

Alternative Fuel Feasibility: John O'Conner Responses

Appendix B

John O'Conner answers to North Herts' questions

Please answer all of the following questions, giving separate answers for each fuel type.

	Electric	HVO
Would it be possible to fuel all of the vehicles/equipment used to execute the contract between John O'Conner and North Herts using HVO or electricity? If no, please explain why and provide a % figure of what proportion of vehicles/equipment could be powered by HVO or electricity.	No While possible if cutting spec and schedule was altered, significant time would be lost charging at public points. Insufficient charging points at the depot – already have maximum permitted by UKPN. Also, staff take vans home overnight due to space constraints and not all staff can install chargers at home.	Yes Would require upgrades to fuel storage capacity at the depot.
Are you already using vehicles/equipment fuelled by electricity or HVO? If yes, what % of your overall vehicles/equipment are currently fuelled by each type?	Yes Currently using 1 electric and 2 hybrid vehicles (28 vehicles are fossil fuelled). 18% of equipment (30/170) is electric.	No

Environment

Would new vehicles be required to support the change in fuel type? If no, why?	Yes	Unclear what % of current vehicle stock is diesel.
Is it feasible for vehicles to be fuelled at the depot? If no, why?	No Unable to draw enough power from the grid and insufficient space to store vehicles.	Yes Would require upgrades to fuel storage and would negatively impact on productivity due to traffic and downtime length at depot.
What impact, if any, would changing fuel type have on the time taken to refuel vehicles/equipment?	Around 50% longer to refuel	Significant increase in refuel time
What impact, in terms of additional costs or savings, would switching fuel types have on fuel costs for your vehicles/equipment?	Fuel would be around 50% cheaper	Fuel would be around 15% more expensive
How many weeks/months do you estimate it would take to implement a new fuel type for all applicable vehicles/equipment?	Depends on depreciation cycle of current fleet & vehicle availability. Around a year.	Depends on depreciation cycle of current fleet & vehicle availability. Around a year.
Are there any other challenges not mentioned above that you foresee for changing fuel type?	EVs cannot transport grass cutting machinery due to battery weight. Towing using EVs has GTW restrictions. Vans used for weekend/evening work cannot be charged at depot.	