

The Renewable Fuels Guide

Helping fleet operators cut carbon emissions

Website of Argent Energy, extracted on 27 October 2025.

Source:
<https://www.argentenergy.com/wp-content/uploads/2021/12/RenewableFuelsGuide.pdf>



Acknowledgements

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The LowCVP, which was established in 2003, is a public-private partnership working to accelerate a sustainable shift to lower carbon vehicles and fuels and create opportunities for UK business. Around 200 organisations are engaged from diverse backgrounds including automotive and fuel supply chains, vehicle users, academics, environment groups and others. LowCVP members have the opportunity to:

- **Connect** : With privileged access to information, you'll gain insight into low carbon vehicle policy development and into the policy process.
- **Collaborate** : You'll benefit from many opportunities to work – and network – with key UK and EU government, industry, NGO and other stakeholders.
- **Influence** : You'll be able to initiate proposals and help to shape future low carbon vehicle policy, programmes and regulations.



CNG Fuels develops, owns, and operates CNG Refuelling infrastructure and sources 100% Renewable Biomethane or Bio-CNG for its stations.

We are rolling out a UK wide network of reliable and convenient refuelling facilities to service customer's vehicle fleets and their off-grid energy needs.

Our Bio-CNG is biomethane 100% sourced from food waste, independently verified and approved by the Department for Transport's Renewable Transport Fuel Obligation (RTFO).



Cenex was established in 2005 as the UK's first Centre of Excellence for Low Carbon and Fuel Cell technologies. Today Cenex operates as an independent not-for-profit consultancy specialising in the delivery of projects, supporting innovation and market development, focused on low carbon vehicles and associated energy infrastructure.



Scania are a major manufacturer of commercial vehicles, specifically heavy trucks and buses. We have a long experience of operating on all of today's major biofuels – bioethanol, biodiesel and biogas.

Scania works in partnership with governments, organisations, universities and other stakeholders to combine our vision and competence in commerce and transport. We take into account the specific transport assignment, flows of goods and people, customer needs, and the local infrastructure.

By supporting this guide we aim to play a definitive role in the growth of renewable fuel use. Along with improved efficiency, sustainably produced renewable fuels are a key part of Scania's approach to Driving the Shift and achieving fossil free transport.

Disclaimer

Although we have named specific vehicles in this guide, Cenex and LowCVP do not endorse any particular makes and models. Cost and emissions data are illustrative only; fleets should undertake or commission their own analysis to determine likely financial and environmental performance. All facts and figures are correct at the time of writing (September 2019).

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Introduction

The Renewable Fuels Guide aims to give fleet operators an overview of the range of low carbon and sustainable fuels currently available in the UK, with a focus on high blend biofuels for use in commercial vehicles. The guide demonstrates the business and environmental case for adopting high blend biofuels, and features a series of fleet operator case studies.

