

bio-power news

Issue 2

May 2003

Introduction

I apologise for the fact that this second issue is being posted very much later than intended. The reason is explained in more detail later. However, there is a lot of news, some very good and some not so good. The benefit of the delay is that there is a LOT of news.



Our meeting with government officials on 15th April

This was a most positive and helpful meeting with representatives from the DTI, the Treasury, Customs & Excise and the DoT. It took place on a stunningly bright day at the Fat Factory, Rochdale, but for most of the discussion we stood in the cool dark factory. The most important issue for us is that they were all very positive about what we are doing, and the impression we received was that they are all keen to support and encourage the development of bio-fuels. Most importantly, if the regulations are not helping then their suggestion to us is that we submit proposals for better forms of regulation and these will be considered. The issues they regard as important are....

- 1). They do not want to see any loss in tax revenue as a result of bio-fuels that would mean a reduction in funding for public services like schools and hospitals.
- 2). They do not want to see hundreds or thousands of back street or back shed bio-fuel makers springing up that will confuse the future development of a bona fide bio-fuels industry in the UK.
- 3). They do wish to ensure a well regulated and well disciplined bio-fuels industry that will gain and maintain public confidence in the use of bio-fuels.

Given these criteria, I feel that we can provide some very positive suggestions for the future regulations. I am still drafting out my proposals and will circulate these with the members who are most actively concerned with such matters. I will provide a full report on the proceedings and our draft response in the next issue of Bio-power News.

The new Tax forms HO930

We have received many calls as a result of the issue of new tax forms HO930 with a new designation for 'Bio-Blend'. Many people immediately thought that this was as a result of our meeting with Government Officials on the 15th of April, and now they have formally recognised our form of fuel as 'bio-blend'. This is not the case at all. Bio-blend is what the government call a dev / bio-diesel mix. In most cases this is a mix of 5% bio-diesel (in the form of RME) with 95% ULSD. It is the sort of bio-fuel sold by companies like Rix, Greenergy and Global Commodities.

So when it comes to sending in your HO930 for our form of bio-fuel the method remains the same. Use the blank section on the lowest part of the table on the form to complete your tax return. Use the fuel type ORR 33545 and describe your fuel as 'MWVF' or 'Modified Waste Vegetable Fat' and the tax rate of 25.82p per litre. If you are ever challenged about the validity of your fuel then remember that if you use our method then you are preparing the used vegetable fat so that it is 100% ester of glycerol. This meets the criteria namely that the fuel must be made from used fat stock, and it must be not less than 96.5% ester by weight. Being 100% non-fossil it meets the requirement of low sulphur. The organic materials we add to the fuel are regarded as a 'performance enhancer' or 'fuel additive' for tax purposes. Any additive is taxed as the same rate as the fuel it adds to or replaces.

Why we at Bio-power do not make Bio-blend

Bio-blend is a regulated mixture of bio-diesel and derv or ULSD. Very often this is 95% Derv and 5% RME. It is the form of fuel made and marketed by companies like Rix and Greenergy. The blending must be done by the sanction and control of HMC&E so that the fuel is taxed proportionally to the

different tax rates on the constituent materials. The regulations seem to make it very difficult for smaller scale producers. However, in our view this form of bio-fuel is not what we are about at all. I am sure most members of the public believe they are buying 100% non-fossil fuel when they buy bio-blend. They think this is helping to 'save the planet'. It may give them a nice 'green feeling' but the actual benefit in global terms is minimal. Our aim is to produce fuels that are 100% non-fossil. If we do use mineral materials then they are waste or second use materials that otherwise pose disposal problems.

Introducing Bio-Power Plymouth

Jonathan Stromberg and Dolly Knight have been running the Centre For Implosion Research in Plymouth for 6 years. Their work takes forward the concepts for energy entrapment described by Victor Schauberger. Using his techniques they have developed and sell unconventional water conditioners, called Vortex Energisers. We all think of energy being released by processes we recognise as 'explosion', but in fact there is also energy release by processes that are better understood as 'implosion'.

