

bio-power news

Issue 4

July 2003

At last it seems I will have caught up with my target of getting your BPN out by the first of the month. How long this will last I do not know! BUT there is a reason for this haste. Firstly to get the draft text of our proposals for a better taxation scheme to everyone for comment. So many of you have asked for copy of the full document that I am including the full text in this issue. Secondly I need your feed back on the proposals for our AGM.



Our response to the government's criteria for a new method of taxation for Bio-fuels

The question of how the government might raise funds by taxation by better means is beyond this response, however it is our view that there is no valid reason why taxes MUST be raised by a duty on bio-fuels. Clearly, taxes should be raised on those things that have a negative effect upon the environment, the health of people, or the health of society as a whole. It makes no sense to tax the means to cure Climate Change or address the threat of Global Warming.

A number of our members have expressed the view that taxes should be levied upon the air travel industry by way of a flight charge or a fuel charge, and that taxes should also be levied much more stringently upon all processes and industries that currently avoid any responsibility for the levels of waste or environmental damage they incur. For example the creation of waste through over packaging, the creation of millions of plastic milk bottles because it is more economic when the true environmental cost of land fill etc is far greater. The lack of appropriate taxation on the creation of waste encourages processes that are not wanted by the public or by those concerned by levels of land fill.

We feel that the cost of addressing the issues of Global Warming and Climate Change by the use of fossil fuels should be borne by or represented in the cost of using fossil fuels. If a tax was charged on the use of fossil fuels proportional to the damage being caused to the environment and to the future stability of the whole planet – on 'the polluter pays' basis – then the cost of all fossil fuels would be many times the cost they are to-day. It may not be politically viable to raise the cost of fuels immediately on such a scale that would realistically achieve this, but it would in fact put great pressure upon all fuel users to change to bio-fuel IF the level of taxation for bio-fuel was not directly linked to the taxation level on fossil fuels, so that the environmental benefits of using bio-fuels were more clearly represented in the cost differential. Fossil fuels are only cheap because the environmental damage caused by their use is disregarded.

In addition to the need to raise funds for public expenditure, the secondary purpose of taxation should be to shape public purchasing from things that have a negative effect to wards things that would be beneficial. It is for this reason that smoking and alcoholic drinks are taxed but medicines are not. Clearly on this basis the use of fossil fuels should be taxed but the use of renewable fuels should not be taxed at all. This is the situation in most other European nations, where in European legislation taxation of fuels is specifically directed to MINERAL fuels as opposed to ORGANIC materials. The price margin so provided encourages the development of techniques that are able to capture and recycle more difficult renewable energy stocks. But not so it seems in the UK. The British Government is still more worried that any further reduction in tax on bio-fuels may cause a significant loss in over all income from taxation. We say that such a position is unrealistic and unsustainable.

The reality of the situation in the UK is that there are now many thousands of people making their own bio-fuels using the very simple techniques we have disclosed on the web. Whilst this may help to reduce the effects of Global Warming, the government is still fussing about the loss of tax revenue. Our task is to provide viable alternatives to fossil fuels, and this means a nationwide operation to 'mop up' all kinds of low value materials that are otherwise wasted. These materials presently have little or no value because no one is collecting them. They therefore become a waste disposal problem. The Bio-

power Network is poised to collect these materials efficiently on a local basis, which will take these materials out of the waste category and make them into commercial commodities. The form that is operation will take is very much the opposite to that which exists in large multi-national companies where the structure is to distribute a range of centrally manufactured products to the buyer public. Our concept within the Bio-power Network is to enable many small local companies to collect the resource of renewable energy waste, and have it transformed into a bio-fuel product that can then be sold to meet local demand. These locally based companies work co-operatively rather than competitively, and in pursuance of shared aims. It is therefore very important to understand that a very different form of taxation is essential if this sort of localised process is to be economically viable and environmentally effective.

However, we feel there is a means by which the better use of bio-fuels can easily be encouraged whilst not reducing the income to the government by way of loss of revenue. This can also enhance the use of bio-fuels by making them available at a much reduced tax rate in those situations where the use of bio-fuels will have the most beneficial environmental effect.

