

1st July 2026

Low Carbon Truck Programme (LCTP) – Further Qualification Threshold Reduction

Dear Customer,

We're pleased to share another positive update to the Low Carbon Truck Programme (LCTP), designed to make it even easier for more hauliers to benefit from the scheme.

Following the positive response to the reduction in the qualification threshold introduced for the Q2-2026 payout, participation in the programme has continued to grow, and we are now **monitoring over 1,500 trucks** through the LCTP. We have continued to review participation across the programme. As a result, we're delighted to announce that the **qualification criteria will be reduced again from 70 truck visits to 50 truck visits per quarter**, effective from the Q3 payout period (July–September 2026).

This latest change will enable even more hauliers to qualify for the programme and take advantage of one of its key benefits: access to **Hydrotreated Vegetable Oil (HVO) at the price of diesel**. Through the LCTP, participants have also benefited from HVO pricing that has, at times, been **lower than the prevailing market price for diesel**, helping to reduce both emissions and operating costs. (Please see Appendix 1 for the price comparison of diesel).

As we continue to develop and enhance our sustainability programmes, we remain committed to supporting our customers on their supply chain decarbonisation journey. Guided by ongoing programme reviews and valuable customer feedback, we are exploring additional cost incentives for LCTP members, including measures to help offset the EURO VI tariff changes taking effect from 1st July 2026. We look forward to sharing further details as these are finalised.

As this remains a trial programme, we will continue to monitor participation, performance and feedback to ensure the LCTP delivers meaningful value to the haulage community. Should any further enhancements be introduced, we will keep you informed.

Already a member? You don't need to do anything. This revised qualification threshold will automatically apply from the Q3 payout period. You will be notified separately of the impact this change will have on your fuel payout volumes. For more information on how to participate in our EVITA programme (phase 2 of the LCTP), register your interest [here](#) and our team will be in touch.

Not yet a member? Now is the perfect time to [register](#) and start benefiting from the programme. Don't miss the opportunity to access HVO at the price of diesel, often at a price lower than the market average for diesel, while helping reduce your fleet's carbon emissions. Find out more [here](#).

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Our aim remains to make the LCTP a practical, accessible and valuable programme that supports your transition towards lower-carbon operations while helping manage operating costs.

If you have any questions about this update or would like to find out more about joining the Low Carbon Truck Programme, please don't hesitate to get in touch, we're here to help at Energy.Hub.Uk@dpworld.com.

All other programme details remain unchanged.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'J. Tomkins'.

Jessica Tomkins

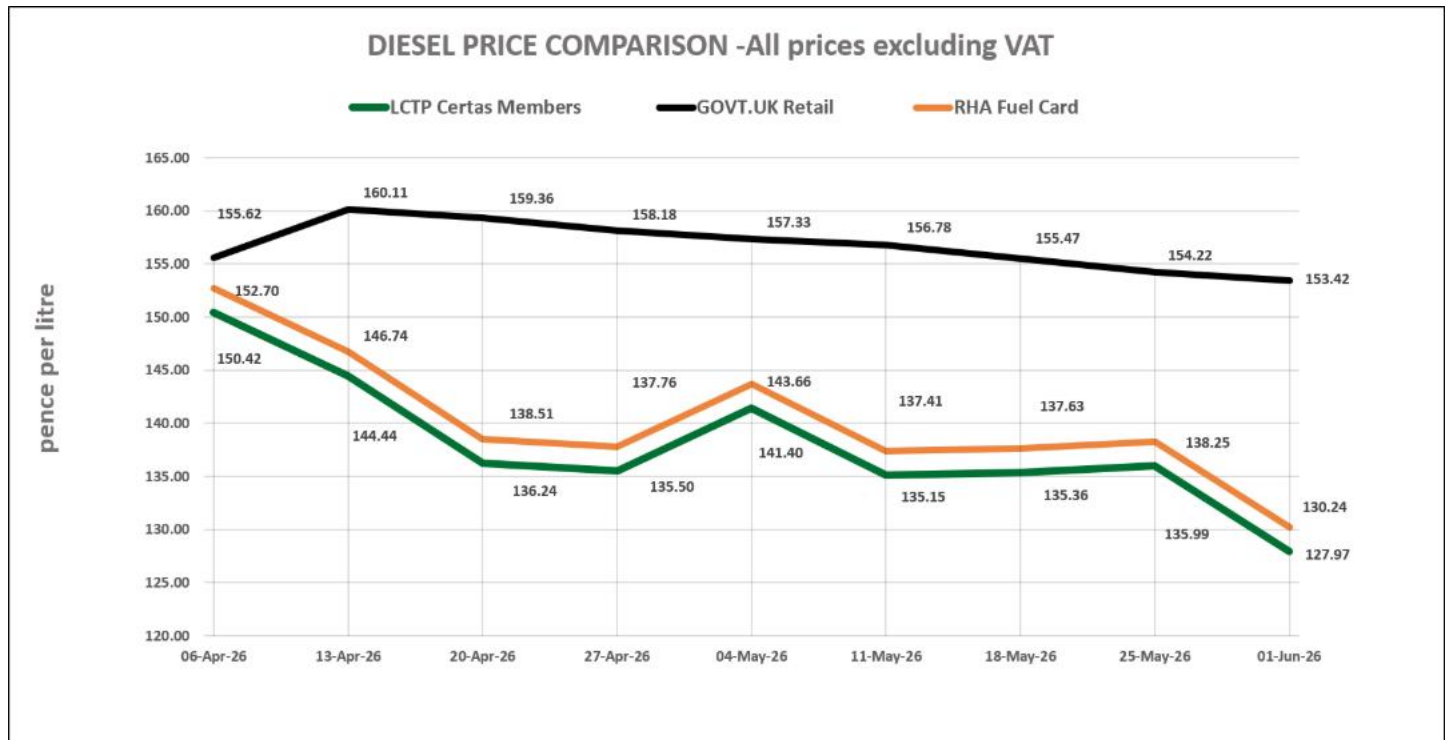
Supply Chain Projects Director, UK

HVO can offer lower lifecycle greenhouse-gas emissions than fossil diesel depending on the feedstock, production pathway and lifecycle reporting boundaries used. It is not a zero-emissions or fully sustainable fuel.



Appendix 1

The graph below illustrates one of the key benefits of the Low Carbon Truck Programme. Through the programme, LCTP members have, at times, been able to purchase HVO at a price lower than the prevailing market price for diesel via Certas. When benchmarked against both the UK Retail Diesel Price (UK Government) and RHA UK Fuel Card Prices, the LCTP continues to provide both environmental and commercial value.



Sources:

LCTP Certas Member Price: Certas

UK Retail Diesel Price: Gov.UK Weekly Fuel Prices Index ([Weekly road fuel prices - GOV.UK](#))

RHA UK Fuel Card Prices: RHA