Jonathan and Dolly admiring their new vortex heat exchangers developed for the Bio-power thermal ionisation plant being installed on Ice Burg Island



"For a long time we have been environmentally conscious and interested in alternative ways of generating energy. For the past two years we have been toying with the idea of vegetable oil as an alternative to diesel. Early this year we made contact with John Nicholson and attended one of his introductory seminars, by which time we had already established a very friendly telephone connection with John and with his help developed the "kettle", a neat and simple heat exchanger for the use of bio-fuels in diesel engines. It raises the temperature of bio-fuel before it reaches the injector pump very effectively, thereby improving combustion and thinning the fuel."

This unit is available to Bio-power local agents at a discount price, for re-sale to their customers.

Bio-power Plymouth are also now getting very close to supplying fuel in the Plymouth area. They now have obtained a second-hand 12,000 litre tank which is still in the process of being modified. In the meantime they are also making a cascade type decanter from steel drums, following the Bio-power design. It seems there is an ample supply of used fat stock in the Plymouth area.

For further info on the heat exchangers please visit <http://208.55.224.185/cir2>

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Bio-power on line heat exchangers

Our simple on line heat exchangers are now being manufactured by Jonathan Stromberg and Dolly Knight of CIR (Centre for Implosion research) trading as Bio-power (Plymouth) Ltd. Jonathan has an excellent engineering facility able to manufacture the copper coils needed in heat exchangers, and he has considerably simplified and improved the basic design of our heat exchanger. It is now possible to order this equipment directly from CIR through the bio-power web site, and they will post through out the UK. Initially they are making only the single stage on line heat exchanger, but they will soon be making a full range of equipment for every situation.



The basic heat exchanger currently costs £95.00 including VAT and UK postage, there is a discount of £20.00 to Bio-power members. I suggest that every Bio-power fuel maker should buy and test one of these units, and if favourably impressed then keep some in stock for sale to your customers. I hope CIR will soon be making a wide range of units with electrical boost heating as well. Further information may be obtained directly from CIR at P.O. Box 38 Plymouth PL7 5YX telephone 01752 349840, and from their web site at <http://www.implosionresearch.com/cir2/>

It is emphasised that our heat exchangers are not required in order to use bio-power fuels. Our commercially produced fuels are designed to run in any normal diesel engine without modification. Our heat exchangers are therefore not intended to be used as a 'conversion kit' to enable a vehicle to run on SVO or WVO. The function of these units is simply to further improve the fuel efficiency and performance when using bio-fuels. This improvement is more marked on some engines than others, but it seems that there is always some improvement. Most Peugeot and some Ford engines already have in line heating. Unlike the installation of a dual tank SVO system, our equipment does not require any notification to insurers or the DVLA. This is because our equipment is in effect the same as standard fuel line heaters already used in some vehicles. It does not therefore carry the risk of jeopardising the vehicle insurance. It is a matter of great concern to us that people who buy dual fuel kits may not notify their insurers, and therefore if they are involved in an accident in which there is a fire, they may find that they do not have a valid insurance policy. It is an offence not to hold a VALID insurance policy. A prudent loss adjuster could find that un-notified alterations to the fuel system in a vehicle will jeopardise the terms of the insurance policy.

Bio-power Investment opportunities

Many people have asked how they can support the development of the Bio-power network, but they are unable or not ready to set up to make fuel themselves on a commercial basis. We are beginning a number of projects that will bring enormous benefit to the whole agency network, for example the making of plant, and the building of the mobile processors, and also the purchase of bulk supplies of solvents and pure vegetable oil for our customers. To do this we need a rolling fund to help with bulk purchases, and this needs money.