Our Proposal for a completely different way of taxing bio-fuels:

The aim of our proposal is to meet as far as possible the criteria as set out by Michael Lyttle on the 15th April, and also to ensure that bio-fuels can be made economically from waste materials and then used initially in situations in which there is the most environmental and their social benefit. Essentially, our proposal is that the definition of bio-fuels is opened up as far as is possible to include all materials that are not derived from fossil or mineral sources. After all, it is only the use of these materials that add to the overall levels of atmospheric CO₂. Instead of taxing bio-fuels the government should license the use of bio-fuels on a vehicle or operator basis. Initially, licences would be issued to those situations where there is the greatest environmental benefit from the use of bio-fuels, and then to public service vehicles. We suggest that the taxation should encourage the use of materials that are otherwise pose a waste disposal problem, and should discourage the waste of potential energy sources. This way taxes would be used as a 'stick & carrot' technique to bring about much needed changes in our energy practice. Account should be given to the cost in terms of mineral use and or carbon emissions in the manufacture of bio-fuels, and the environmental benefits achieved by each form of bio-fuel. There is not one solution to the release of new forms of energy, there are many solutions, and we need a taxation system that will enable the development of all possibilities without prejudice to any method. Our proposal maximises the opportunities and the benefits of using bio-fuels but minimises the loss to the government in terms of taxation revenue from road fuels.

A new definition of 'bio-fuel'.

The current definition for a bio-fuel to meet the criteria for the tax break is in our view far too narrow and technically ambiguous in its wording. In it's present form this definition is unworkable. Our form of 'Modified Waste Vegetable Fat' (MWVF) meets the criteria because it is 100% ester of glycerol, and is derived from used fat stock. However, we are aware that the government also does not wish to encourage the development or use of Straight Vegetable Oil (SVO) as a fuel. We actually agree with this position as we find that food quality vegetable oil does not have as much energy as used oils, and also it would be very wasteful to use food quality fat stock as an energy source. Our suggestion is that Bio-fuel should be redefined as

“any fuel that is made from non-fossil or non-mineral materials, but food quality organic materials should be excluded.”

Therefore fuels made from materials derived from plants and animals including oils, fats, sugars, starches and cellulose would all be included, so long as they had not otherwise been 'set aside' for use as a food. Used or waste food stock would be considered as a bio-fuel.

Reduce the waste of potential renewable energy resources.

The government puts a great deal of effort into various means to reduce the waste of heat and energy through energy saving schemes, but it seems that little or nothing is being done to reduce the waste of potential renewable or organic forms of energy, which if brought into use as fuels would substantially reduce the demand for more polluting fossil fuels. Essentially, this is what the Bio-power Network is all about. Our primary aim is to provide the public with a choice of alternative non-fossil fuels largely derived from used or waste materials, that otherwise present a waste disposal problem.

It is not generally realised that all over the globe natural processes are constantly capturing and storing energy for future use. An obvious example is trees that absorb and store the sun's energy into their wood mass that can be harvested as timber and then burned to provide energy as logs or charcoal. Animals store fat in their carcasses that we do not eat and this also is a rich source of renewable energy. Energy is available in all fats, sugars, starches and cellulose, all of which are constantly being produced by plants. This energy can be converted for our use in all kinds of ways. It is our view that there is sufficient energy stock immediately available to replace all fossil fuels in ten years IF there was the political will to do so.

Whilst it is important to reduce the waste of heat and energy by turning off lights and appliances, turning down to temperature of central heating systems when not required and providing adequate thermal insulation to buildings, we argue that it is equally important to discourage the waste of potential organic energy resources, the use of which would reduce the demand for fossil fuels. Therefore the EEC ban on the use of vegetable fats as animal feed should be immediately and fully implemented, and the use of this material as a fuel stock should be encouraged. Likewise the use of all other non-fossil energy sources should be encouraged for example tyres, animal fats, sugars, starches, cellulose, feathers and wood chip.