The requirement for renewable transport fuels

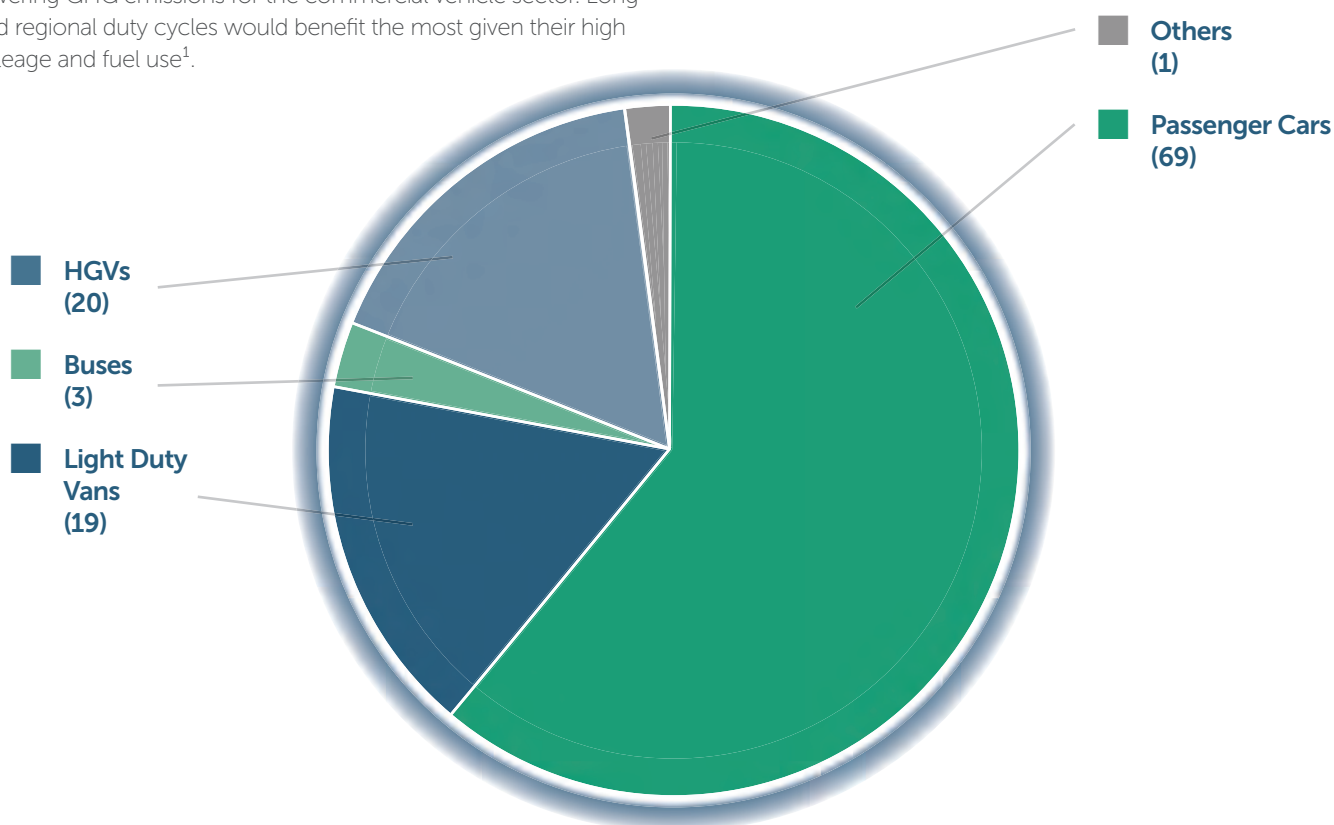
Climate change is the most pressing environmental challenge facing our world today. The burning of fossil fuels for energy and transportation is a key source of greenhouse gas emissions (GHG). This is primarily carbon dioxide (CO₂) but also includes methane (CH₄) and nitrous oxides (N₂O). The growth in greenhouse gas emissions over the last century is causing unprecedented changes to weather patterns through global warming. Scientists have predicted severe long-term impacts on the economy, society and natural ecosystems unless urgent action is taken to limit global warming. The UK Government has set ambitious regulations to achieve a target of net zero carbon emissions by 2050.

In the UK, road transport is responsible for 24% of greenhouse gas emissions, with heavy duty vehicles (HGVs) responsible for 20% of these emissions¹ as shown in the figure below.

Long haul duty cycles account for the largest portion of HGV GHG emissions, even though they make up a relatively small proportion of trucks on the road. The adoption of renewable fuels offers one of the most rapid, and economically viable, routes to lowering GHG emissions for the commercial vehicle sector. Long and regional duty cycles would benefit the most given their high mileage and fuel use¹.

Biofuels are renewable fuels produced from biological raw materials or feedstocks, such as energy crops or organic waste. When biofuels undergo combustion in a vehicle, tail-pipe CO₂ emissions are accepted as zero. This is because CO₂ has already been taken up by plants during its growing process, essentially producing a closed loop in the carbon cycle. A vehicle will still release very small quantities of other greenhouse gases, this will vary depending on the type of vehicle. Producing biofuels gives rise to greenhouse gas emissions influenced by various factors including energy usage during their manufacture and the type of feedstock. Biofuels produced from biogenic waste typically have a much lower carbon intensity than those made from energy crops grown specifically for fuel production. In some cases the manufacture of biofuels can result in net zero or even negative GHG emissions through avoiding methane released to the atmosphere by certain types of organic wastes.

The production of biofuels can offer wider environmental and social benefits. For example, enabling sustainable waste management and the preservation of natural resources, plus helping to stimulate a circular economy through using waste as a resource. The manufacture of biofuels can generate co-products such as animal feed and digestate, a natural fertilizer. Biofuel production can additionally have the potential to create new opportunities for sustainable rural development.