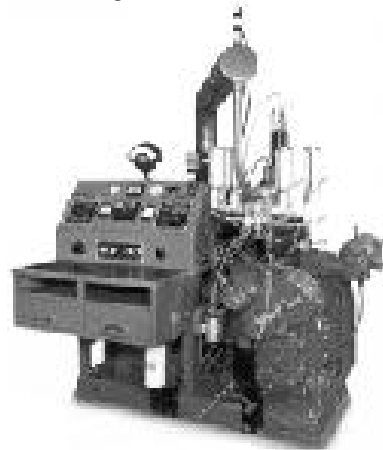
Unlike other limited companies it is not so easy for us to 'go public' and invite investment through the stock exchange. Neither is this the way we wish to operate in ethical terms. I have therefore proposed setting up a form of trust fund into which supporters can invest on a similar basis to the way that the Triodos Bank operates. This will enable supporters and investors to target their investment into specific aspects of our work or to contribute into a general development fund that will enable use to If you are in a position to help with funding to realise some of the practical facilities we need them please contact me directly. 01286 830312 John-nicholson@ntlworld.com

Bio-power Manchester is now in production

Jason Taylor and his team are now in commercial production of MWVF. It seems that Alan Collins of bio-power (Sheffield) Ltd are soon to follow. This is a great step forwards and it is very impressive how people who attended the very first seminars in December 2002 have since found suitable premises, built and set up plant, and are now collecting fat and making their own fuel. Congratulations to Jason, Beverly, Nick, Bryan and Wilf for so much excellent work.

New fuel testing equipment has been bought

A Waukesha fuel testing engine and three phase generator has recently been bought. This equipment is designed specifically to test and qualify the octane and cetane value of gasoline and diesel fuel and the performance and calorific value of different fuel blends. It is designed so that every feature of a diesel engine can be adjusted like the cylinder compression, stroke, pressure and timing of the injection. It is therefore most valuable in determining the optimum performance values when creating our ultimate solvency mixes.



It is not yet decided where this equipment will be used. Probably initially it will be placed in the Rochdale Fat Factory, and used to meet the workshop power needs. When the new Bio-power workshop is finished then it may come down to Rhostryfan in North Wales to be used immediately in conjunction with my own fuel development work. Thanks to Gerry Booth of BPI projects Ltd for his help in the purchase of this equipment and also to Dave Beaty for introducing us to his father who used to run this equipment.

Duck fat fuel has been tested successfully

Alan Collins of Bio-power(Sheffield) has located an amazing supply of organic fat which is generally referred to in the trade as 'shams'. This is the dripping removed from roasting meat. It is what I would use to make delicious gravy, but it seems that these days gravy is made with some sort of brown powder and water. Shams are a very important potential fuel stock for us, but they cannot be used immediately and in the same way that we used vegetable oils. I am doing some basic testing of the first samples of shams including some very clean duck dripping, and a large supply of tallow.

It is likely that this form of fat will be most valuable as part of our primary generation fuel. However I have found that it will also run very well in our car even at 100% (subject to not letting it get totally cold!). My next experiments will be with suitable solvents to enable shams to be sold as a new form of bio-fuel for vehicle use.

New power generation capacity to run on 'white skins'

We are now getting closer to formalising our bid for a major power generation project. This will mean we will be able to convert all 'white skins' into ready money in the form of payments for electricity supplied into the national grid. It is proposed that we will run a tanker specifically to collect 'white skins' for generation purposes.

Bio-power House, our central office

When I bought Tanrallt house I submitted a planning application to rebuild the former barn and stables as a workshop, studio and office. I had no idea then that this would be come such an important development. Now, nearly 15 years later we have some funds to start work on this project and the pile of stones have been rebuilt by my brother-in-law Andre with lime mortar work. Under the stones we found the former slate and cobble floors which are now replaced with insulated and heatable concrete floors. On the ground floor there will be a large workshop, and also a garage large enough to carryout engineering a service work on vehicles the size of a long wheelbase Landrover (or 101).

The first floor will be a traditional timber framed building, with natural wooden external cladding. There will be a new large office for Bio-power (UK) ltd, and a new studio or seminar room. There will also be provision for basic overnight accommodation for guests and a bathroom and toilet. The whole building will be highly insulated and will be heated by a diesel generator set deep into a concrete box inside the basement of the building. We intend to practice what we preach.