Tax reduction on genuine bio-fuels

Our proposal is therefore that Bio-fuels should be taxed at a rate that directly recognises and reflects the benefit derived from reduction made in fossil carbon atmospheric emissions. On this basis the energy used in creating fuels and the use of other inorganic minerals like methanol, and caustic soda should also be taken into account. The use of pure Bio-fuels that do not require any reactive chemistry or significant energy in their manufacture or mixing with fossil fuels in their use should receive the greatest tax advantage. We note that the use of LPG that receives very high tax incentives does not provide any form of benefit in terms of Global Warming. The current tax benefits for the use of LPG and for the conversion of vehicles to run on LPG are not justified in terms of environmental benefit. We are very pleased to read that this position is also supported by the report 'Tomorrow's Low carbon cars' by Julie Foley, of the Institute of Public Policy Research. It was generally agreed at our meeting with the government officials that the tax break on LPG was put in place out of political expediency rather than for any environmental benefits.

Tax benefits should encourage the best use of Bio-fuels

Bio-fuels can have greater direct environmental benefits when used in some situations. It is therefore appropriate to target tax relief to those functions where the environmental benefits are greatest. This would include the use of bio-fuels in many situations where normally red-diesel would be used, and therefore this would not cause any significant loss to the treasury in terms of road tax revenue. It is important to realise that unlike mineral fuels, bio-fuels spilt on water disperse quite quickly and are naturally bio-degradable. In many situations bio-fuel residues will actually create a slight environmental benefit. Bio-fuels spilt on water ways therefore do not cause oil slicks, and the engine emissions do not cause the same level of contamination of the environment as does the use of fossil fuels. Also, bio-fuel does not cause contamination of food crops as does the use of fossil fuels. It is therefore an advantage to encourage the use of bio-fuels where ever engines are used in connection with the preparation of food, especially salads, and leafy crops that continually absorb from the atmosphere. We therefore propose that the use of bio-fuels should be tax free when used by inland boats, coastal shipping, ferries, agriculture (especially when engines are used in greenhouses or for growing food crops), engines used in quarries, mines and within buildings. Then the use should be extended to national organisations like the National Trust, the Environment Agency and the Countryside Council who already have policies to support the use of bio-fuels but then find that they have to pay road duty for operations that otherwise would be run with tax rebated fuels.

The next level of priority or incentive should be given to those operating socially beneficial services. This would include all forms of public transport and public service, including service busses, school buses, hospital services and ambulances, the police, fire tenders, refuse collection vehicles, and then all vehicles operated by local authorities. It makes no sense that these public services run from the treasury budget should be taxed by the treasury when a simple means exists to prevent this.

The tax exempt use of bio-fuels should then be encouraged by not-for-profit or voluntary organisations that provide a public service, and the disabled.

Bio-fuel licences would then be made available to hauliers and commercial users subject to an appropriate level of charge that reflects any environmental benefits obtained.

Finally, Bio-fuel licenses would be made available to the general public, not otherwise covered by an existing category.

It is likely that the volume of bio-fuel stock available will not extend to these last sectors for quite a long time, unless there is a considerable investment in the necessary research, development and production technology to create bio-fuels from the vast range of naturally occurring materials that do not lend themselves for use as fuels so readily as lipid fats. This would include fuels made from wood chip, sugars, starches, cellulose from grassland, coppice, fibre wastes from other crops, and from passive solar collection by algae grown on sewage and farm sludge. All these techniques are currently possible but are not economically viable whilst the margin between the price the public will pay for fuel and the taxation on bi-fuels provides such a narrow margin for the costs of production. If the tax is significantly reduced or abolished altogether (as in other EEC Nations) then the development of these forms of bio-fuel will be economically viable.

The application of our proposal can be set out as follows...