UK Road Transport Emissions Sources (UK Road Transport Emissions Sources¹)

Figures are million tonnes carbon dioxide equivalent (MtCO₂e)

The supply of renewable transport fuels in the UK

The Renewable Transport Fuel Obligation Order (RTFO) was introduced by the Department of Transport (DfT) over ten years ago to deliver reductions in greenhouse gas emission from fuels used in road transport and non-road mobile machinery. The legislation requires large UK retail fuel suppliers to ensure that 9.75% (by energy) of the fuel they supply comes from renewable sources by 2020, and 12.4% by 2032. A cap on the use of crop raw materials has been introduced to promote alternative feedstocks such as biogenic wastes.

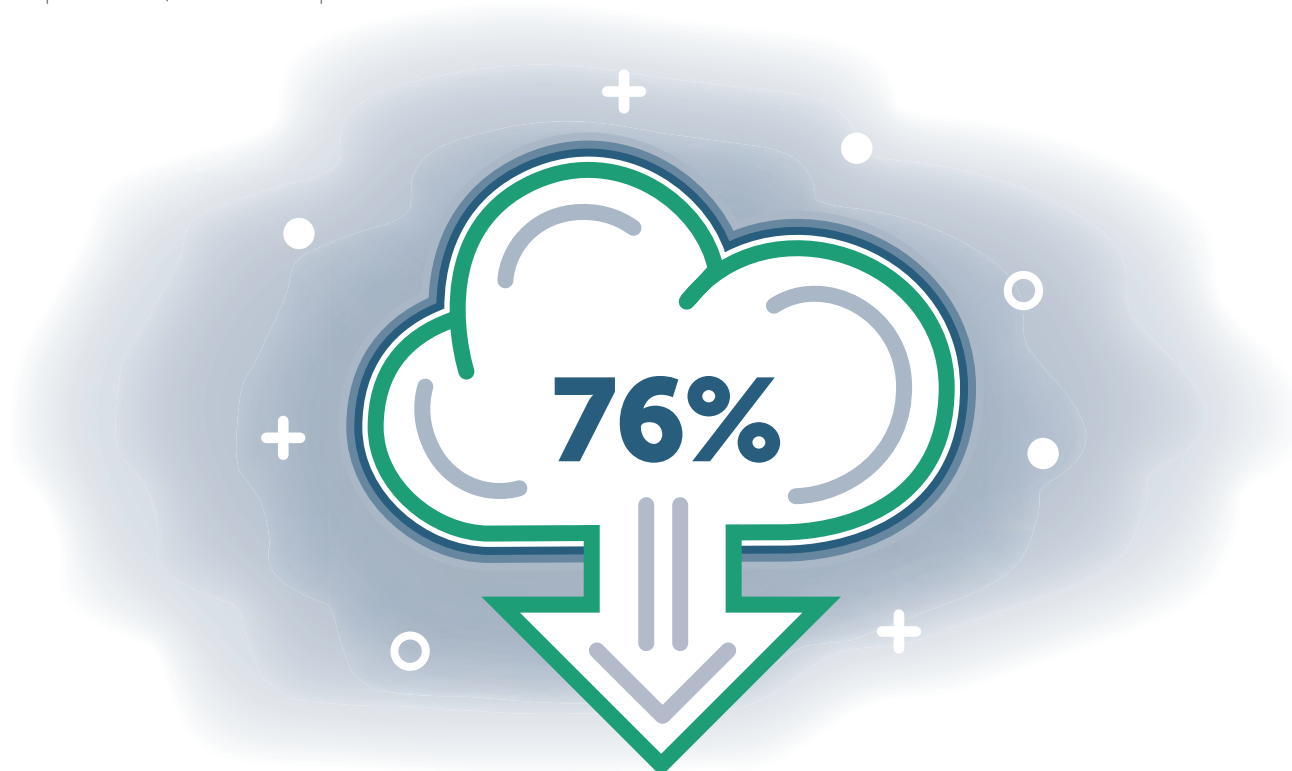
The RTFO requires biofuels to meet GHG emissions and sustainability standards to be eligible under the scheme. Biofuel suppliers are required to meet the following criteria.

- Greenhouse gas emission savings of more than 50% or 60% compared to fossil fuel, depending on the age of the production plant, then rising to 65% in 2021. The target is based on lifecycle (well-to-wheel) greenhouse gas emissions. This accounts for growing an energy crop or collecting waste, manufacturing the biofuel, transportation, dispensing at a refuelling station (well-to-tank) and combustion in a vehicle (tank-to-wheel).
- Growing crops for biofuel production should not lead to loss of biodiversity or high carbon value land. This ensures protection of sensitive ecosystems such as tropical forests, wetlands and peat land.