The new Bio-power Seminar Room

Part of the new Bio-power house will be a studio or seminar room in which we will be able to hold future meetings, training sessions and seminars on all kinds of technical subjects. The room itself will be built like a timber framed barn, with huge trusses making an archway, and the walls will be insulated with straw bales and lime plastered to give a warm but light reflecting finish. The room will connect with the new Bio-power office, and the workshops below, and there will be an elevated veranda where we can serve meals in fine weather.

Once the building is weather proof I hope we will be able to employ at least one assistant administrator to help with the day by day reply to e-mail and technical support.

Answering all these e-mails....

We currently receive over 100 e-mails every day. It is very hard work just keeping up with them. Lots are unsolicited spam, and confidential offers of deals with millions with the widows of murders Nigerians Oil magnets. I do try to keep up with e-mails, but I do sometimes miss a few. If you need technical help please set out your questions separately so I can easily cut and paste into your text. Please keep your questions as precise as you can – I know this is not always easy. It is a great help for me if you

can send your e-mails in HTML using Arial at 14 point black, so I can reply in blue. I'm sorry if 14pt is a bit big for most people. I can just read it comfortably!

Problems with AOLers

I apologise for constantly teasing those of you who still are with AOL accounts. Personally, I would never go near AOL. The problem I have is that it seems that AOL does not support HTML e-mails. I only use HTML, largely because I can't read plain text easily, and I like to use colours to highlight sections of text when I reply to complicate technical questions. When I send out circulars I have to edit out all AOLers and send their copy separately. It just adds a lot of extra time to the task.

So if you are an AOLer, why not close your account and get a free one like ntlworld. I pay nothing for unlimited use of the internet. I do not even pay for the phone connection. It is genuinely 100% free. NTL also take my phone bill away from BT and charge much lower rates. I can view my account any time on the internet. No more complicated BT bills!

Which Internet service do you find is best?

Having told you about my positive experiences with NTL, it would be good to know what other service providers people find best. Maybe we can publish this information for everyone in a future issue of Bio-power News.

Where does all the money go?

I have been asked several times what is happening to the money you send as membership payments. People who have attended the Introductory Seminars will know that Bio-power (UK) is a 'not for profit' company. The directors are allowed to be paid for the work they do for us all, but to date there has not been any payment to me or to anyone for any of the work that has been done in setting up the network over the last three years. The funds are used to cover the costs of running the office, paying for registration and regulatory fees, and telephone calls (the biggest expense by far!). I also charge people for running the Seminar programme and this only just covers the hospitality costs. In fact it would be a loss if I charged for my own time and accommodation. The biggest loss we had so far was the Altringham weekend in which we had 4 last minute cancellations. This was the first time we held a Seminar in a 'posh' hotel, and the costs were a lot more than I expected. However, everyone seemed to enjoy the events and appreciated the quality of the accommodation at the Cresta Court hotel. (I thought their biscuits were excellent!).

We will be publishing accounts for the money collected and spent through bio-power (UK) Ltd., and this information will be available to the membership at the AGM. At present people are treated in the same way regardless of whether they have yet paid the £15.00 subscription. However, slowly I hope more and more people will express their support of the work we are all doing by formally making a membership payment. It is likely that after the AGM we will not longer send free mailings to those who are not fully subscribed members.

Remember that when you pay for any services to Bio-power (uk) Ltd it is like passing money from your right hand to your left hand. Bio-power (uk) is owned by YOU – the membership. The only snag is that there are no shares and therefore there is not share dividend. But this also means that no other company can ever take us over or buy us out.

Cancellation of Seminars

Due to my own uncertain health I decided to cancel the Seminars scheduled for 25, 26 27 April, and also 9, 10, 11th May. I am very sorry for the inconvenience it may have caused for those who specially booked time of work or made arrangements to come to North Wales for these courses. I had better explain that for some time I have had a prostrate like problem which can at times be very painful, and this in turn causes tension in my neck arms and hands. Maybe there are a lot of interrelated things going on that leave me feeling very tired indeed. However, more recently I have had vertigo like sickness and fainting. This is not a good idea for seminars! I will continue to schedule seminars, but it is important that people confirm attendance the week before the event.

