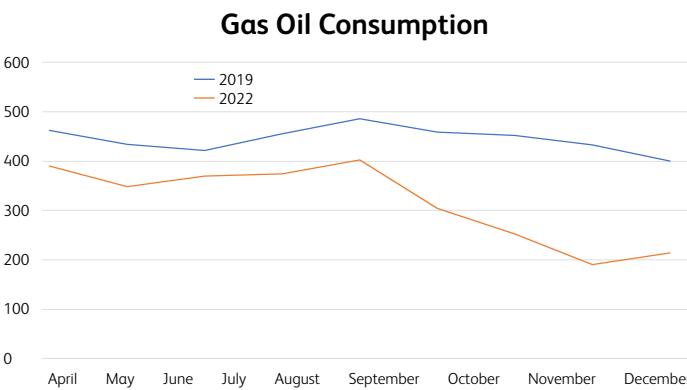


Road Diesel Consumption			
KTOE	2019	2022	
April	2,114	1,989	-6%
May	1,933	1,914	-1%
June	2,011	1,921	-5%
July	1,938	1,992	3%
August	2,028	2,038	0%
September	1,989	1,980	0%
October	1,959	1,976	1%
November	2,034	2,005	-1%
December	2,030	2,019	-1%



2019, gas oil consumption reduced by 29%. However, in the later months of the period, there has been a significant reduction:

Sectoral splits only exist on a quarterly basis – between April and September, the biggest drop in gas oil usage was in the transport sector (-64%).



Derv Consumption

In the 9 months to the end of December 2022, diesel and petrol demand remained relatively stable on last year and close to pre-pandemic levels.

Early Census England and Wales Census Data Introduction

As part of the work being done to identify oil heating oil users and electricity heating users with respect to the alternative fuel payment

Fuel Logistics Digitisation

FuelStar: A state-of-the-art logistics system for all fuel delivery scenarios

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- PROOF OF DELIVERY



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Email: enq@touchstar.co.uk | Tel: +44 (0) 161 874 5050

TouchStar Technologies Ltd, 7 Commerce Way, Trafford Park, Manchester, M17 1HW.

2011 list	2021 list
No central heating	No central heating
Gas	Mains gas
Electric (including storage heaters)	Tank or bottled gas
Oil	Electric
Solid fuel (for example, wood, coal)	Including storage heaters
Other central heating	Oil
	Wood
	For example, logs, waste wood or pellets
	Solid fuel
	For example, coal
	Renewable energy
	For example, solar thermal or heat pumps
	District or communal heat network
	Other

of £200, BEIS has been working with the Office for National Statistics (ONS) who have accelerated their data analysis of the census to provide an update on the Census 2011 data. This data has now become publicly available.

2011 versus 2021

Both censuses asked the same question, with participants able to choose more than one heating option. The major difference between the two is that the 2021 census provided additional options breaking out LPG from gas, wood from solid fuels and new categories around renewable energy.

If homeowners chose more than one heating option, it would be shown in the stats as “two or more”.

Comparison of 2011 and 2021

Oil

The table below compares the numbers between 2011 and 2021 for those homeowners that chose “oil only”:

What this table appears to show is a 10% reduction in oil heated homes over the last decade.

However, on analysis, the data shows a significant anomaly in the way the question was answered between the two censuses.

Over 2 million respondents answered that they had two or more central heating options in their homes, excluding the renewable energy options. This is a big shift from the 2011 census figure (which included renewable energy options).

	2011	2021	Difference	
England and Wales	962,129	865,940	-96,189	-10%
England	848,145	760,470	-87,675	-10%
North East	20,766	19,025	-1,741	-8%
North West	50,019	43,810	-6,209	-12%
Yorkshire and the Humber	58,501	52,425	-6,076	-10%
East Midlands	86,749	80,065	-6,684	-8%
West Midlands	81,243	73,490	-7,753	-10%
East	205,696	190,465	-15,231	-7%
London	12,115	4,265	-7,850	-65%
South East	141,772	123,435	-18,337	-13%
South West	191,284	173,495	-17,789	-9%
Wales	113,984	105,470	-8,514	-7%



UKIFDA believes this big shift could be explained by a significant number of respondents answering the question differently from 2021, rationalising that their main heat source is from gas or oil, but they have, for example, a coal or wood fire or a standalone electric radiator. The numbers in the second table, below, exclude the renewable options such as solar.