- 1) Bio-fuels should be tax exempt when used in the following categories where there is the greatest benefit to the environment:-
 - a) boats on inland water ways
 - b) ferries
 - c) coastal ships, and fishing vessels
 - d) mines, quarries, and other applications where engines are permanently used within buildings or in situations with restricted ventilation
 - e) landscape management, building and engineering works, hedging, mowing, etc within SSSI's, National Parks and environmentally sensitive areas
 - f) engines used in greenhouses, aquaculture, hydroponics, and fish farming

- 2) Bio-fuels should be available without tax subject to license for use for off road purposes where red diesel would otherwise be used as in the following situations:-
 - a) generation of electricity into the national grid or available as a standby power source
 - b) all trains and generators used to create electricity for the train or public transport service
 - c) vehicles used for the collection and processing of waste, including the collection of materials for recycling and including the collection of renewable energy stock
 - d) all vehicles operated by public authorities including councils, waste collectors, water and utility companies.
 - e) The civil service
 - f) MoD vehicles,
 - g) industrial process heating, using self created bio-waste like fat from abattoirs
 - h) voluntary sector groups, and the disabled.

- 3) Bio-fuels licenses would then be made available to hauliers, subject to a tax charge which reflects the environmental benefit obtained.

- 4) Bio-fuel licenses would be made available to the general public, not otherwise covered by an existing category, and at a tax rate that properly reflects the environmental benefit over the use of fossil fuels.

How could this be implemented?

Our proposal is that bio-fuels be tax reduced in proportion to the proportion of non-fossil material used in the substance or in their manufacture. The level of taxation would be relatively low and would serve the purpose of encouraging the development of the most environmentally beneficial forms of bio-fuel.

Bio-fuels made from food quality materials would not be subject to any tax break, and in our view this use should be prohibited. It is essential that food quality materials be not used for their energy content alone as this will otherwise increase the demand for an essential basic food commodity and cause food prices to rise dramatically.

Instead of taxing the fuel the government should license the use of bio-fuels. This license could be granted to certain situations freely, or at a relatively low cost, but other licensable categories would carry a charge. The terms of the licence would be under review and could be altered as found necessary. The revenue derived from the license could be ring fenced and used to encourage and facilitate the further development of bio-fuels.

It should be noted that in our proposal, the majority of applications where there is the greatest potential environmental benefit are also situations in which non-taxed fuel would normally be used. Therefore no loss of taxation revenue need occur. In other situations the government is in effect taxing itself for the use of fossil fuels, and therefore use of non-taxed bio-fuels would not create any overall loss in taxation revenue.

The advantages of our license system proposal for bio-fuels:-

- ?? The license would mean that only properly registered and endorsed bio-fuel makers would be able to sell bio-fuels at a tax reduced rate. The effect of this would be to regularise the bio-fuels industry, and fuel makers would have to be members of a trade association like the Bio-power Network in order to receive training and accreditation.
- ?? Members would only sell their fuel to customers showing their license. This means that there would be a total audit of production and use. A rolling account can be maintained by every fuel maker showing how much fuel was purchased by each licensed user.
- ?? A licensed bio-fuel user would not be likely to sell on their fuel to another unlicensed party because it would risk prosecution and future loss of their license.
- ?? Only marked vehicles would be allowed to run on bio-fuels. The use of most bio-fuels is immediately apparent because of the nice smell. It would be obvious if a vehicle is burning bio-fuels without displaying a valid license.
- ?? The use of a license system is easy to regulate and can be used to raise revenue if necessary through the charge of a license fee.
- ?? Some form of modification may also be required to ensure that vehicles committed to the scheme will burn bio-fuels in a most efficient and beneficial way.
- ?? There would no longer be a cost to the Customs & Excise in collecting small sums of tax from so many relatively small but law abiding bio-fuel makers.
- ?? Tax collected from the sale of licenses would be available immediately on a 'cash-in-advance' basis, and on a more predictable and regular basis.
- ?? Once the license is paid then the registered vehicle is most likely to make the maximum use of the available bio-fuel.
- ?? The government can in consultation with bio-fuel producers regulate the potential demand for fuel to the availability of fuel supply.

Werner Koerbitz of the Austrian Biofuels Institute has said

“Concerning Bio diesel, the UK has been so far a sleeping beauty - plenty of rapeseed available produced by the most efficient farmers in Europe, but quite a blocking government with creativity in inventing reasons to delay Bio diesel's start into the quickly emerging markets for renewable energy.”

