

REPORT FROM: ENVIRONMENTAL SERVICES MANAGER

TO: CLIMATE EMERGENCY WORKING GROUP

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REDUCTION OF EMISSIONS FROM PBC FLEET

PURPOSE OF REPORT

To provide the working group with an overview of the investigations which have taken place regarding the use of hydrated vegetable oil and gas to liquid fuels. The report includes the associated costs the use of alternate fuels would bring

RECOMMENDATIONS

1. That the information within the report be noted.
2. That the working group approves the introduction of alternative fuels and subsequent increases in costs for both fuel and infrastructure.
3. The working group approves further investigation into the benefits of HVO and GTL through accepting the offer of support from Go Plant Fleet Services.
4. That Working Group seeks Council approval for the use of alternate fuels as required.

REASONS FOR RECOMMENDATIONS

1. The working group are fully advised on the usage and associated costs of the HVO or GTL solutions.
2. To ensure the Council meet its target to reduce emissions from its transport fleet as set out within the Climate Emergency Action Plan.

ISSUE

1. Pendle Council declared a Climate Emergency in July 2019 and has committed to taking action to become carbon neutral by 2030 or as soon as possible after that date.
2. Within the Climate Emergency Action Plan 2020- 2025 we have identified an objective of supporting and enabling sustainable travel.

3. Actions that Pendle will take are listed as being the introduction of electric vehicles into PBC's transport fleet and explore options for bio-gas from recycled vegetable oil
4. Following our completing vehicle demonstrations and the investigation into cost comparisons of electric powered street cleansing vehicles against diesel fueled counterparts we have concluded that the Council is currently not in a position financial or through current infrastructure to introduce electric vehicles for street cleansing or waste collection purposes at this time.
5. Investigations have turned to HVO and GTL both of which are described as being a cleaner burning alternative to standard diesel that can be used in both road and off road applications. One of the major benefits in using GTL is the reduction in harmful emissions produced.
6. Benefits additionally include the reduction in engine noise due to combustion efficiencies, an improved starter performance over diesel fuel in cold conditions and no water pickup in storage enabling the fuel to be stored over longer periods in tanks without fear of water contamination.
7. Emissions savings are recorded as being 2.30kg per litre lower than diesel fuel creating a possible carbon saving in excess of 500,000 kg of Co2 annually based on the Council's recorded fuel usage in 2020.
8. The setback in moving to HVO or GTL is with local infrastructure and cost. At the time of reporting there are no local forecourts supplying HVO or GTL fuels which would result in additional storage tanks being required at the Fleet Street Depot.
9. In relation to cost we are advised that the cost per litre would increase between 10 and 15 pence per litre of fuel. In summary based on information collated between the 1st January 2020 and the 31st December 2020 in which we recorded purchasing 242,781 litres of fuel the additional cost to the Council would be in the region of £24,000 and £27,000.
10. Infrastructure can be provided through an agreement with a fuel supplier who will provide storage tanks and fuel for a set period at an agreed pence per litre rate which would be reviewed annually. The risk of an annual review being that pence per litre price may increase and the Council would have no ability to shop around.
11. Alternatively Go Plant Fleet Services Ltd with whom the Council has an established contractual agreement covering the provision and maintenance of its frontline fleet have expressed an interest in providing two tanks to enable the Council to fully investigate the benefits of both HVO and GTL. The cost of transporting tanks to Fleet Street Depot has been quoted as being in the region of £400 per tank.
12. The benefits in accepting the offer of support from Go Plant Fleet Services are two fold, the first being the Council remains free to purchase fuel at the most competitive rates it can find and the second being that vehicle provider is supportive of the trials and the Council will face no increased maintenance costs for using alternate fuels.

IMPLICATIONS

Policy: None arising directly from the report

Financial: Initial cost identified as being in the region of £28,000 covering fuel and storage tanks.

Legal: None arising directly from this report.

Risk Management: HVO and GTL are reported to be safe alternatives to diesel with no modifications or special storage requirements needed. Vehicles operating on HVO and GTL can return to diesel fuel if required without the need for tanks being drained or vehicle modification.

Health and Safety: None arising directly from the report.

Sustainability: None arising directly from the report.

Community Safety: None arising directly from the report.

Equality and Diversity: None arising directly from the report.

APPENDICES

Go Plant Fleet Service gas to liquid trial results report
Craggs Energy Green D information brochure
Chorley Hydrated Vegetable Oil Fuel Briefing

LIST OF BACKGROUND PAPERS

None