UKIFDA is in discussions with the government and ONS to see if it is possible to extract the oil numbers from the two or more categories as this will go some way, we believe, to explain the differences in oil between the two censuses.

Two or more, excluding renewable energy			
	2011	2021	2022
England And Wales	954,470	2,113,325	1,158,855
England	897,650	1,989,260	1,091,610
North East	48,984	113,860	64,876
North West	108,672	261,480	152,808
Yorkshire and the Humber	85,326	200,900	115,574
East Midlands	78,616	172,880	94,264
West Midlands	98,159	212,335	114,176
East	98,371	214,305	115,934
London	143,248	278,875	135,627
South East	132,706	310,315	177,609
South West	103,568	224,310	120,742
Wales	56,820	124,065	67,245



UKIFDA: reasons to join the growing membership

In his introduction to this issue's Downstream section (on page 17) Ken highlighted some of the valuable reasons a growing number are joining UKIFDA, the trade association for the liquid fuels distribution industry and ancillary interests in both the UK and the Republic of Ireland.

Providing members with a collective voice at national level, this leading industry organisation also offers services to optimise business efficiencies, promote best practice and support members to run their businesses safely, sustainably and successfully.

With a name synonymous with integrity, quality and reliability, we highlight here some of the benefits businesses can enjoy as UKIFDA members:



Technical and training

Driver & Operational Training
Depot Certification
Technical Advice
Legislation



Events

Seminars
Regional Meetings
UKIFDA EXPO and Show



Publications

Fuel Oil News and Downstream
Delivery Risk Report Booklets



Business support

Consumer – Find a UKIFDA
Distributor
UKIFDA Certificate & Logos
Surveys & Industry Data
Membership Directory
Members Area of the Website
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Case study: the ‘think tanks’ at Tuffa and AMP Clean Energy help power the nation to a low carbon future

AMP Clean Energy is a company leading the way in the energy transition: funding, developing and running low-carbon heat and power facilities for businesses and organisations throughout the UK.

Low carbon energy solutions will be critical if the UK is to hit its net zero target to decarbonise electricity generation and heating in the UK. However, the sun doesn't always shine (this is the UK!), and the wind doesn't always blow. To support the journey to net zero carbon emissions, the electricity grid needs to meet the ever-growing demand within urban locations. AMP Clean Energy has developed its 'Urban Reserve' flexible electricity facilities to support this transition.

Backup power

Urban Reserve is a backup source of power



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Latest Rix Group acquisition bolsters sustainable energy provision

Boosting its green credentials, J.R. Rix & Sons is continuing to invest in sustainability with its latest business acquisition.

The well-known Hull group, which supplies low carbon fuels, including HVO, and provides services to the offshore wind industry, has purchased Driffield firm J Foley Electrical Ltd for an undisclosed sum in a deal that will see the company renamed as Rix Energy Services Ltd, initially serving domestic and commercial customers across East Yorkshire.

James Foley, founder of J Foley Electrical Ltd, which specialises in sustainable energy technologies for consumers and businesses including solar panels, batteries, electric vehicle charging points, and low energy lighting, has been appointed to head up the new company.

Committed to energy provision

Rory Clarke, managing director of J.R. Rix & Sons, said the acquisition was part of an ongoing strategy of investment into sustainable energy provision commenting: “For more than a century the Rix brand has been synonymous with providing the fuel to keep homes and families warm, to power businesses,

and to keep vehicles moving.

“We are as committed to doing this today as we have been throughout our 150-year history.

“However, the world is moving away from traditional hydrocarbon fuels and we, as a group, are committed to making that move as well, to help create a more sustainable, environmentally friendly world.

“The acquisition of J Foley Electrical enables us to further achieve this by helping our customers decarbonise their homes and their businesses.

“It is a very exciting move.”