Is this an image we wish to promote further? We hope not. There is now an urgent need to change the British taxation position quickly if we want to restore our potential in this very important future market. At present things are progressing very well in other parts of Europe, but Britain seems to be following all the worst mistakes that were made by the Europeans instead of learning from them.

It is very clear that there is now widespread public interest and support for all aspects of recycling and renewable technology. We need to give the public the choice they deserve in terms of alternatives to

fossil fuels. Now is not a time to be taxing bio-fuels in a way that limits the economic margin against the price of ULSD. It is questionable whether there is a justified legal basis for the charge of any tax on a cure or remedy to the effects of Global Warming, especially as European Legislation applies specifically to MINERAL and not ORGANIC hydrocarbons. It is alarming that UK taxation on bio-fuels is so out of step with the policies and practice in Europe, the USA and other countries throughout the world.

Edmund Burke, a British parliamentarian of 200 years ago, made a great environmental message when he said "Nobody made a greater mistake than he who did nothing because he could only do a little". In the case of our efforts to address the threat of Global Warming it is very much a matter of everyone doing not just a little but quite a lot to achieve any significant change. It is no good just fitting a few low energy light bulbs and leaving the lights on all the time. It is no good fitting your car to run on LPG.

The proposals we make could immediately achieve a very viable and creative bio-fuels industry in the UK, and without any significant loss in taxation revenue. It is a way to achieve a direct and immediate impact on the issues that are otherwise exacerbating the effects of Global Warming. Our proposals also target the environmental benefits to those situations where they are most appropriate or relevant. It enables the public to have a real choice not only to use bio-fuels if they want to, but also to express their concern about the issues of Global Warming and Climate Change in the way that they buy fuel for their vehicles.

John Nicholson,
Bio-power (UK) Ltd.
26th June 2003.

Please send any comments on this strategy or improvements to the wording to me ASAP.

Institute of Public Policy Research report slams the tax breaks on LPG and supports new tax incentives to promote the development of fuels that will have a positive benefit in terms of Climate Change.

Julie Foley's well argued report, "Tomorrow's Low Carbon Cars, Driving innovation and long term investment in low carbon cars", examines the contribution that low carbon cars could make to the UK's Climate Change commitments. It assesses how fuel duty incentives could be better designed to help distinguish and reward lower carbon forms of fuels and makes recommendations about future support for road gas fuels. It also examines how Government can help to encourage longer term investment and innovation in the hydrogen and fuel cell cars of the future and makes recommendations about how the UK's Fuel Cell Vision should be taken forward.

This report can be downloaded from the ippr website at:

<http://www.ippr.org/publications/files/tomorrowslowcarboncars.pdf>

This report is part of ippr's Motoring Towards Sustainability program that is examining the role of the car in progressive and environmentally sustainable transport policy. Later in the year, ippr will be publishing further policy reports on road transport and climate change as well as road user charging.

For more information about the Sustainability Team's work at ippr visit:

www.ippr.org/sustainability

Do let me have your views on this debate, and also do follow the responses received from other interested parties like the Energy Saving Trust, FoE, and the LP Gas Association. JN

PLANS FOR OUR FIRST AGM

Will it be 22, 23, 24 August or mid September?

A number of members have commented that holding our AGM in August poses great difficulties because it is a time when they will be away on holiday. A September gathering is suggested. The format I have in mind for the Bio-power AGM weekend and Gathering would be as follows...

Meet FRIDAY by the lakeside Llanberis, Gwynedd, North Wales

Sailing on the lake, children's activities, barbeque. Children's activities begin with treasure hunts or clue trails from 3.30. Members activities commence with general discussion, and 'Open Forum' from 4.30.

Barbeque and social evening by the lakeside.

SATURDAY.

Formal Registration from 9.00

Children's programme of events for all ages begins at 9.30

Members programme begins at 10.00. Royal Victoria Hotel.

Formal opening of the event. Invited speakers on Global Warming and Climate Change (Sir John Houghton himself?), other speakers from the Environment Agency, from the Carbon Trust, from Triodos, from Shell Better Britain Programme or any others you suggest.

Buffet Lunch

The AGM.

