

Fleets in Charge

Agenda

7 July 2022



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Learning & Development

BVRLA Learning & Development offers a blended approach to training combining a range of courses, qualifications, e-learning solutions that aim to raise standards and professionalism across the vehicle rental and leasing sectors. Activities are designed to promote best practice, encourage knowledge sharing, skills acquisition and increase competence.



Electric Vehicles (Cars) Operational Technical Support Instructor-Led Course

This course provides a full overview of the EV landscape, current market entrants and valuable advice for members supporting their customers' need for day-to-day technical operational support.

'A well presented course with useful topics. It's good to sit there and hear other people's feedback in the industry as well. The course really makes you think about how the introduction of electric vehicles will impact the world and how we operate.' Steven Marklew, Agility Fleet

Understanding Salary Sacrifice Instructor-Led Course

This course will provide a full overview of Salary Sacrifice, cover the features of a typical scheme and who might benefit from Salary Sacrifice, PAYE, BIK, NI and OpRA Rules.

'I found this course extremely informative and have a much better understanding of salary sacrifice and what steps our business would need to take to further consider offering this to our customers (and potentially employees).' Mel White, Jigsaw Finance Limited

Electric Van & Trucks Operational Technical Support & Fleet Management Instructor-Led Course

This course provides a detailed market overview of the Electric Van & Truck landscape, while supplying valuable advice and day to day operational technical support that you can give to your customers (fleet operators and drivers) on how to effectively manage and drive EVs.

'This training, it was one of the best trainings I have been to. So interesting and so informative, the guy running it is an absolute expert in the field.' Fahad Romani, Venson Automotive

Selling Electric Vehicles to Fleet Customers

New customers entering this market for the first time may be nervous or hesitant in taking their first EV and will be looking to their supplier as a trusted support. This BVRLA course prepares attendees to be precisely that trusted support.

'Highly informative and the course met our expectations with ideas and improvements to our sales process.' Matt Noonan, 1st Choice Vehicle Finance Ltd



Welcome



It is vital that businesses have a clear roadmap for decarbonisation. Phase-out targets, set to restrict then eradicate sales of petrol and diesel models, are getting ever closer. We are now only two or three vehicle lifecycles from 2030.

If we look a little deeper below the headline figures, we can see two fleet trajectories emerging.

One part of the industry is speeding ahead at full throttle, powered by tax incentives, home charge points and aggressive corporate carbon reduction strategies. Battery electric vehicles already dominate the order books for company and salary sacrifice cars and this sector could hit the Phase-out target with years to spare – if the Government resists the urge to pull the handbrake by introducing a major hike in benefit-in-kind tax.

But another part of our industry is struggling to get out of first gear, hampered by a lack of tax incentives, inadequate charging infrastructure and a scarcity of appropriate vehicles.

In this race to decarbonise, it is not about who wins, it is about getting everybody across the line. Luckily, there is increasing evidence that policymakers, manufacturers, fleets and their supply chain are working more collaboratively than ever to ensure that happens.

We are delighted to have an agenda packed with experts, decision makers, and innovators.

These are some of the themes we will be addressing today, at the first ever Fleets in Charge Conference to take place in person and online simultaneously.

Today, we are delighted to have an agenda packed with experts, decision makers, and innovators. Together, they will share their experiences and insights to map out how the UK can remain on track

on its Road to Zero, discussing the integral role the fleet industry will continue to play.

Thank you to everyone who has helped to make this conference possible, particularly our brand partners The AA, The Algorithm People, Arval and bp pulse. Whether you are joining us in person or online, we hope you find the event a valuable one in highlighting the ways that fleets will lead the charge to zero emissions.