Biofuel suppliers can demonstrate their raw materials and supply chain meets these requirements through certification under voluntary sustainability schemes such as the Roundtable on Sustainable Biomaterials (RSB) and International Sustainability and Carbon Certification (ISCC). These schemes include standards related to environmental protection, biodiversity conservation and social issues such as safe working practices and compliance with labour laws. They also require evidence that a chain of custody is in place with regards to waste feedstocks giving assurance of their origin.

Currently 4.9% of total road fuel supplied in the UK comprises of biofuels - biodiesel, bioethanol, biomethanol, and biomethane. **Biogenic waste is the dominant feedstock for biodiesel** and biomethane. For bioethanol the feedstock is predominantly wheat and sugar beet, approximately half of which is grown in the UK. The most recent DfT statistics reveal UK biofuel supply achieves an average greenhouse gas savings of 76% compared to fossil fuels. 98% of biofuel feedstocks meet the sustainability criteria via a voluntary sustainability scheme. For the period 2017-18 biofuels in the UK saved approximately two million tonnes of GHG emissions, equivalent to removing more than one million cars from the road.

If all the UK's long haul and regional HGV operators converted their fleets to running on high blend biofuel over the next decade, this could save an estimated 13.9 million tonnes of CO₂e equivalent. This would be similar to removing over almost of quarter for the UK's car fleet (7.5 million cars).



UK biofuel supply achieves an average greenhouse gas savings of 76% compared to fossil fuels.