Our Next Introductory Seminars

23, 24, 25 May, the Victoria Hotel Llanberis

13, 14, 15 June

27, 28, 29 June

11,12,13 July

25, 26 27 July

Meeting of technical working groups:

We are now wanting to progress the work of activity groups on the following subjects, and I am therefore calling meetings for interested parties on the dates as follows...

Organic Chemistry and bio-solvents Working Group 7th June

Mobile Processor design and construction 21st June

Commercial Power Generation 5th July

South West England Cell meeting, at the Green gathering Mendip, Cheddar, Somerset 2nd August.

Inaugural General Meeting, conference, workshops and gathering – 22, 23, 24 August, Llanberis – or any other suggestions?

Non-weekend Seminars.

I have been asked by a number of people if I can run an Introductory Seminar during the week instead of over a weekend. The problem for me is that my wife is a nurse and works irregular hours, and so I have to be at home to collect the children from school at 2.45 and from then on I am grounded. Getting the children looked after for weekend seminars can be problematic enough. I do understand that for all kinds of reasons it is impossible for some people to come on a weekend seminar, and therefore I shall try a mid week seminar very soon. However, instead of me setting a date I thought it might be better if we can identify those who would like to attend a mid week seminar, and work around the dates that you can manage. If you prefer to come to a mid week seminar please send me an e-mail with details of your preferred dates in August and September.

Ok. We all make mistakes! - a personal confession

It is impossible to start a project like this without taking risks. The bio-power network has grown from a concept to an active group of over 700 registered people in the last 6 months. Starting a project like this is very much a gamble, and there will inevitably be mistakes. Everyone will make a few lemons at some stage, our task is to limit the effect of mistakes and to inform people of our experiences and thereby prevent repeats. It is for that reason I am confessing a simple mistake that I make last week.

I have been experimenting with a supply of new animal fat as a potential fuel fat stock. It seemed clean, and consistent and had quite a low FFA. Initially I cut it with our normal bio-power V-100 and it ran fine in the Mercedes. I then slowly increased the new fat content and ran some short journeys. All seemed fine....

That afternoon a guy from our village came round to see what we are up to as he may be joining us part of the administrative team for Bio-power North Wales. I showed him the work we are doing to rebuild the workshops and the new offices for Bio-power, and then I showed him my latest experiments with the test fat, and we went for a drive up the mountain on it. There is nothing like a heavy car heaving up the mountain road running on pure fat leaving nothing behind but the smell or roast duck! When we got back home I added even more of the fat to the circulating mix and it must by then have been nearly 100% the test fat. The engine sounded fine, and it was ticking over nicely as we chatted. To stop the noise, I used the neat little valve that Mercedes fit to the Injector pump that lets you shut down an engine from inside the bonnet. We went in for a cup of tea. After wards it began to rain.

In the morning, I went out to see how the car would start from cold on this new fuel mix. Oops! The bonnet was still open with the auxiliary fuel tub open to the elements, the key was left in the ignition and all the dashboard lights were on. The fat I had been testing was by now a thick creamy paste. There was not enough charge in the battery to heat the glow plugs and re-start the engine. I was stuck good and proper.

I had to take the battery out and re-charge it, and force the circulation of the fatty fuel using the on line manual fuel pump provided in Mercedes and Peugeot cars. But the Injector Pump itself was still full of thick fat. The cure for situations like this is worth learning and practicing. I take a camping Gas blow torch of the sort we use to solder copper plumbing pipes. I squirted a small amount of the gas into the mouth of the air intake, and allowed the glow plugs to warm up completely. Then I started the engine. The butane is sucked in through the air filter and explodes easily, starting the engine. In a moment she was running normally again. Praise the Lord!

Moral of the story....