Gerry Keaney,
Chief Executive, BVRLA

Agenda

Timings	Session detail
From 10:00	Registration
10:30	Welcome from conference chair Peter Campbell, Global Motor Industry Correspondent
10:35	Session 1: Decarbonising the Fleet Sector Gerry Keaney, Chief Executive, BVRLA showcases decarbonisation insights and work from the BVRLA throughout the year.
10:40	Session 2: Big Picture - The Government View Transport Minister Trudy Harrison gives an update about the work and plans of government towards transport decarbonisation.
10.45	Big Picture - Q&A
11.15	Session 3: The journey to zero emission fleets Three 30-minute expert panel sessions will discuss progress for EV demand, EV supply and charging infrastructure.
	Supply (11.15 – 11.35)
	Infrastructure (11.40 – 12.00)
	Demand (12.05 – 12.25)
12.40	Lunch Break Giving delegates a chance to recharge, grab lunch, check out the exhibition space, and network with sponsors and peers.
13.40	Afternoon Recap The chair welcomes delegates back for the second half of our event.
13.50	Session 4: Choice of two breakout sessions Main stage: The new normal: Explaining emerging business models In depth panel discussion looking at the most exciting latest business models and considering how these disrupters will change the world of vehicle rental and leasing.
	Council Room: Greener Futures: Carbon accounting and the ESG agenda (physical tickets only) Business experts discuss the ways companies are changing their practices for a greener, fairer, more socially responsible future.
14.40	Session 5: Choice of two breakout sessions Main Stage: Innovation zone: What's next for the Industry? Update on the very latest innovations and top technology you need to know about.
	Council Room: Second life and beyond: Exploring the world of used BEVs (physical tickets only) As sales of BEVs soar, a substantial second-hand market is already emerging. This group discussion will look at all aspects of used BEVs from maintenance to sales and beyond.
15.25	Conference chair closing comments
15.35	Networking Drinks Reception Delegates can check out the exhibition space and network with peers.
17.00	Conference ends



Redefining the future of driving

Fleets
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Stuart Thomas, Director of Fleet & Accident Management Services at the AA

At the heart of automotive trends and development is unquestionably innovation. From developing the vehicles themselves to the powertrains, infrastructure and the service economy which supports them.

At the AA, we see it as our duty to inspire UK drivers, both business and consumer, by helping them understand just how this innovation is going to change the nature of driving over the next decade.

Beyond the motorist

The AA's Business Services division recently sought to redefine the future of driving at an industry-leading discussion hosted at the Goodwood Festival of Speed. At the VIP Breakfast discussion, speakers debated Redefining Driving: Beyond the Motorist, which included participants from the AA, McKinsey & Company, myenergi and McLaren.

Greater accessibility – the future norm

Following this year's Highway Code changes, expect more future attention to be paid to our most vulnerable road users too, with new technologies championing greater accessibility. Earlier this year, we called for greater accessibility of EV charge points, as almost one in ten new cars in the UK are bought on behalf of disabled drivers.

The good news is that new accessibility standards for EV charging are in the works, with the British Standards Institute undertaking this commission from Motability and the Department for Transport.

Make space for at-work charging

In 2021, we launched our fifth annual Operational Fleet Insight Report in partnership with Rivus Fleet Solutions, involving more than 500 operational fleet managers. Among other key business insights, this revealed that for those who have already adopted EVs, at work and depot charging is the current preferred driving set-up.



Transforming the breakdown process

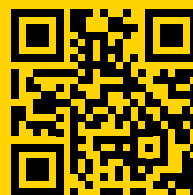
The automotive landscape is evolving in line with the transition to alternative fuels. Likewise with regards to the expectations of customers and drivers because of the rise in online retailing and home delivery services since the start of pandemic.

Innovation is going to continue to be critical for businesses moving forward and for us all to reach our net zero goals, especially when it comes to breaking down. We have seen this with the introduction of our award-winning Freewheeling Hub, a game-changing addition to our Multi-Fit Wheel kit so patrols can safely tow EVs and 4x4s.

Ahead of the curve

At the AA, we are here to support fleets. Our continued innovation, roadside capabilities and customer service keeps us ahead of the curve with supporting businesses and their drivers, so whatever your route to embracing alternative fuels, we're with you every step of the way."