Reducing cost and carbon

The new business will be closely aligned with new companies within the Rix group including LeaseMate which is focused on the supply of primarily electric and hybrid vehicles and Accountabl which offers expense management and carbon accounting.

These latest developments are part of J.R. Rix & Sons’ ongoing strategy to help businesses and consumers lower their carbon footprint and their energy spend.

James Foley said the decision to sell the

business he had built had not been an easy one, but had been prompted by his mother’s decision to retire from carrying out a business administration role in the company at Christmas.

Shared values

James added that, as a family-owned business, J.R. Rix & Sons shares the same values of service and integrity as his own, and that was an important factor in deciding to sell to the group.

He said: “As a long-established and substantial business, Rix will be able to provide the administrative support, finance and access to the best products that will give me the ability to realise my ambition and vision to grow the business.”

The new business will be overseen by Duncan Lambert, J.R. Rix & Son’s board director and managing director of Rix Petroleum.

Mr Lambert said he was looking forward to helping the company’s domestic and business clients reduce their energy bills and their carbon footprint before concluding: “This is a very exciting acquisition that will enable us to bring significant benefits to our customers.”



Chris Eke: tanker driver at Darch Oil



DARCH OIL, THE SOMERSET-BASED DISTRIBUTOR, HAS BEEN SUPPLYING A FRIENDLY, RELIABLE, AND EFFICIENT SERVICE TO ITS CUSTOMERS FOR OVER 30 YEARS. NOW PART OF NWF FUELS, DARCH OIL CONTINUES TO OFFER THE BEST STANDARDS OF SERVICE.

FOLLOWING OUR CHAT WITH LEE AND RYAN AT RIBBLE FUEL OILS (MARCH ISSUE), CLAUDIA WEEKS, CONTENT EDITOR FOR FUEL OIL NEWS, CAUGHT UP WITH **CHRIS EKE**, TANKER DRIVER AT DARCH OIL. CHRIS IS ANOTHER DRIVER WITH A PASSION FOR BOTH DRIVING AND PHOTOGRAPHY AS WELL AS FOR THE CUSTOMERS HE SERVES.

Life on the road

Asked about his role at Darch Oil Chris replied: "The role of a tanker driver at Darch Oil is to be the face of the company and to deliver the product in a safe and professional manner.

"Darch Oil is based in Yeovil and Glastonbury, in the southwest of England, with a fleet of 10 trucks. We have two baby trucks and eight, 6 wheelers. Each driver can cover the whole southwest:

- From Southampton to Andover
- All the way along the M4 from Chippenham to Bristol
- Down to Minehead and Exeter
- And all the way across the south from the Jurassic Coast to the New Forest!

"You could say I get to see a lot of the countryside. We obviously drive on a wide range of road types from motorways down to the good old country lanes with grass growing in the middle!"

A typical day

Chris talks us through his day at work: "I have been at Darch Oil for the last 19 years! On a typical day, I wake up around 5:15am, feed our two dogs and let them outside whilst I make my flask of water and lunch e.g., a sandwich and a yogurt.

"I arrive at the yard for 6:00am, grab the keys, get the taco card in, and get the daily defect checks done. We use Touchstar in the cab to record any vehicle defects and to do the customer invoicing.

"The delivery count can vary anywhere from 10 to 30 drops a day. The majority are domestic, but we do a wide range of farms and industrial drops too. I have seen a lot of change in the buying habits of our domestic customers over the years. There are a lot more of the 500 litre drops being delivered these days!

"After checking the load hasn't changed,



I leave the yard. I try to plan the route so that I get to my first drop around 7am. On the domestic drops, you often make the customers jump when you arrive in the dark at an early drop – they always find it funny! Farm and industrial drops can be earlier if they require.

"I tend to stop between 10 and 11 am for a 15-minute break and then have lunch at 1pm. Sometimes you can get lucky and find a layby with a burger van in and have a treat, but not every day!

"Generally, I get back to the yard between 4 to 6pm having done around 200-300km out on the roads. I will then go and grab the load schedule for the next day and pump any product back to stock that's not needed for the next day. Then, it's back to the loading bay to load the correct products, which takes about 20 minutes, after which, finally, it's time





to park up, finish off paperwork, lock up the truck isolator, turn off the keys and hand in my papers.”

