

LET'S TALK ABOUT HVO

HYDROTREATED VEGETABLE OIL: A sustainable fuel for your boat's diesel engine

If you care about the environment, you will want to minimise your carbon footprint when out on the water. Like most inland boaters, your boat probably has a diesel engine, and you may not be ready to transition to electric drive.

The good news is there is a way to dramatically reduce the CO₂ emissions of your current diesel engine.

In line with our commitment to the sustainability of boating, the Inland Waterways Association (IWA) is working with the Royal Yachting Association (RYA), British Marine (BM) and the Cruising Association (CA) to promote the environmental and safety benefits of switching from fossil diesel to a cleaner, greener, sustainable fuel called HVO (Hydrotreated Vegetable Oil).

HOW CAN INLAND BOATERS MAKE THE SWITCH?

HVO can be used immediately in your boat's current engine to significantly reduce carbon emissions.

RENEWABLE HVO FUEL IS:

- Tried and tested in a range of modern and traditional canal boat engines
- Approved by the leading marine diesel engine manufacturers
- More resistant to 'diesel bug' than mineral diesel and especially 'FAME' biodiesel
- Safe to use as a drop-in replacement for mineral diesel, at any concentration, with no engine modifications required

There are two key barriers to the widespread adoption of HVO (for both propulsion and domestic use) in the leisure boating sector: Limited Availability and Inconsistent Price.

Despite a Government managed subsidy ('RTFC's') HVO's price is volatile and usually much more expensive than mineral diesel. As a result, boaters are reluctant to buy it and suppliers are reluctant to stock it.

IWA, RYA, BM and CA have formed an HVO Joint Working Group to advocate for government policy changes to increase HVO adoption in diesel engines throughout the UK recreational boating sector.

WE NEED YOUR SUPPORT AS A BOATER

To help increase demand, expand supply and stabilise the price of HVO to encourage the adoption of the biofuel in the leisure boating community. Please:

- ✓ Use HVO whenever you can get it.
- ✓ Inform your fuel supplier (marina, boatyard, hire base) that you would buy HVO if they stocked it.
- ✓ Lobby or write to your MP asking them to pressurise the Government to support our campaign to adopt policies that will make HVO available and affordable to leisure boaters.

**TAKE
ACTION**
PROMOTE
THE USE
OF HVO

HVO
FOR LEISURE
BOATERS
UP TO 90% CO₂
REDUCTION

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A sustainable fuel for your boat's diesel engine

WHAT IS HVO?

Hydrotreated Vegetable Oil is a new generation renewable fuel produced from bio feedstocks, often waste oils, and stabilised using hydrogen. Certified by the UK Government as sustainable, it is widely reported to reduce carbon emissions by up to 90%. HVO does not suffer from the drawbacks of first-generation biodiesel (known as FAME), such as diesel bug, and is stable for long periods of time.

HVO IS:

- Clear, colourless and odourless
- Cleaner than mineral diesel, with lower particle emissions
- More biodegradable than mineral diesel
- Suitable for use in any concentration with mineral diesel, from 1% to 100%
- Suitable for supply and distribution using the existing marine infrastructure
- **Not the 'FAME' biodiesel which is currently added at 7% to the mineral diesel you are probably buying (B7) and that causes problems in a marine environment**

UNITED FOR GREENER BOATING:

About the Joint Working Group

The mission of the HVO Joint Working Group is to persuade government to adopt policies to make HVO affordable and available to leisure boaters. We are also raising awareness among boaters about the environmental, safety and compatibility aspects of the biofuel. Why? Increased demand will stimulate the supply network in the leisure boating sector.

Backed up by practical evidence and international research, plus tests and surveys of the use of engines carried out by the Group, sustainable HVO is a simple, cheap and immediate pathway to greener boating. It will enable more UK owners of existing inland and seagoing recreational boats to contribute towards Net Zero goals while novel propulsion technologies are developed for new boats.



RYA

**BRITISH
MARINE**



Top: Historic narrowboat Spye using HVO
Below: A conventional narrowboat with an Isuzu engine – HVO ready!



THE CHALLENGE:

Improving the availability and price of HVO

The price of HVO is highly variable and unattractive to leisure boaters, partly due to production costs and the nature of the feedstock and finished product markets, despite a Government-managed subsidy (RTFC's). This has led to distributor and retailer reluctance to market to the UK boating community, and boaters are hesitant to buy it.

Our surveys suggest many boaters would pay a small premium to reduce their environmental footprint, but more work is needed to lower and stabilise the price of HVO in our sector.

For inland boaters, our Group is working with suppliers to explain the benefits of adopting HVO over mineral diesel. HVO is becoming available for inland waterways vessels in the UK through the IWA's list of UK stockists and other suppliers.

MORE INFORMATION:



See our webpages:

Join us to help ensure all recreational boating in the UK is more sustainable

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