To find out more about AA Business Services, please visit: <https://bit.ly/38YGRvZ>



For further media information, please contact Joel Del Gesso at Prova Public Relations on 01926 776 900 or email joeldg@provapr.co.uk



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Speakers

Conference chair

Peter Campbell, Global Motor Correspondent, The Financial Times

Decarbonising the Fleet Sector

Gerry Keaney, Chief Executive, British Vehicle Rental and Leasing Association

Big Picture - The Government View

Trudy Harrison, Parliamentary Under Secretary of State at the Department for Transport

Big Picture - Q&A

Ian Constance, Chief Executive, Advanced Propulsion Centre

Caroline Low CBE, Director of Transport Decarbonisation, Department for Transport

Nick Shaw, Deputy Head of Environment Strategy, Department for Transport

The journey to zero emission fleets

Supply:

Ian Constance, Chief Executive, Advanced Propulsion Centre

John O'Hanlon, CEO, Waylands Automotive

Laura Holloway, Head of Government and Public Affairs, Enterprise

James Leese, Chief Customer Officer, Cox Automotive

Dylan Setterfield, Head of Forecast Strategy, Cap HPI

James Taylor, Director for B2B, Stellantis

Infrastructure:

Philip New, Chair, Electric Vehicle Energy Taskforce

Paul Hollick, Chairman, Association of Fleet Professionals

Melanie Shufflebotham, COO and Co-founder, Zap-Map

Stuart Gibbons, Director of Product and Marketing, Arval

Andrew Kirkby, Senior Sustainability Manager, BT Openreach

Alex Potts, Sales Director, BP Pulse

Demand:

Edmund King, President, The AA

James Court, Chief Executive, EVA England

Ian Hughes, CEO – Car & Van division, Zenith

Ian Plummer, Commercial Director, Auto Trader

Justin Laney, Partner & General Manager – Fleet, John Lewis Partnership

The new normal: Explaining emerging business models

Catherine Bowen, Senior Policy Adviser, BVRLA

Claire Miller, Director of Technology & Innovation, Octopus EV

Rob Gwynn, Policy and Public Affairs Manager, Volta Trucks

Geoff Grindle, Head of Asset Valuation and Pricing, Arval

Rui Ferreira, Chief Commercial Officer, Onto

Iqbal Ahmed, Public Policy Manager (UK), Dott

Greener Futures: Carbon accounting and the ESG agenda (Physical event only)

Eleanor Bruce, BVRLA

Tom Thackray, Programme Director for Decarbonisation, CBI

Tim Bailey, Fleet Director, UK & Ireland, Northgate

Biswajit Kundu Roy, CEO, Coastr

Jamie Armour, Senior Strategy Advisor - Green Finance, Department for Business, Energy & Industrial Strategy

Eoin McQuone, PIEMA, Founder, Go Climate Positive

Innovation zone: What's next for the Industry?

Adam Forshaw, Head of Communications, BVRLA

Colin Ferguson, CEO, The Algorithm People

Hannah Bryson-Jones, Senior Consultant, Element Energy

John Holland, Commercial Director, Europe & Middle East, Momentum Dynamics

Sam Gregory, Marketing Director, Caura

James Warren, Group Commercial Director, Lunaz

Hugh Sheehy, CEO, Go Eve

Second life and beyond: Exploring the world of used BEVs (Physical event only)

Thomas McLennan, Head of Policy & Public Affairs, BVRLA

Andy Eastlake, CEO, Zemo Partnership

Lauren Pamma, Director, Green Finance Institute

Matt Clevely, Managing Director, Clevely EV

Meryem Brassington, Senior Manager Motor Sustainability Propositions, Lex Autolease

Patrick Cresswell, Managing Director, Agile Charging

Sponsors & Exhibitors



The BVRLA would like to thank our Fleets in Charge Conference sponsors and exhibitors. Find out more by visiting our exhibition space in the Marble Hall at One Birdcage Walk.

Sponsors

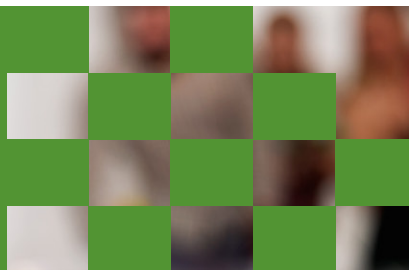


Exhibitors



Road to Zero Racetrack

Have a spin on our Road to Zero Racetrack during one of your breaks and see if you can set a new track record! Visit the racetrack in the Gallery space at One Birdcage Walk to find out more.



