



As part of our vision to be a positive force for change, we've produced a series of factsheets to help our customers better understand sustainability issues, and what we're doing about them.

## Overview

Bidfood's commercial fleet (as at May 2024) is made up of diesel powered trucks and vans. We have one electric vehicle based at our Battersea depot, but challenges with its battery range have meant that it's unable to meet the operationally heavy demands we place on our multi-drop, multi-temperature trucks.

We're aware that we need to decarbonise our fleet (i.e. minimise fossil-fuel derived emissions) and are looking at all the options available, as technology is evolving relatively rapidly in this area – we are concentrating on a mix of Electric and Hydrogen Electric vehicles.

At the moment, all large fleet operators are largely in the same position. BEVs (Battery Electric Vehicles) manage to cope with fairly fixed mileage trunking routes (where they can reliably recharge at either end) but this isn't the operating environment for our vehicles, especially with the extra power draw from refrigeration units.

Using Hydrogen Battery Electric Vehicles (HBEV) would give us the operating range where longer distances are an issue.

## What's the problem?

Our diesel emissions are the largest contributor to our Scope 1 emissions (i.e. emissions we directly control). With over 1,200 trucks on the UK roads, we're under pressure to decarbonise our fleet, to help minimise climate change.

In 2022, we trialled the use of HVO (Hydro-treated Vegetable Oil) as a drop-in alternative fuel to diesel (this simply means that no vehicle modifications were required for its use) at our Edinburgh depot. This reduced emissions by anywhere between 30% and 90% (depending on the engine manufacturer) but we were also aware of growing concerns around HVO provenance (it's ideally sourced from waste cooking oil, but some sources suggested that insufficient waste cooking oil was driving the use of virgin oil, involving land use change) so we weren't fully convinced that this would be a sustainable alternative. This led us to end the HVO trial.

Recent improvements in the supply of HVO plus certificates of origin for the actual waste oil are now being supplied by major HVO fuel suppliers. The Group Fleet Engineer is investigating this with the aim of relooking at previous decisions and using HVO as a temporary drop in fuel to cut carbon emissions.

More recently, we have trialled aerodynamic kit fitted to our HGVs. This showed a fuel saving of approx. 8.3% and a potential of 2.45t CO2 savings per vehicle per year. We're looking to implement this on new builds coming onto fleet.

Trials have been conducted with BEV 19t vehicles resulting in a tender being published shortly for 6 19t BEVs hopefully being seeded into depots by early next year...

### Our Vision

To be the best foodservice provider and a positive force for change because we care about...

- OUR PEOPLE
- OUR PLANET
- OUR CUSTOMERS
- OUR COMMUNITIES
- OUR PRINCIPLES

... A similar tender will be published for a number of BEV vans to support both Bidfood and Bidfresh.

We are also arranging for a HBEV to be leased to our Bidfood Slough depot to collate data from on a year-long lease trial.

## Our targets and plans

We've created an Alternative Fuels working group, led by our Group Fleet Engineer, to monitor developments in this area and identify possible solutions.

This group sits within our Environmental workstream and reports progress on a quarterly basis to the senior leadership team (our Board).

Whilst we wait for progress in the area of fleet decarbonisation, we've been working on making our routing more efficient, driving lower KMs per litre, and all our deliveries are multi-temperature, which reduces the overall number of deliveries, thanks to consolidation.

## Share your feedback

We hope you find this fact sheet helpful, we'd love your feedback using the QR code or by clicking [here](#)