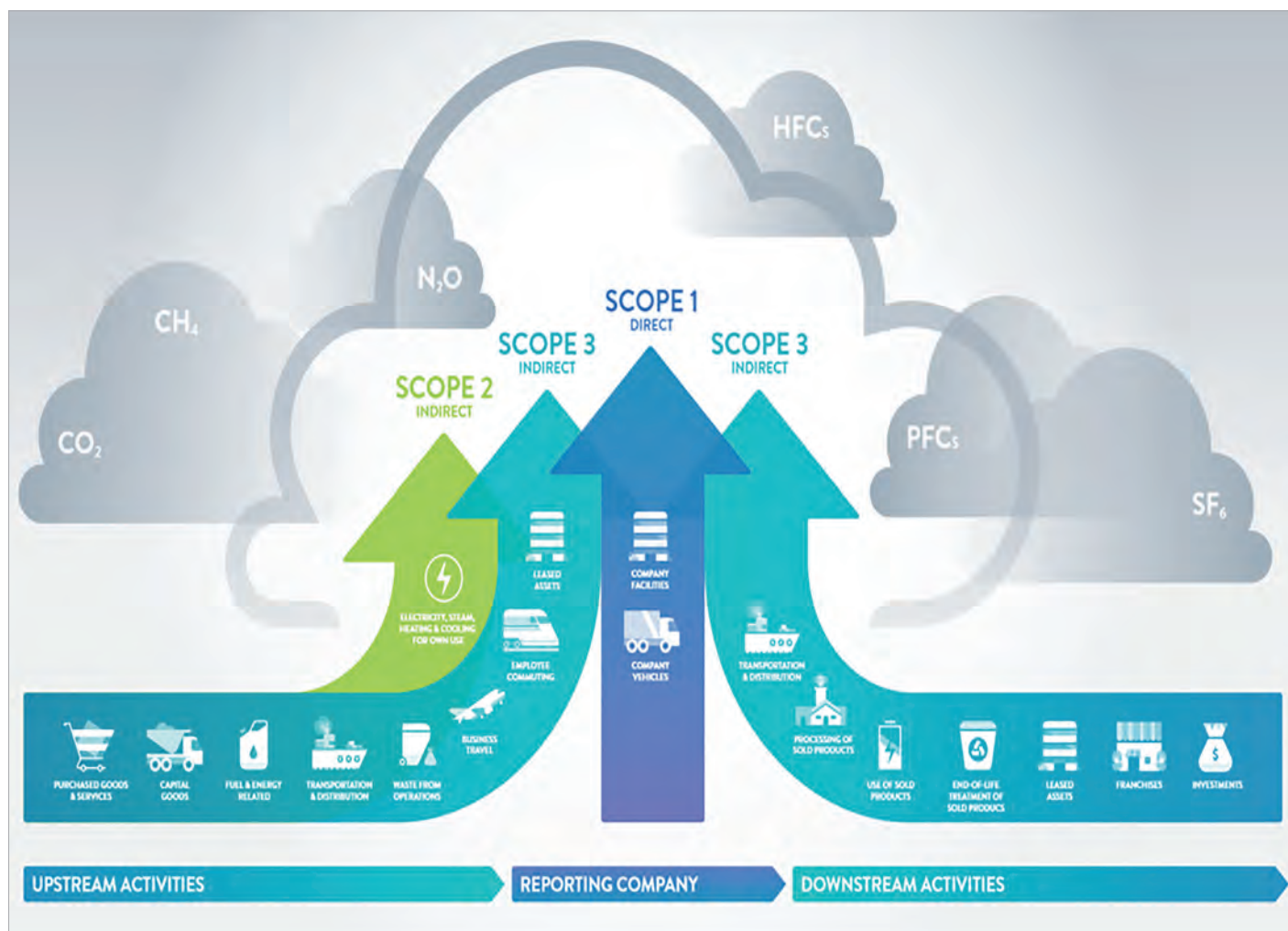
Introduction

Making business sense

Using renewable fuels can reduce fleet operators' running costs as some biofuels are less expensive than fossil fuels and some receive fiscal incentives. Both private and public sector organisations are integrating GHG emission reduction into their business strategies and procurement policies, taking into account their own vehicle fleets and those of their contractors. Many organisations incorporate performance standards for low carbon vehicles and fuels into their contractor tendering process. By operating a renewable fuel vehicle you will be a step ahead of other bidders.

Increased desire for sustainable products and services is driving consumers to align their purchase behaviour with companies who are addressing climate change and ensuring their supply chains are sustainable. Corporate social responsibility is more important than ever, while businesses' reputations have never been under greater scrutiny by their customers. Adopting a low carbon fuel will demonstrate your commitment to mitigating climate change, whilst reducing the carbon footprint of your vehicle fleet.

Disclosure of an organisation's sustainability performance including GHG emissions reporting is becoming increasingly common. The Companies Act 2006 requires all UK quoted companies to measure and report their greenhouse gas emissions as part of their annual Directors' Report. This relates to Scope 1 emissions, those that your company is directly responsible, for example emissions from your vehicle fleet. Scope 2 indirect emissions from electricity use, and Scope 3 indirect emissions that are outside of your direct control, for example your suppliers' vehicles. Scope 1 and 2 are mandatory for reporting purposes. A switch to using renewable fuels for your transport operations can greatly reduce Scope 1 GHG emissions. Measuring and reporting GHG emissions from your suppliers' vehicles can offer greater opportunities for improvements. Setting procurement standards for suppliers to use low carbon fuels, and educating your contractors about options available, can help cut GHG emissions from your supply chain. Further information is given at the end of this guide about measuring and reporting your company GHG emissions.



Company GHG reporting emission sources

LowCVP Low Carbon Fuel Assurance Scheme

The LowCVP hopes to be launching a new low carbon fuel assurance scheme in 2020. This aims to give fuel consumers (fleet operators) confidence that high blend biofuels achieve the RTFO's GHG emission and sustainability standards. The scheme will require renewable fuel suppliers to submit evidence to LowCVP that the volumes of renewable fuel sold to their customers throughout the year are both low carbon and sustainable. This will include evidence of RTFO approval. As part of the scheme, LowCVP hopes to issue a certificate to fuel suppliers as independent verification of a biofuels' blend, greenhouse gas emission savings, feedstock and voluntary sustainability scheme certification.

Factors to Consider

The following factors should be considered when assessing the suitability of renewable fuels for your fleet. These have been addressed in each renewable fuel chapter.

- **Operational:** vehicles and fuel storage must be compatible with the high blend biofuels, engine warranty may need to be checked with the manufacturer for certain blends, vehicle maintenance and storage of biofuels may require minor modifications. Availability of public refuelling infrastructure should be considered where back to base infrastructure is not possible. Installation of new fuelling infrastructure may be required for some fuels
- **Financial:** renewable fuels should be assessed on a whole life cost basis, in some instances fiscal incentives are available which reduce operational costs. Annual mileage will have an important influence on potential fuel cost savings, with high mileage fleets achieving the largest financial benefits.
- **Environmental:** The production of renewable fuels is highly complex and environmental performance varies significantly with feedstock. It is important that biofuels are produced from sustainable feedstocks and achieve genuine greenhouse gas savings over fossil fuels across their supply chain. Fleet operators are encouraged to confirm the GHG savings and sustainability performance of renewable fuels from their supplier.



Topic Sheet 1 - Biodiesel



Fuel overview



In the UK biodiesel is predominantly made from waste based raw materials. It has similar properties to fossil fuel diesel and is already present, as a small percentage, in regular diesel purchased at public forecourts. High blend biodiesel usually contains at least 20% biodiesel. Common blend strengths are B20 (20% biodiesel), B30 (30% biodiesel) and B100 (100% biodiesel).