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Heavy lifting: A view on CV decarbonisation

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We're currently getting a lot of client enquiries seeking assistance on their decarbonisation journey. There remains a lot of confusion around the timings for introduction of zero emission vehicles, what the government timetable is and what fleet operators can do now.



When faced with a myriad of potential solutions and a range of voices arguing for battery or hydrogen or fuel cell or HVO or LNG, or CNG (you get the picture) the anxiety and confusion in the market is perfectly understandable.

Fleet operators are in an unenviable position. It's fair to say, pretty much all the technical implementations currently available to them for commercial vehicle acquisition (particularly heavies), infrastructure and operation are transient technologies. We're fairly certain, by the proposed truck implementation dates of 2035 and 2040, the landscape will look a lot different and, hopefully, the choices will be clearer.

In the meantime, and this is the biggest problem as we see it, fleet users will be faced with a dramatic period of uncertainty and operational challenge. Those looking at their future buying patterns today will be driven by a consumer and corporate requirement to embrace the vehicles with zero or low carbon credentials, knowing they are

investing in tech which won't necessarily meet future requirements. While the industry has been through these challenges before, when dealing with the Euro emissions legislation, for instance, those changes didn't involve a switch to a completely new energy source, infrastructure requirement and a rethink of operational duty cycles to meet new weight to battery discharge rates. These new variables, combined with managing the current ICE fleet, brings a new level of complexity to fleet operations during the switch over.

It's our belief industry is going to need support to manage all these variables, particularly as we journey through the challenges of running a mixed fleet. Our algorithms have been designed to deal with the multiple inputs of fuel types, range and refuelling/recharging, as well as all the normal demands of a current operation to give fleet operators the peace of mind they are well placed to start their journey to net zero.

Colin Ferguson, co-founder and CEO of The Algorithm People, looks at what fleet operators can do now to progress their journey to zero emission commercial vehicles.

Colin will be appearing as part of the 'Innovation Zone' breakout session.

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Why clarity over electric car taxation is essential for employers, employees and the future used car market



Geoff Grindle, Head of Asset Valuation and Pricing at Arval UK



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The cost of living is currently at the forefront of many people's minds and last week, Arval UK's Commercial Director, Joel Lund, highlighted how low benefit in kind (BIK) taxation on electric company cars can be used to help employees.

Those who choose to switch away from petrol and diesel can typically take home £1,000-£2,000 of additional pay, which is accelerating the uptake of electric cars today. This is not only good for the UK employee base, but also a key enabler of the UK's 2030 transport decarbonisation strategy.

However, there is currently a question regarding how long this opportunity for UK-based employees and their employers will last. At present, we know the BIK rate is set at 2% for zero-emission cars until the 2024/25 financial year end – making them highly attractive to company car drivers and via salary sacrifice schemes – but we have no indication from the Government about what will happen afterwards. Will relatively low rates be sustained or will there be marked increases?

It's an area where clarity will help – both to ensure that employers continue to promote electric cars enthusiastically to employees, and also that those employees continue to enjoy the financial benefits of low BIK. It's something which should be addressed soon. With vehicle lead times ranging up to 18 months for a new order, and the average lease duration being upwards of 36 months, decisions being made by drivers today will affect them long beyond 2025.

This is why we're pleased to be taking part in the BVRLA's "See The Benefit" campaign and the subsequent parliamentary drop-in event designed to help increase understanding of the need for foresight on BIK. Our hope is that the more

Members of Parliament (MPs) who attend, the greater the hope of a decision on future BIK being made in time for the Autumn statement.

One area that we'd like to highlight, is the role that the fleet market plays in helping to supply electric cars into the used car sector. Via Arval UK, these EVs flow into used car markets after 3-4 years, for customers to either to buy or lease at a lower price and potentially for a shorter duration than a new vehicle, which supports demand for EVs in a more price-sensitive customer segment.

Unless businesses continue to adopt these vehicles in large numbers, there simply won't be sufficient supply to meet second-hand demand from consumers in the years ahead. This is already happening. Today, the volume of used electric cars in the market place is still limited – accounting for less than 2% of auction sales in the year to date – and as a result the average value when sold is nearly four times that of a petrol or diesel vehicle.