The highs and the lows

“The part of the job I enjoy the most is the customer interaction. I didn’t realise how much I enjoyed it until the first lock down, back in Spring 2020, when all the chatting with the customers and cups of coffee and biscuits stopped.

“Trying to communicate through a closed window to the elderly and vulnerable was not easy. Sometimes, I was the only person they had seen for weeks. It made me realise that I’m not just an oil delivery driver and that I have a valuable role in visiting those customers, I found it quite humbling actually.

“However, one thing about the role that I have come to realise I don’t like is that I just don’t like working in the rain. It’s not the getting wet bit, it’s the getting in and out of the truck in your waterproofs, you get so hot and then the inside of the cab gets damp.”

A memorable moment

Chris has such enthusiasm for his role as an experienced tanker driver, so I asked what he considered to be his most memorable moment so far out on the road: “One of the most memorable deliveries was around 15 years ago when I had just gone from 4-wheeler to 6-wheeler work.

“I had to make a delivery to a BP oil field on an island in the Poole Bay. The only way to get there was on a barge, but it just looked like a load of shipping containers strapped together, with an engine and a shed for the captain on it.



As you reversed on, it would flex and twist!

“The departure was reliant on tidal times and the trip times varied with the weather conditions but, on average, it would take an hour. When the weather was good, and the sun was shining, you could get out of the cab. They even had fishing gear, so I enjoyed a spot of fishing although I never caught anything. I’m not a fisherman!

“Once on the other side, it was a bit of a race to get the fuel off. I needed to get the bulk hose out so much quicker as the return trip was in one hour and they don’t wait for you! Back on the barge, I would do a bit more fishing and then it would be back to the yard for another load.”

Passion for photography

Chris has always had an interest in photography but has only recently started taking photos of his tanker out on the road: “About 8 months ago, all the drivers received a message from our colleague, Vicky Darch, asking if anyone had

photos of our trucks for the Darch Oil Facebook page. I didn’t have any photos but thought it would be a good time to start taking some! I’ve started taking photos on my phone, it’s a shame I can’t use my DSLR.

“I’ve had an interest in photography since my school days, but back then it was film and a dark room. I’m now doing more and more on my DSLR camera.

“My favourite times of day are dawn and dusk, as the natural light is so beautiful. I also love the beautiful countryside we have on our doorstep. Sometimes I do wish I could bring the truck wash with me so the truck is looking its best for the photographs, but then I suppose that wouldn’t be realistic – it is a working truck after all!”

A big thank you to Chris for sharing his favourite images - we look forward to sharing more in future issues. If a member of your team enjoys photography and has taken some brilliant photos of their work life, please get in touch: claudia@andpublishing.co.uk

BP OUTLOOK 2023: the outlook for global energy to 2050



New events and dominating trends:

This year's Outlook, published in February, closely follows the prior year's format and also incorporates two new and significant events which occurred during last year and are deemed to have a material impact on the global energy sector. These are:

- The Russian attack on Ukraine and the consequent, widespread disruption to, and re-shaping of, established oil and gas flows
- Passage by the US Congress of the Inflation Reduction Act, which included a range of measures with significant incentives to promote renewables and emissions reductions

The Outlook highlights what are seen to be the four key trends that will dominate future energy use:

- A declining role for hydrocarbons
- Rapid expansion in renewables
- Increasing electrification
- The growing use of low carbon hydrogen

As in the 2022 Outlook, the same three scenarios are explored. These are not predictions of what is likely to happen, but rather they seek to capture a wide range of the outcomes possible for global energy transition up to 2050. We will now look at these.

The scenarios:

Accelerated and **Net Zero** explore how different elements of the energy system may change to achieve substantial carbon emissions reductions by 2050 (vs. 2019 levels) of **75%** in **Accelerated** and of **95%** in **Net Zero**. Both scenarios assume that there's a significant tightening in climate mitigation policies.