Biodiesel, as known as FAME (Fatty Acid Methyl Esters), is produced via the transesterification of waste oil with methanol. One of the by-products of biodiesel production is glycerine. FAME is required to meet specific European fuel specifications. For example, B100 must comply with European Biodiesel Standard EN14214 and B20/30 with EN16709.

UK biodiesel suppliers currently include Argent Energy, Greenenergy and Olleco. Each supplies FAME at a variety of blends.

GHG Emissions Performance

The table below shows the GHG emissions performance of the primary feedstocks used for producing biodiesel supplied in the UK. Data has been sourced from Government's renewable transport fuel statistics². The GHG emission savings of biodiesel varies depending on the type of feedstock and final blend. Crop-based biodiesel typically give lower GHG savings while waste based, as produced in the UK, achieves much higher savings. .

	Biodiesel Range
WTW GHG emission intensity	8 - 13 gCO ₂ e/MJ
WTW GHG emission savings	87% - 92%
Average GHG emission savings	B100: 89% B20:17%
Primary sustainable feedstocks	Brown grease, tallow, used cooking oil (UCO)

Current Deployment

High blend biodiesel ranging from B20 to B100 is currently deployed in approximately 8000 buses across the UK. In Scotland bus operators have benefitted from the BSOG incentive for biodiesel. Demand for high blend biodiesel is increasing in commercial vehicle market with companies such as McGregor Logistics and McDonalds using this biodiesel to reduce their GHG emissions. It is estimated that 300 to 600 hundred trucks are running on some form of high blend biodiesel in the UK. Based on current HDV figures it is estimated that approximately 170,000-400,000 tonnes of GHG emission have been saved over the last year³.

Refueling Infrastructure

Blends <B30

High-blend biodiesel is not available at retail fuel forecourts but is typically delivered to fleet depots with standard diesel storage and refuelling equipment. Depending on operators' tank cleaning policy, it can be advisable to clean a tank before switching to high blends in order to remove the inevitable sludge formed from storing fossil diesel.

B100

B100 biodiesel storage requires additional equipment and management compared to standard diesel. All diesel has a temperature point at which it begins to gel in colder weather. Pure waste-based biodiesel (B100) starts to be affected if cooled down to between zero and 10 degrees depending on the base raw material and must be kept above that temperature (Cold Filter Plugging Point, CFPP). Suppliers of B100 are able to provide information and infrastructure such as heated tanks, heated lines and dispensing pumps.

Biodiesel is more hygroscopic than diesel and the presence of water in diesel should be avoided as it can contribute to microbial growth in the fuel storage tank. Although rare, if left unchecked high microbial growth can lead to fuel filter blockages. Anti-microbial products can easily be added to stop microbial growth in both storage and fuel tanks.

Topic Sheet 1 - Biodiesel



Vehicle Compatibility and Availability

UK truck manufacturers have been contacted regarding the use of high blend biofuels in Euro VI vehicles still under warranty. The majority of OEMs warranty new vehicles for blends of B20 and B30, predicated on the biofuel complying with EN16709. These include Renault, Mercedes Benz, DAF, MAN and Scania. OEMs can fit certain parts whilst building the vehicles to enable them to run on high blend biofuel, or retrofit them. Fleet operators should therefore enquire with manufacturers which biofuel blends new vehicle products are warranted for. Scania, Mercedes Benz, MAN and Renault warranty some vehicle products to run on B100. Iveco does not currently warranty any vehicles on blends higher than B7.

If fleet operators wish to run on B100 biofuel suppliers can fit upgrade packages to certain engine types which include heated fuel tanks. B100 used should meet EN14214.

Costs

Vehicle Costs: For high biodiesel blend use, standard diesel vehicles may be used, although some manufactures require a biodiesel upgrade package to be installed, typically costing a few hundred pounds. For B100 use, the vehicles require a conversion to include a simple system for warming the fuel. Various conversions are available either at factory or retrofitted. These typically cost from £6,500 - £8,000 per vehicle. Converted buses in the UK have been running successfully on B100 for over 5 years.

Fuel Costs: Depending on the supply chain, use of high blends can offer fuel cost savings over fossil fuel. Typically, the higher the blend level the lower the price.

