

Consider household waste as a Resource

At the EAST Fair in Glasgow last May 2004 Christopher Maltin of Organic Power showed how "natural gas for vehicle fuels" can be produced from organic waste. This can be used by local councils, and in time by the general public to fuel their vehicles, whilst solving the problem of what to do with organic waste.

The problem of vehicle emissions is a high priority for local councils as they are responsible for air quality in their districts. The authorities are being given mandatory targets to achieve that will necessitate cleaner emissions from any vehicle allowed into their city centres. At the same time they are also responsible for the collection of household waste, 60% of which is organic. The amount of organic waste grows in direct proportion to the ever increasing population. This situation will only get worse and will not go away; putting out more bins to take the waste is not the answer, as the waste has to go 'somewhere'. As the old adage says "What do you do when you live in a throw away society when there is nowhere left to throw it?" European

directives are restricting the amount of waste which can be landfilled and organic wastes are eventually to be banned altogether. Planning permission for landfill sites or to build incinerators are becoming extremely difficult, if not impossible, to obtain.

Organic Power had one of their gas powered Mercedes EcoVitos at the EAST Glasgow Event which had driven up from Somerset, having a range of 350 miles. The West Lothian Council provided their latest exhaust emissions testing vehicle at the event and so the emissions of the Mercedes EcoVito were checked in the car park with amazing results. So much so that the equipment was then tried out on another vehicle to prove that it was actually functioning properly. Repeating the tests on the EcoVito reproduced the original results. Lubrizol are presently working on the development of a special new natural gas catalyst for these EcoVitos, but even without this being fitted the results of 0.02% Carbon Monoxide (3.5% allowed) and 123 ppm particulates (against 1,200 ppm allowed) were outstanding.

Test Results

Mot Exhaust Emission Test Results – MOT Station copy
Date: 20th May 2004 None Catalyst (Metered) Time 14:15:15

Vehicle registration: EcoVito
Vehicle mileage: 400 Miles
Fuel Type set to Liquid petroleum gas LPG*
Eng Oil temp: Coolant pipes were hot

Natural Idle test	Limits	Actual	Values Results
Engine RPM			Pass
CO % Vol	3.50	0.02	Pass
HC ppm VOL	1,200	123	Pass
Results of Visual Check			Pass
Overall Results			Test Pass

Tester name: Tom Logie, of West Lothian Council, Development and Regulatory Services, County Buildings, Linlithgow, EH49 7EZ.
*Please note that for these tests the "vehicle type" was set for an LPG vehicle as this was the only way to monitor pollutants other than CO2 and these results were without the new Lubrizol catalyst being fitted. It was later discovered that the lowest reading of CO was 0.02% as the machine was set not to indicate an output any less, so it would not have been possible to get a lower reading even if the output was zero!



Greg Archer New Director of the Low Carbon Vehicle Partnership



Greg joins the LowCVP from the Carbon Trust where he was responsible for delivery of the £8m Action

Energy programme of energy efficiency advice to medium-sized businesses.

His career to date has been focused in the areas of environment and development. As a consultant and, later, Associate Director of Atkins Environment, Greg undertook projects in the fields of climate change, air pollution, environmental risk assessment

and sustainable development. These included long-term secondments as a Technical Advisor to DEFRA and as Air Pollution Policy Advisor to the Environment Agency.

Before joining Atkins, Greg pursued a short academic career and spent two years as a chemistry teacher in rural Zimbabwe on an assignment with the UK charity VSO (Voluntary Service Overseas).

David Jamieson, Transport Minister and chair of the Ministerial Low Carbon Group overseeing the work of LowCVP said:

"The Government is

committed to improving the environment and increasing the number of cleaner vehicles on our roads.

"I am delighted to welcome Greg Archer as the new director of the Low Carbon Vehicle Partnership which is at the heart of the Government's Powering Future Vehicles Strategy. The LowCVP has achieved a great deal since its inception last year and Mr Archer's appointment will ensure the LowCVP is driven forward effectively. I look forward to working with him."

Also commenting on the

appointment, the Chair of the LowCVP and Managing Director of Toyota (GB) Plc, Graham Smith, said:

"Greg Archer has extensive experience and the relevant background and insight to contribute strongly to the work of the Low Carbon Vehicle Partnership.

"UK businesses have much to gain from engaging with the LowCVP to help deliver optimal solutions to the increasingly urgent problem of climate change."

Greg Archer began working as Director of LowCVP on 6th September.