The only way in which the market for used electric cars will find its level in the medium-long term is through businesses continuing to feed the funnel at the front end. True fleet electric registrations so far in 2022 have been 25% and we expect that percentage will continue to grow rapidly – but only if BIK is kept at sensible levels. It's something that makes sense for employers, employees and the whole future used electric car market in the UK.

Geoff will be appearing as part of the 'New Business Models' breakout session.

Time for all to See The Benefit of BiK



Thomas McLennan, Head of Policy and Public Affairs, BVRLA

The electric car market is in good health. Even in the face of extreme supply issues across the industry, the BVRLA leasing fleet is back above pre-pandemic levels, while the total company car fleet is up to 18% EVs, from just 1.8% in 2020.

Many factors have aligned to make that happen. Quality of vehicles, depth of choice, and improving public charging infrastructure all play a significant role. Above everything though, there is one reason for electric car uptake being in such a positive position.

Tax

Benefit in Kind (BiK) rates for electric cars have remained low, very low, incentivising drivers to make the transition from petrol and diesel cars. As a result, cars registered to companies are now responsible for nearly 60% of BEVs on UK roads*, as the BEV company car fleet has surged to 145,000 vehicles from just 15,600 two years ago. With nearly half of company cars on order being for BEVs, that number will grow further.

Low BiK rates make driving an electric vehicle more affordable and have enabled salary sacrifice schemes to democratise access to EVs and extend their appeal beyond the highest earners and most environmentally conscious. Over 60% of salary sacrifice EV drivers are basic rate taxpayers. That appeal to those basic rate taxpayers will improve as infrastructure and choice evolve, but only if the financial incentives remain.

Until electric cars are the only choice, they need to remain an attractive, cost-effective one for the masses to see them as a workable solution.

This means BiK rates need to be kept low. Drivers need to be given confidence that their tax payments will not skyrocket during their lease period. There is uncertainty on BiK beyond 2024/25, creating fears that drivers entering into an agreement now will see the govt move mid lease.

Fear and uncertainty will see the uptake of electric vehicles hit a wall. Lack of foresight, combined with high rates will stop the transition to EVs in its tracks and prevent the UK from achieving its transport decarbonisation targets.

That is why we have launched our #SeeTheBenefit campaign. By highlighting the positive role low BiK rates are having on take up of electric cars, while showing what high rates will do to registrations, we are pushing for the Chancellor to protect BiK rates, give greater foresight on what changes are due, and prevent any sharp, sudden increases.

The first step is to get the issue high up on the agenda, and we are looking to industry professionals for support. The BVRLA is hosting an event for MPs in July, and we need as many of you as possible to write to your MP to urge them to attend.

We have drafted a letter for you, simply needing you to enter your personal details at <https://bit.ly/BVRLACompanyCar> and hit send. Every letter makes our collective voice louder. Thank you in advance for your support.

Thomas will be chairing a panel discussion of used BEVs at 2.40pm, exclusively available for those attending the conference in person.

First published in EV Fleet World, June 2022

*SMMT data: 58.8% of all electric cars on UK roads are company registered.