Maintenance Costs: High blends are a drop-in replacement. While many operators of high blends have not found any need to change maintenance regimes, some vehicle manufacturers suggest modified routines such as increased fuel filter changes. Biodiesel is an effective surfactant and more frequent filter inspections after switching fuel types may be useful if small particles of dirt are removed from fuel pipes. The fuel quality standard for biodiesel requires anti-oxidation treatment to be used to provide protection against oxidation issues occurring. However, some engine manufacturers recommend more frequent oil changes as a further precaution.

Infrastructure Costs: Biodiesel blends up to B30 can be stored in and dispensed from existing infrastructure for diesel vehicles at no extra cost. B100 however needs to be kept at an appropriate temperature to ensure it remains liquid in the colder months. Fuel suppliers test for the Cold Filter Plugging Point (CFPP) and can advise on the optimal minimum temperature for the fuel. This will result in some heating costs.

Case Study: McGregor Logistics

McGregor Logistics Ltd is a haulage, warehousing and distribution firm based in Doncaster, South Yorkshire, with depots in Tilbury and Cardiff. It sought the most cost effective and environmentally beneficial way of fuelling its fleet of vans, rigid and articulated trucks. Following a review of the market, McGregor selected Argent Energy to supply high blend (B30) biodiesel to power its fleet. The biofuel is now deployed in over 80 trucks and vans.

McGregor sources B30 from Argent Energy for use in its bunkered fuelling system delivering significant savings against conventional diesel. It was a smooth transition and after using it for over a year it has not presented any issues with its engines or operations. Apart from deciding to have their tank cleaned to remove the residual sludge that had accumulated over time, there was nothing else to do to support the introduction of this fuel.

Argent Energy's RTFO-approved biodiesel is all made from waste to avoid using crops that would normally go to the food or feed chain. Argent guarantee that no fuel supplied and used by McGregor will be made from food or feed crops. Their feedstocks include waste animal fats, fats oils and greases recovered from grease traps and water treatment facilities, used cooking oils and food waste oils. The technology includes intensive pre-treatment to clean up the waste oils and full distillation of all product to ensure maximum purity of the biodiesel. Argent Energy achieves greenhouse gas emission savings of between 87% and 92% compared to conventional diesel. They are certified under the voluntary sustainability scheme ISCC.

Using UK government data, McGregor calculates that using this fuel has reduced their emissions by 1,197 tonnes of CO₂ in the last 12 months. As a result, they plan to expand their use of high blend biodiesel, aiming to reduce emissions by around 2,350 tonnes CO₂ per year. In addition to the competitive purchase price, McGregor sees a commercial advantage in operating biodiesel. The business reports that many existing and potential customers are now interested in what steps it is taking to reduce its carbon footprint (and therefore their carbon footprint) as part of the contract process. There is a substantial capital cost involved in setting up on-site refuelling, but McGregor is confident that the savings they make on fuel will cover this within two years.

Argent supplies nine fleets across the UK operating over 3,000 vehicles, with a further 850 vehicles expected to add to these numbers in the near future. They promote the use of their biodiesel blends as a here-and-now solution to decarbonisation of trucks, coaches and buses currently running on fossil diesel.



Topic Sheet 1 - Biodiesel



Case Study: McDonald's

Olleco and McDonald's UK have worked together to create a mutually beneficial circular economy, using waste resources from restaurants to fuel the McDonald's logistics fleet. And help it meet its commitment to reducing emissions right along its value chain.

Olleco is the UK's leading supplier of premium cooking oils and fats and collector of used cooking oil and food waste, serving over 50,000 catering establishments including McDonalds. It operates five used cooking oil processing plants, a biodiesel plant, a bulk liquid storage facility and three anaerobic digestion plants. Olleco's biodiesel supply, produced from 100% UCO, achieves greenhouse gas savings of 89% compared to diesel. Their supply chain is approved under the RTFO scheme and has been certificated under the voluntary sustainable scheme ISCC.

Using its on-site anaerobic digestion plant, Olleco generate renewable heat and power from the food waste collected and use it to power the production of renewable biodiesel from used cooking oil. The biodiesel is then used as a B100 in McDonald's delivery trucks, operated by Martin Brower. It operates specialised heated and insulated tanks (available as a retrofit option for around £8,000) to ensure that the fuel can be used safely in colder temperatures. Likewise, bunkered storage tanks need to be heated to keep the fuel above zero degrees Celsius.

B100 has a lower energy density than mineral diesel and as a result may reduce fuel efficiency. Olleco has not observed any whole life cost savings from using this fuel. However, it does deliver very cost-effective carbon emissions reductions.