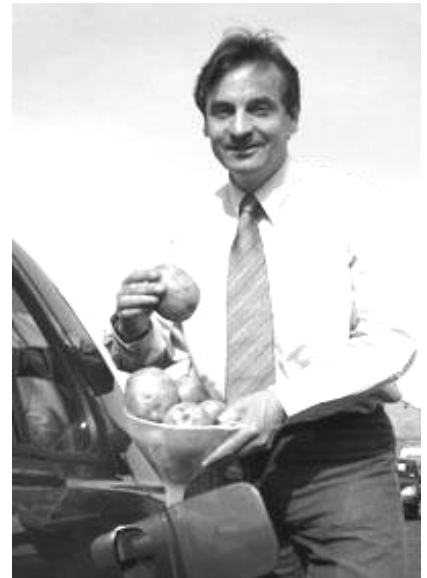
If you do fuel tests ALWAYS be sure to test just one vector at a time. In this case I was testing to see how the fuel will run fine in a warm engine, and in my enthusiasm (and forgetfulness) I ended up testing to see if the engine will start on 100% new fuel from cold – and with a flat battery into the bargain!

Potato powered cars for North West drivers

The humble spud could be the key to reducing global warming, claims a North West Euro-MP. Cutting form a local newspaper sent in by Nick MacFee, Thursday 24, April 2003

Liberal Democrat MEP, Chris Davies, is calling on the Government to listen to the European Parliament and increase the use of bio-fuels used in road transport. Bio-fuels are a green alternative to petrol and diesel and are made from wheat, potatoes, rapeseed oil and other agricultural crops. The low greenhouse gas emissions from these fuels make a significant contribution to reducing global warming. The European Parliament recently voted in favour of a measure recommending that bio-fuels should make up 2% of road transport fuels by 2005. North West MEP Chris Davies supported this measure but says that the 20 pence per litre reduction in bio-ethanol announced in this month's budget does not go far enough.

"Currently biofuels are more expensive to produce than fossil fuels and a reduction in duty of a further 6 to 10 pence per litre is needed to allow environmentally friendly fuel to compete at the pumps," he said. "The onus is now on the government to remove taxation as the main stumbling block to a flourishing biofuel industry in the UK."



Biofuels in Italy and Germany are tax-free, and as a result 100,000 German drivers fill up their cars with this green alternative to fossil fuels. Drivers of diesel cars can already go to the supermarket to stock up on cheap fuel if they wish. It is safe and legal to replace the diesel from garage pumps with vegetable oil from the local shop, so long as customers pay excise duty of 26 pence per litre. This is still cheaper than buying diesel from the pump. For more details on how to use vegetable oils in diesel powered cars, including taxation forms and information visit - <http://www.northwales.org.uk/bio-power/sitemap.htm>

Most of us will immediately see the many misleading inaccuracies in this article. I very soon began to receive many telephone calls. This is our message sent to Chris Davies.....

Dear Chris Davies,

I have received a very large number of telephone inquiries over the last two days, as a result of the inclusion of a link to the Bio-power website in the press quoted in an article attributed to you.

I have not read the article so I do not know what is said in the content, but it seems that people believe that we make a fuel from potatoes. This is just adding to the enormous amount of myth that is being spun in the media about the bio-fuels industry. The tragedy is that Britain is now so very far behind what is happening in Europe in providing viable alternatives to fossil fuels. May I make the comment that before quoting our web site or referring to us in the media it might have been helpful to check out the situation with us first? It is very important that the public is properly informed on and that information given is accurate and not misleading.

It may also be of interest to you that one of the first Bio-power local agencies was actually started in Macclesfield by Beverly Trafford and her partner Nick. They used our technique converting some second-hand milk machine equipment housed in a lock-up garage as the only form of workshop they could afford. Their business has now grown over the last six months to a new factory site in Rochdale, which has just started to make Bio-power fuels on a commercial basis. All along they have been unable to get any form of funding or support to help them set up a viable environmental business that turns a toxic waste material into a non-polluting form of bio-fuel that does not add to the effects of Global Warming. It would be really great if you could get behind Beverly and Nick and give them more support in the Macclesfield area.

