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## Phillips 66 to quadruple HVO production in UK by mid-2021 as plant upgrade begins

24 Aug 2020 | [John McGarrity](#)

US refiner Phillips 66 will by mid-2021 bolster its position as the only significant producer of renewable diesel in the UK after taking delivery of a large new processing unit last week that will convert wastes and quadruple the facility's overall output.

Phillips 66 in recent weeks has taken delivery of a module that will enable it to produce 4,000 barrels a day of renewable diesel from wastes, a fourfold increase from its current capacity.

That would be equivalent to around 173,000 tonnes a year of co-processed diesel and biodiesel that typically has a 20% share of biological feedstocks, compared with 7% bio- content in standard FAME biodiesel.

A Houston-based spokesperson for Phillips 66, which retails its fuels in the UK under the 'Jet' brand, told Energy Census that the capacity increase is expected to come onstream by 2021.

The company said in a July 31 conference call in response to analyst questions that the only issue related to the expansion is "around the logistics to get it into the plant... We don't have any problem running it".

Unlike other big fuel markets such as France and Italy, the UK has lacked any large-scale HVO production.

Provisional renewable fuels data released by the UK's Department for Transport earlier this month showed that by mid-June this year, 14 million litres of HVO was supplied to the UK market, just a 0.01% share of total fuel supplied in the UK.

Although much of Phillips 66's newly-expanded production will be oriented towards the road transport market, where freight operators can make much bigger GHG savings with renewable diesel (also known as hydrotreated vegetable oil), Phillips 66 will be able to tap into the burgeoning market for aviation biofuels, where HVO can be deployed as a drop-in fuel in combination with standard kerosene.

Although backers of the UK's Altalto aviation biofuel plant in north-east England, which is based on Fischer Tropsch technology, aim to have it operating by 2024, HEFA-based biofuel is likely to fill the demand gap in the UK in the meantime as airlines come under increasing pressure to cut their carbon footprints.