New Momentum reflects the current, broad trajectory of the global energy system. It emphasises substantial increases in climate pledges in recent years. Under this scenario, carbon emissions peak in the 2020s and are around **30%** below 2019 levels by 2050.

Net Zero also shows a shift in societal behaviour and preferences to support gains

in energy efficiency and the adoption of low carbon energy. The CO₂ emissions left in this scenario can be eliminated by either additional changes to the energy system or by deploying CCUS.

The pace and extent of decarbonisation in **Accelerated** and **Net Zero** are broadly in line and are consistent with the Paris COP15 target temperature changes, of 2°C and 1.5°C.

Consumption of fossil fuels declines in all three energy transition scenarios in the 2023 Outlook. Their share in primary energy declines from **80%** in 2019 to around **55%** to **20%** by 2050. This is the first in modern history incorporating scenarios showing a continued decrease in fossil fuels demand.

The rise in renewables offsets the falling role of fossil fuels. Their share will go up by as much as **65%** by 2050 because of stronger policy support for low carbon energy.

The critical importance of renewables is also driven by the growing electrification of the energy system. The share of electricity in energy use goes up from only **20%** to between **35%** and **50%** by 2050.

In all 3 scenarios, around 15% of the CCUS operating in 2050 is used to capture and store non-energy process emissions from cement production. CCUS achieves 4 to 6 Gigatonnes of CO₂ by 2050 under **Accelerated** and **Net Zero**, with only 1 Gigatonne of CO₂ in **New Momentum**.

Finally, the growing use of low carbon hydrogen in hard-to-abate processes that are difficult or costly to electrify supports the decarbonisation of the global energy system. This is particularly true in both **Accelerated** and **Net Zero** scenarios. The energy used in the production of low carbon hydrogen rises to between 13-21% by 2050 in both scenarios.

Key themes:

A number of key themes are highlighted in the Outlook, which we will now summarise.

• The carbon budget is running out.

Despite the marked increase in government ambitions, CO₂ emissions have increased in every year since the Paris COP in 2015 (bar 2020). The longer the delay in taking decisive action to reduce GHG emissions on a sustained basis, the greater are the likely resulting economic and social costs.

• Government support for the energy transition has increased further in a number of countries,

including the passing of the Inflation Reduction Act in the US. But the scale of the decarbonisation challenge suggests greater support is required, including policies to facilitate quicker permitting and approval of low carbon energy and infrastructure.

• The disruption to global energy supplies

and associated energy shortages caused by the Russia-Ukraine war will increase the importance of addressing all three elements of the energy trilemma: secure, affordable, and lower carbon.

• The war will have long lasting effects on the global energy system.

The heightened focus on energy security will increase demand for domestically produced renewables and other non-fossil fuels helping to accelerate the energy transition.

• The structure of energy demand will

change in all three scenarios, with the importance of fossil fuels declining, replaced by a growing share for renewable energy and by increasing electrification. The transition to a low-carbon world will require a range of other energy sources and technologies, including low carbon hydrogen, modern bioenergy, and carbon capture, use and storage.

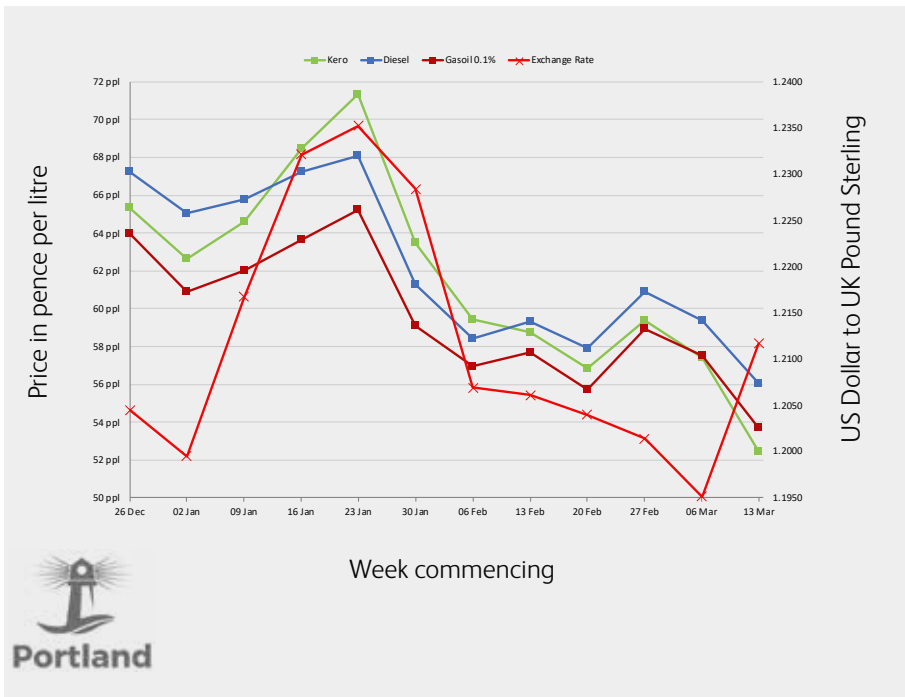
• Oil demand will decline over the Outlook,

