

A look at one answer to clearer traceability on international sustainability requirements

Grab your passport

Ennovor Group, one of Europe's largest sustainable biodiesel producers, announced last October's partnership with Helveta Elements (HE), a biofuel traceability platform, to help collect, store and report on sustainability data associated to its consignments to meet the requirements of the Renewable Energy Directive (RED).

Ennovor will create an online 'digital chain of custody' record for every consignment of biofuel it trades, otherwise known as a "digital passport".

The company is focused on converting natural and recovered oil and fats, such as used cooking oil (UCO) recovered through its global supply chain, into UCOME biodiesel. Ennovor collects UCO through its fully licensed aggregators, ensuring consistent quality control

and testing throughout, while operating a regular audit programme to ensure full compliance with UK, EU and global sustainability standards.

The current situation

Ennovor has become a member of the International Sustainability Carbon Certification (ISCC) scheme and is currently in the process of becoming certified by the Roundtable for Sustainable Biomaterials (RSB).

The company believes joining voluntary schemes has become a commercial necessity for biofuel producers. There are a number of EU-approved ones, each with different requirements and methods for supply chain monitoring and each carrying varying levels of acceptance by fuel companies, obligated parties and oil majors. The debate as to which voluntary

scheme provides the best method to ensure full sustainability continues, with the WWF recently ranking RSB as the best performing scheme out of the 13 schemes included in their analysis.

For biofuels companies, certification scheme requirements pose a number of challenges for setting up the necessary systems to capture the required data associated with waste oils. Documentation can be required for truckloads as low as one tonne. As a result Ennovor, with its current capacity at over 100,000 metric tonnes per annum, is required to produce extensive amounts of paperwork to provide traceability and proof of sustainability.

As required by many schemes, the certification process begins at the point of arising and feeds into the first processing stage, as

the waste material enters the biofuel supply chain. In the UK for example, to qualify for double counting, it is necessary to collect from the point of origin to counteract the potential of fraudulent claims.

A mass balance must be maintained by all collectors and aggregators for each individual material, with incoming UCO balancing outgoing UCO plus material held in stock. Additionally, first collectors are required to have supporting evidence back to the origin of the material readily available for auditors to verify.

Suppliers are expected to implement appropriate assurance systems for the supply chain information to provide the contractually obligated information for all double counting material.

While spreadsheets can provide a useful means to record data and create mass balances, as the amount of data grows with larger quantities of biofuel production, they can prove difficult to navigate. This can lead to inaccurate, insufficient and inadequate information being provided to consumers which, in turn, increases auditing time and costs.

On its travels

HE uses a set of unique reference numbers and identifiers to enable consumers to track purchased biodiesel back to feedstock origin. Through a combination of identity preservation, volume allocation and using mass balance calculations across the chain of custody, a digital passport can be generated



All around the world: a digital passport aims to simplify the traceability process

for all consignments at any stage of the supply chain.

An online mass balance calculation at each storage and processing point is maintained in a single system, enabling a real time view of the biofuel sustainability data available. Using collection tools, including a UCO collector mobile app, data is collected at the point of origin enabling Ennovor and its customers to effectively track biodiesel consignments back to their point of origin.

Documentation to support each claim is stored electronically and made available via the digital passport tracking number throughout the supply chain, from the first processing stage all the way to the point of sale, interfacing where possible with member

states' claims platforms.

Even though France, the UK, Germany and the Netherlands recently clarified that they recognise all EU-

to verifying sustainability.

Ennovor, by using HE, now has the ability to record product in the system against whichever voluntary

the format required by the voluntary scheme being used for the consignment.

As a result of the new system, Ennovor will no longer have to manage manual spreadsheets in multiple international locations. Equally, the company will have the ability to accurately view online, in real time, their current stock of sustainability data available for sale, expediting decision making and offering customers an easier way of doing business. ●

'Suppliers are expected to implement appropriate assurance systems for supply chain information'

approved voluntary schemes, biofuels companies face the challenge that not all voluntary schemes recognise each other's approaches

scheme in use (currently ISCC EU, DE and RSB). Data only needs to be collected once, stored in one central location and reported on in

For more information:

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