However, there is so much that needs to be done on the political front if we are every going to make any significant impact upon the otherwise inevitable Global tragedy caused by the continuing use of fossil fuels. In our view the British government has made the biggest mess of promoting bio-fuels possible. Instead of encouraging and facilitating the ingenuity and creativity of British invention to develop better bio-fuel technology, the Government has actually provided an uneconomic tax break only to one very narrowly defined form of bio-fuel, namely Rapeseed Methyl Ester or RME. In our view this is the most 'ungreen' of all bio-fuels. It is wasteful in production, inefficient in use and potentially damaging to vehicles. By comparison, our method creates nearly double the tractive distance from the same volume of fat stock. We do not use any chemicals or create any waste by-product. In our fuel the entire energy audit of the fat stock is made available as a fuel. Our process is developed entirely in the UK (actually in Wales) but we have been unable to get any form of support from the Welsh Development Agency or any other form of government funding to set up our network of Bio-power businesses throughout the UK.

There are now over 450 people on the bio-power network mailing list. Our public web site counter has been bombed many times but now records well over 3 million hits. There are over 150 bio-power companies setting up to make our form of fuel throughout the UK from Plymouth to Westray island in Orkney. All of this has been achieved from nothing in the last 6 months. In addition to making road fuels we hope very soon to be setting up power generation facilities to put electricity into the National Grid derived from 100% bio-stock.

In our view the public is being seriously misled by grant supported companies like Rix, and Asda who are making RME and then blending it with 95% derv and selling this as a 'green' fuel. All this does is provide a way of charging a premium price for derv sold to the more environmentally conscious sector of the public. Our aim is to provide fuels that are 100% derived from non-fossil or organic materials. The benefits of our methodology have been quickly recognised by a number of companies abroad and we have helped design and commission significant plants now in Germany, Italy, South Africa and the USA. We look forward to future contracts in Rumania and Malaysia. As yet we have no comparable production site in the UK.

It is vital to those of us who are serious about the potential of bio-fuels in the UK that legislation is opened up to enable the better development of bio-fuels in the UK. Also it is vital that the EEC ban on the use of used and waste cooking oils in animal feeds is fully implemented in the UK and at once. It is ironic that Britain opposed and vetoed the EEC legislation banning the use of waste cooking oils as an energy supplement in animal feeds, when we suffered more than any other nation from the effects of Foot & Mouth and BSE, both of which were caused or spread by the feeding of animals with contaminated waste materials that they would not normally eat. Having been a waste fat collector now for several years I know just how revolting and dangerous waste fats can become if left outside in the rain for long periods. I was extremely sick once from septic water trapped below rancid fat. This material is otherwise used as animal feedstock.

Even though the EEC ban is now Law, Britain has decided not to implement the ban because according to a letter sent to us from DEFRA 'there is no alternative pathway for this material, and it would otherwise be dumped in landfill with disastrous effects'. Well, we say there most certainly IS an alternative pathway for this material which is to turn it into our form of bio-fuel called Modified Waste Vegetable Fat or MWVF. All the time the former 'Fat Mafia' are able to charge fat users for the collection of fat and then sell it to the animal feed trade, this keeps the price of fat too high to provide a viable margin for us to make bio-fuels for transport use, within the present UK taxation. We are in effect trapped because the tax break sets an economically viable top price, and the continued use of waste fat in animal feeds keep the raw material price artificially high. In this ridiculous drama the cost

of dealing with outbreaks like BSE and F&M, and the cost of Global warming caused by the use of fossil fuels are simply ignored.

It should be noted that all non-fossil fuels are totally free of excise Duty in Germany, Italy Poland the USA and most Scandinavian Countries. This is because the EEC legislation on the taxation of Hydrocarbons relates specifically to 'Mineral' hydrocarbons, and not to 'Organic' hydrocarbons or bio-fuels. The Germans therefore say there is no need to seek tax derogation to tax exempt bio-fuels because there is no EEC requirement to tax non-fossil fuels. Britain on the other hand seems to want to tax everything. However, the effect of this is to tax the very means of preventing or reducing the otherwise inevitable and astronomical cost to Global Warming. It is not generally realised that the melting of the ice on Greenland alone will raise the sea level by 7 meters worldwide. Greenland is like a block of ice left behind from a former ice age clinging to the land mass like the block of ice that hangs to the ice box in your fridge when you try and de-thaw it (or perhaps you have a modern self defrosting fridge?). In Bangladesh alone there are 10 million people living within 1 meter of sea level, and an estimated 50 million would have to be displaced if the sea level rose by 5 meters. Because of the huge estuarine coast line there is no way they can build adequate sea defences. It is estimated that Global Warming could easily cause a displacement of over 250 million people. Simply using a few low energy light bulbs and having some bio-blend will not make any significant reduction in this disaster. Dramatic action needs to be taken now.