Summary Matrix

	Biodiesel	Hydrotreated Vegetable Oil	Biomethane	Biopropane
WTW GHG Emission Savings Range*	87% - 92%	92%	82% - 94%	63% - 90 %
Whole Life Costs	Cost improvement for some high blend supply chains	Increase	Cost improvements dependant on annual mileage and ownership period	
Financial Incentives	Bus Service Operators' Grant (England and Scotland)	None	Reduced fuel duty rate Bus Service Operators' Grant (England and Scotland)	Reduced fuel duty rate
Vehicle Availability & Compatibility	Manufacturers can warranty up to B20/ B30. Some warranty B100 dependent upon approved vehicle conversion	Drop-in fuel, warrantied by all manufacturers	CNG and LNG vehicles available	LPG conversion warranties need to be applied for after conversion - no warranty implication for using Bio LPG
Fuel Availability	A number of suppliers UK wide	Limited availability in the UK	A number of suppliers	Limited availability in the UK
Refuelling Infrastructure	Depot-based only		Public refuelling stations (via certification) and depot-based refuelling available	

* WTW GHG emission ranges based on UK Government renewable fuel statistics data for 2018

Further Information

General Advice and Calculator Tools

The free-to-use LoCITY Fleet Advice Tool provides guidance on the economic and environmental performance of low emission technologies.	https://fleetadvice tool.cenex.co.uk
Official UK Government factors for converting your fuel use into carbon emissions.	https://www.ukconversionfactorscarbonsmart.co.uk
The Gas Vehicle Hub provides impartial information about the costs and benefits of operating gas vehicles and hosts an up-to-date map of the UK's gas refuelling infrastructure.	https://www.gasvehiclehub.org
UK trade association for the LPG industry.	https://www.uklpg.org/
Drive LPG provides advice and information about converting to LPG including a list of approved installers.	https://www.drivelpg.co.uk
The Freight Portal has resources to help fleets become more sustainable, and signposts fleet support schemes.	https://thefreightportal.org
The LowCVP find out more about renewable fuels and low carbon vehicles	https://www.lowcvp.org.uk/

References

¹ BEIS UK GHG emissions national statistics 2009-2017

² Renewable Transport Fuel Obligation statistics: Period 10 (2017/2018), report 6 [DfT 2019]

³ Estimates of the number of vehicles, volume of fuel sold and estimated GHG savings have been derived by Cenex from assessments of the market, interviews with fuel suppliers, average UK annual mileages of freight and duty cycles.

⁴ Focus on: Paraffinic Fuels [Transport Engineer, August 2018]

The information and advice given is based on public domain sources, data supplied by companies, in-house knowledge and analysis, and engagement with stakeholders. While the information is provided in good faith, the ideas and analysis presented in this guide report must be subject to further investigation, and account for factors not presented here. The authors disclaim liability for any investment decisions made based on this guide.

Glossary

BSOG	Bus Service Operators Grant
CBM	Compressed Biomethane
CH₄	Methane
CO₂	Carbon Dioxide
CO₂e	Carbon Dioxide Equivalent
FAME	Fatty Acid Methyl Ester
GHG	Greenhouse Gas
HDV	Heavy Duty Vehicle
HVO	Hydrotreated Vegetable Oil
ISCC	International Sustainability and Carbon Certification
LBM	Liquid Biomethane
LCBG	Liquefied to Compressed Biogas
LowCVP	Low Carbon Vehicle Partnership
LPG	Liquefied Petroleum Gas
N₂O	Nitrous Oxide
OEM	Original Equipment Manufacturer
RTFO	Renewable Transport Fuel Obligation
TTW	Tank-to-Wheel
UCO	Used Cooking Oil
WTT	Well-to-Tank
WTW	Well-to-Wheel



Low Carbon Vehicle Partnership

3 Birdcage Walk,
London,
SW1H 9JJ
Tel: +44 (0)20 7304 6880
<https://www.lowcvp.org.uk>



CNG Fuels

56 Warwick Rd,
Olton,
Solihull,
B92 7HX
Tel: +44 07971 541 000
Email: info@cngfuels.com



Cenex

Holywell Building, Holywell Park,
Ashby Road, Loughborough,
Leicestershire, LE11 3UZ
Tel: +44 (0)1509 635750
<https://www.cenex.co.uk>



Scania Great Britain Ltd

Delaware Drive, Tongwell,
Milton Keynes,
Buckinghamshire,
MK15 8HB
Tel: +44 (0)1908 210210
Email: drivingtheshiftuk@scania.com