driven by falling use in road transport as the efficiency of the vehicle fleet improves and the electrification of road vehicles accelerates. Even so, oil will continue to play a major role

Wholesale Price Movements: 19th February 2023 – 18th March 2023

	Kerosene	Diesel	Gasoil 0.1%
Average price	56.53	58.55	56.47
Average daily change	0.94	0.91	0.96
Current duty	0.00	52.95	10.18
Total	56.53	111.50	66.65

All prices in pence per litre



Highest price
60.18 ppl
Fri 03 Mar 23

Biggest up day
+2.25 ppl
Fri 24 Feb 23

Kerosene

Lowest price
50.22 ppl
Wed 15 Mar 23

Biggest down day
-4.34 ppl
Wed 15 Mar 23

Highest price
62.04 ppl
Fri 03 Mar 23

Biggest up day
+1.99 ppl
Fri 17 Mar 23

Diesel

Lowest price
53.61 ppl
Wed 15 Mar 23

Biggest down day
-4.15 ppl
Wed 15 Mar 23

Highest price
60.15 ppl
Fri 03 Mar 23

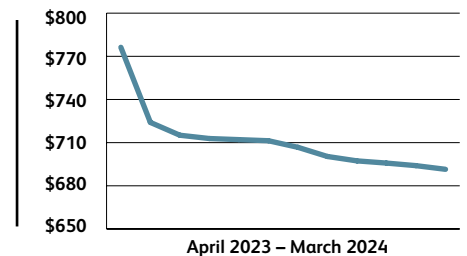
Biggest up day
+2.10 ppl
Fri 24 Feb 23

Gasoil 0.1%

Lowest price
51.47 ppl
Wed 15 Mar 23

Biggest down day
-4.17 ppl
Wed 15 Mar 23

Gasoil forward price
in US\$ per tonne



The Fuel Oil News Price Totem

	Trade average buying prices			Average selling prices		
	Kerosene	Gasoil	ULSD	Kerosene	Gasoil	ULSD
Scotland	59.23	70.16	115.19	67.52	74.96	119.70
North East	58.18	68.79	114.27	69.75	73.28	117.59
North West	59.75	71.39	116.66	67.71	75.56	119.62
Midlands	58.25	69.32	114.73	66.06	73.74	118.33
South East	58.35	69.28	114.71	74.47	76.98	117.83
South West	58.70	69.12	114.55	69.09	73.53	117.41
Northern Ireland	58.81	70.49	n/a	66.48	75.89	n/a
Republic of Ireland	72.57	75.92	116.13	79.33	80.41	119.81
Portland	56.56	66.84	111.42			

The price totem figures are indicative figures compiled from the Portland base rate using calculated regional variances.

Buying prices are ex-rack. Selling prices are for 1000 litres of kero, 2500 litres of gas oil and 5000 litres of ULSD (Derv in ROI). Prices in ROI are in €.

Wholesale prices are supplied by Portland Analytics Ltd, dedicated providers of fuel price information from refinery to pump.

For more information and access to prices, visit www.portlandpricing.co.uk

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