I have been in contact several times with Lord Erskine, the Earl of Mar and Kellie, who asks some brilliant questions about bio-fuels in the House of Lords. My own local MP has not been helpful in getting any help to set up a bio-fuel business in this area. Being Plaid Cymru, the impression we get is that they do all they can to stop any one who is not 'local born & bred' from getting any help or support to develop the local businesses that are essential to maintain the economic sustainability of North Wales. I am sorry to have to say that the local Liberal Dems people are no better either. However, what we are trying to do is of much greater than local significance. Bio-power is now a nation wide operation. If you are sincere in your views and promised support of bio-fuels then it would be very helpful to discuss technical issues with you if that would be possible.

*Yours sincerely,
John Nicholson.
bio-power (uk) ltd.*

Biodiesel at Tesco

This cutting from Monasanto News was sent to us by **Laura Starky**, Hull

Tesco will become the second supermarket to see biodiesel - a blend of low sulphur diesel and rapeseed oil - on its forecourts. The new fuel, first trailed at Sainsburys at its Greenwich store in January will go on sale at Tesco's Hatfield store by the end of the month. The move follows Tesco's £1.9m purchase of a 25% stake in Greenery Fuels, which is supplying both companies. The fuel, which Greenery claims reduces greenhouses emissions by 5% and harmful particulate gas emissions by 20%, does not require drivers to make any engine modifications.

Separately, Asda has been piloting a project recycling its own waste fat for use in its transport fleet in a bid to develop a closed loop recycling system, said a spokeswoman. "We are approaching this in a different way to the others as we want to buy back our own waste." However, Morrisons, which started testing a form of biodiesel in its fleet last year, said it would not be pursuing trials as the fuel was not of sufficient quality.

Comment: *It is very important that we all understand that the product being sold by supermarkets and companies like 'Greenery' is not bio-diesel like our form of fuel but a bio-blend of 5% RME with 95% ordinary ULSD. In my view it is a 'Green Con'. It is a clever way of selling normal fossil fuel at a premium rate under the pretence that it is greening the planet, and saving the world from Global Warming. Our fuel is 100% bio-fuel.*

JN

Tell us what you think of Bio-power News.

This is YOUR magazine. Its purpose is to keep everyone up to date with what is going on within the network, and also to be a means of information exchange. It is also a means of enabling everyone to get to know each other. I hope we all will think of this as a 'brotherhood' without is actually getting Masonic. I hope that everyone will use this as a means of communication and sharing of ideas, techniques, questions and problems.

What about the content?

In every issue I hope to introduce one of the emerging Bio-power Local Agents. There will be a run down on news and developments during the previous month, and also any regulatory notices or cuttings that you send in. There will also be a section with your questions, suggestions, information and advice. In particular I asked in the last issue

What about the format?

Are you able to download and read this magazine easily? The intention is that you can read it from your PC off line, and save it and print it out to read in the peace of your garden. Which format do you prefer, HTML, PDF, RTF, DOC, TXT or any others that I do not know about? At present I do not have the software to convert an image into PDF format. If you have this software then please tell me about it. If you receive this as a PDF file then it is because I have managed to get someone else to convert it for me.

Please send in any information, letters, advice, questions, requests, and comments for inclusion in future issues. It would be particularly good to receive descriptive introductions from members with a picture and news of progress.



.....and just what is for supper to-night?

Guess what John is cooking up for the next Seminar!

Send your suggestions in time for publication in the July issue.

May be it is something 'bio-logical'.

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