Report on our progress to date. The way ahead. Call for nominations for the new Board of Directors, candidates introduce themselves, we elect the new Board of Directors who then elect individual officers from their group at their first meeting as they decide necessary.

Any procedural motions or alterations to the constitution. Close of the AGM.

Tea

General debate on issues raised by the membership for consideration by the Board.

Evening Meal, party, singing and dancing for those so inclined, swimming or boating for others.

SUNDAY.

Meetings of working Groups 10.00 to 11.00 and 11.30 to 12.30. Meeting of the Board. Final Lunch.

Break-up point. Kisses and farewells. Sailing and games to continue on the lakeside till the evening.

I did not want the AGM weekend to drift too far into September because of our reliance upon good weather, and the fact that the lakeside can get quite natty after about 6.00pm if the weather is still. Also there are conflicts with the use of the Hotel. This is planned as a 'family' event. I hope members will bring their partners and children, and fun will be had by all. I expect many of us will camp in the area rather than stay at hotels. If you are not at all interested in bio—fuels this is an exceptionally beautiful area with lots of places of interest to visit.

We want to keep the cost of running the event as low as possible, and we will have an attendance charge per person to cover the cost of the conference hall, the buffet, refreshments, and the costs of our invited speakers and the running of the children's programme. I expect the cost to be in the region of £60.00 per attending adult. Children will be free.

Please let me know if you have strong feelings on these arrangements as soon as possible. Our aim is to please and fit in with as many of our members as possible.

Our Next Introductory Seminars

Seminar 17	11, 12, 13 July
Seminar 18	25, 26, 27 July
Seminar 19	7, 8, 9 August
Seminar 20	5, 6, 7 September
Seminar 21	19, 20, 21 September

All to be held at the Victoria Hotel Llanberis. The cost of the Seminars is £150.00 which includes food and refreshments served during the course. A list of local hotels and guest houses is available. These Seminars are intended for members who are considering setting up to make our form of fuel on a commercial basis as part of the Bio-power network. We cover all the issues that have to be taken into consideration, including licenses, taxation, planning, environmental red tape, and the technical aspects of the process itself. If you are considering setting up to make fuel and registering with HMC&E then much time and energy can be saved by learning about all the regulations and how to respond if challenged by the various agencies before you begin.

Special concessions can be made in situations in which it is difficult to cover the seminar fee through genuine financial hardship. It is essential to book for the Seminars by sending us an e-mail.

Some useful contacts

This is a list of companies that people have found useful for supplies of all sorts. Please continue to send in details of suppliers that you have found useful not just for your work in making bio-fuels, but also suppliers of any products that have ethical, environmental or economic benefit.

Scientific & Chemical Supplies Ltd., Carlton House, Livingstone Road, Bilston, West Midlands, WV14 0QZ 01902 402402 <http://www.sci-chem.co.uk> scs@scichem.co.uk *pH testers, sample bottles, general laboratory equipment recommended by Martin Lusty*

Machine Mart Limited, 211 Lower Parliament Street, Nottingham NG1 1GN 0870 770 7800 <http://www.machinemart.co.uk/> sales@machinemart.co.uk *wide range of machinery and equipment* JN

Smiths of The Forest of Dean Ltd The Orchard, Station Road, Milkwall, Coleford, Gloucestershire GL16 8PZ *Specialists for Replacement and Emergency Tanks, Recycled Containers - IBC Tanks - Water Butts - Plastic Barrels & Buckets - Steel Drums - Stainless Steel Tanks - Wooden Pallets* JN

GreenWeld Limited 14 Horndon Business Park, West Horndon, Brentwood, Essex CM13 3XD 01277 811 042 email: service@greenweld.co.uk *amazing range of low cost toys, gadgets, electronics, and engineering materials* JN

Northern Tool and Equipment Co. (UK) Ltd. Unit 2, Interchange Park, Keel Close, Portsmouth, Hants PO3 5QD Tel: (02392) 657600 <http://www.northerntooluk.com> *Good range of tools and simple plant* JN

Kevin Law, (Jockey Buckets), Involvement packagers, Park Road, Stalybridge, Cheshire, 0161 3382807, 07850 711103. *a wide selection of re-sealable buckets and tubs for collecting and settlement* JN