Delegates

First Name	Last Name	Company
Abdul	Chowdhury	OZEV
Adam	Forshaw	BVRLA
Adam	Flanagan	Lloyds Bank
Adam	Cunliffe	XLCR Vehicle Management Ltd
Alberto	de Monte	Masternaut Limited
Alex	Potts	BP Pulse
Alexander	Lewis-Jones	Other Way
Allegra	Gacsall	Santander Consumer (UK) PLC
Alun	Davies	ElectrAssure
Amanda	Brandon	BVRLA
Amelia	Johns	Evenergi
Andrew	Kirkby	BT Openreach
Andrew	Ryan	Fleet News
Andrew	Collett	Lookers Leasing Ltd
Andy	Salter	DVV Media International
Andy	Fuller	Mitsubishi HC Capital UK PLC
Andy	Eastlake	Zemo
Anna	Moss	Cornwall Insight
Anthony	Flack	Auto Platforms Ltd
Barry	Monks	The Miles Consultancy
Biswajit	Kundu Roy	Coastr
Bob	Baillie	United Rental Group Ltd
Brian	Hinshelwood	N.I.I.B. Group Limited
Carl	Smith	Van Monkey
Caroline	Low	DfT
Catherine	Bowen	BVRLA
Chris	Farnell	Leasing Life/Motor Finance Online
Chris	Ashley	RHA
Claire	Lane	Avis Budget Services Ltd
Claire	Perkins	Vansdirect Ltd
Claire	Evans	Zenith
Claire	Miller	Octopus EV
Clive	Willcocks	The AA
Colin	Ferguson	The Algorithm People
Dan	Goodall	ALD Automotive
Dan	Joyce	Kwik Fit Fleet
Daniel	Hawkes	Europcar Group UK Ltd
Daphne	Fagan	AFL (Fleet Management) Ltd
David	Baker	Crown Commercial Services
David	Chapple	Europcar Group UK Ltd
David	Bushnell	Fleet Operations Ltd
David	Fisher	Enerveo
Dean	Hedger	The AA
Deborah	Stevens	Care by Volvo Cars UK Ltd
Denise	House	Coastr
Dominic	Surlis	LeasePlan UK Ltd
Dylan	Setterfield	cap hpi
Ed	Birkett	Onward
Edmund	King	The AA

First Name	Last Name	Company
Eleanor	Bruce	BVRLA
Elisa	Fenzi	SSE Utility Solutions Limited
Elly	Mesquita	Cox Automotive
Emily	Lewis	Cornwall Insight
Emma	Naylor	Dawsongroup Vans Limited
Eoin	McQuone	Go Climate Positive
Evelyn	Tourish	Europcar Group UK Ltd
Fran	Bund	BVRLA
Gemma	Knowles-Myhill	Radius Vehicle Solutions Ltd
Geoff	Grindle	Arval UK Ltd
Gerry	Keaney	BVRLA
Greg	Theaker	BVRLA
Greg	McDowell	N.I.I.B. Group Limited
Guy	Crisp	U-Drive Ltd
Hamish	Philips	No. 10
Hammond	Reddie	The Miles Consultancy
Hannah	Bryson-Jones	Element Energy
Harvey	Sykes	M Group Services Plant & Fleet Solutions
Hayley	Ingram	Motability Operations Ltd
Helen	Lawrence	BVRLA
Hugh	Sheehy	Go Eve Ltd
Ian	Constance	Advanced Propulsion Centre
Ian	Plummer	Auto Trader
Ian	Lawrence	United Rental Group Ltd
Ian	Hughes	Zenith
Iqbal	Ahmed	Dott
Jack	Tanner	Mitsubishi HC Capital UK PLC
Jacob	Roberts	REA
James	Leese	Cox Automotive Europe
James	Court	EVA England
James	Parnell	Grosvenor Contracts Leasing Ltd
James	Warren	Lunaz
James	Eustace	Northgate Vehicle Hire Ltd
James	Russell	PSA Finance
James	Taylor	Stellantis
James	Taylor	Zipcar UK Ltd
Jamie	Armour	BEIS
Jamie	Colquhoun	Costain Group PLC
Jason	Briggs	Cornwall Insight
Jason	Rogerson	Herd Hire Ltd
Jay	Chadwick	Vans NorthWest Ltd
Jennifer	Jones	TCH Leasing
Jim	Blair	Arnold Clark Finance Ltd
Joanna	Burley	cap hpi
Joe	Watling	Autorama UK Ltd
Joe	McElligott	Fleet & Distribution Management Ltd
Johannes	Schubert	Love Electric Financial Services Ltd
John	Lindsay	Clydesdale Bank Plc
John	Goodbody	Go Eve Ltd



Delegates

First Name	Last Name	Company
John	Holland	Momentum Dynamics
John	O'Hanlon	Wayland Automotive
Laura	Holloway	Enterprise
Lauren	Pamma	Green Finance Institute
Lee	Brown	Grosvenor Contracts Leasing Ltd
Leigh	Merry	Mitsubishi HC Capital UK PLC
Liam	James	Novuna Vehicle Solutions
Liz	Payne	Enerveo
Lorna	Wilkins	Arval UK Ltd
Luke	Lesauteur	Auxillis Services Ltd
Margaret	Speirs	Arnold Clark Finance Ltd
Marina	Lussich	Amazon
Mark	Pedley	Adept Vehicle Solutions Ltd
Mark	Pow	BVRLA
Mark	Binks	BYNX Europe Ltd
Mark	Ashton	Lex Autolease
Mark	Hammond	TCH Leasing
Mark	Beattie	Venson Automotive Solutions Ltd
Martin	Beaumont	Electric Green EV
Martin	Taylor	Leasing.com Group Ltd
Mat	Stevens	SG Fleet Solutions UK Ltd
Matt	Cleevely	Cleevely EV
Matt	Blake	Loopit
Matt	Gibney	Motability Operations Ltd
Maxine	Stalker	Trakm8
Melanie	Shufflebotham	Zap-Map
Meryem	Brassington	Lex Autolease
Michael	Potter	Fleetdrive Management Ltd
Michael	Malone	Rent-A-Truck (UK) Ltd
Mike	Lloyd	Central Contracts (SOT) Ltd
Natasha	Turner	ALD Automotive
Neal	Gaughan	GoWithFlow (SA)
Nicholas	Hellen	Sunday Times
Nick	James	Easee
Nick	Hughes	Grosvenor Contracts Leasing Ltd
Nicky	Lloyd	Lex Autolease Ltd
Olivia	Mills	Zenith
Patrick	Cresswell	Agile Charging
Paul	Hollick	Association of Fleet Professionals
Paul	Miers	The Miles Consultancy
Per	Voegerl	United Rental Group Ltd
Peter	Neal	Arnold Clark Finance Ltd
Peter	McDonald	Ohme Operations UK Ltd
Peter	Campbell	The Financial Times
Phil	Garthside	BVRLA
Phil	Valarino	Macquarie Green Investment Group
Philip	New	Chair, EV Energy Taskforce
Philip	Nothard	Cox Automotive

First Name	Last Name	Company
Philip	Kehoe	DSG Financial Services Limited
Rachael	Hewish	BVRLA
Ralph	Palmer	Transport & Environment
Rhiann	Pugh	Alltruck Plc
Richard	Aacock	Auto Retail Agenda
Rob	Gwynn	Volta Trucks
Robert	Blow	United Rental Group Ltd
Rui	Ferreira	Onto
Salman	Daila	Alltruck Plc
Sam	Gregory	Caura
Sam	Rose	ElectrAssure
Sam	Harkness	Greenfleets Ltd
Sam	Spray	Kwik Fit Fleet
Sam	Denyer	OZEV
Sarah	McArthur	Arval UK Ltd
Sarah	Gray	Rivus Fleet Solutions Limited
Sarah	Worthington	Select Contracts UK Ltd
Scott	Jenkins	Autohorn Fleet Services Ltd
Scott	Kennedy	Herd Hire Ltd
Sean	Keyword	Business Car
Seb	Yarwood	Arval UK Ltd
Shaheb	Khan	BVRLA
Shane	Coomber	PSA Finance
Sharon	Murray	ElectrAssure
Shaun	Sadlier	Arval UK Ltd
Simon	Ridley	Dawsonsgroup Vans Limited
Simon	King	Element Energy
Spencer	Halil	Alphabet (GB) Ltd
Stephen	Greenstreet	Greenfleets Ltd
Steve	Lea	Biffa
Stuart	Cunningham	Alphabet (GB) Ltd
Stuart	Gibbons	Arval UK Ltd
Sue	French	Trakm8
Tashfin	Osmani	Automotive Services International Ltd (ASI)
Tess	Warn	BVRLA
Thomas	McLennan	BVRLA
Thomas	Lusher	Drax Energy Solutions Limited
Tim	Bailey	Northgate Vehicle Hire Ltd
Tina	Lynas	Dawsonsgroup Vans Limited
Tobias	Hobson	The Civilised Car Hire Company Ltd
Toby	Poston	BVRLA
Tom	Thackray	CBI
Tony	Greig	ALD Automotive
Victoria	Lloyd	Dawsonsgroup Vans Limited
Yael	Viernik	Autofleet
Yumann	Siddiq	Energy UK
Zoe	Maitland	Arval UK Ltd