New Pig Ltd 5-11 Dunlin Court, Strathclyde Business Park, Bellshill, Lanarkshire ML4 3NH. 0800 919 900 E-mail: pigpen@newpig.com web: <http://www.newpig.com> *All kinds of cleaning up materials and prevention of spillage technology recommended by Roger Bannister*

RS Components PO Box 99 Corby, Northamptonshire NN17 9RS 01536 201234 *All kinds of electrical and mechanical gadgets, switches, motors electronics vast catalogue* JN

Suma Wholefoods Lacy Way, Lowfields Industrial Park, Elland, West Yorks HX5 9DB 0845 458 2291 sales@suma.coop *Incredible catalogue, fantastic food, weekly deliveries, friendly people, wonderful eating.* JN

Stanadyne Fuel line heaters and filtering systems. Contact Neil Eldridge, Thomas Injection Centre, 93 Ellingham Industrial Estate, ASHFORD, KENT TN23 6LZ 01233 642816 *This comprehensive range of*

vehicle filters and fuel line heaters are very well designed and built. They can be fitted to most vehicles easily. JN

The ETA - Environmental Transport Association 10 Church Street, Weybridge, KT13 8RS 0800 212810 www.eta.co.uk *The ethical alternative to breakdown services like the AA and the RAC that lobby for bigger faster roads, and lower fuel taxes. The ETA are not anti-car, but promote best possible practice to reduce car dependency and efficient and responsible use. They are great supporters of bio-fuels.* JN

Gwynedd Pump Services, Collister & Glover Llandegai Industrial Estate, Bangor. 01248 354222 *independent stockists and distributor of tubes, valves, fittings, pumps, seals and ancillary products in North Wales* Nocchi Pump PGA 60/40 JN

Bio-D Co Ltd Unit 2 Chapman Street Industrial Estate, Kingston upon Hull, East Yorkshire HU8 7BU (01482) 229950 <http://www.biodegradable.biz> bio-d@ecodet.karoo.co.uk *Range of household cleaners, detergents, soaps and toiletries which have the absolute minimum impact on the environment both in use and the manufacturing process. Where possible, all raw materials will be obtained from renewable sources, and are not tested on animals.*

Dunphy Combustion Ltd. Queensway, Rochdale, England OL11 2SL 01706 649217 sales@dunphy.co.uk *Makers of special fuel line pumps and burner heads for heavy oils. They are larger than are needed for an average house. Look at TH and TA series burners* Patrick Holdsworth sales JN

More news about the use of bio-fuels for home heating from Andy Mason.

In the Bio-power 3 newsletter you mention several members have inquired about running central heating boilers on WVF. I did a bit of research on this as it seemed to me (being a builder) that this is a possible alternative to the thermally efficient but fossil fuel burning gas fired condensing boiler or the ubiquitous kerosene burning oil boiler. A truly green Central Heating system might use a Sterling engine to provide hot water, warm air and electricity as a WVF/SVO fired CHP(Combined Heat & Power unit).

Anyway, did manage to find a company whose boilers will burn Rapeseed oil as standard fuel. They are more or less multi-fuel capable usually burning waste oil to heat things such as swimming pools, the smaller units however are OK for larger (or less well insulated!!) houses at 90 000 BTU (IRO 20 kW). They will sell the burners separately.

KROLL (UK) Ltd, 15 Balena Close, Creekmoor Trading Estate, Poole, Dorset BH17 7DB 01202 650411 Contact: Salman Mehson

I understand that their system uses compressed air to 'atomise' the fuel. There is also an American manufacturer who use a (self-cleaning) needle valve/jet, but I've yet to contact them. Conversation with other manufacturers (Worcester/ Bosch, Nu-way, Benson etc) tend to indicate that the burners and jets may 'gum up' if used for vegetable oils.

Andy Mason.

Some quotes:-

"In the future, the ability to do good on a Global scale will overshadow the need for materialism"

"Tax the risks --- support the benefits!" - Werner KOERBITZ Austrian Biofuels Institute

Please use the information in this publication carefully.

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