

## **Biofuels Directive Review and Progress Report - Public Consultation**

### **Response from Sundance Renewables (Mr Alastair Bowlie-Evans)**

With reference to the above Directive...

1- The objective for promoting BioFuels is still valid...What alternative IS there if we are to reduce our demand on Fossil Oil and Gas, while Motor-Manufacturers turn out ever increasing numbers of cheap and inefficient vehicles for the masses? Due to the Consumer 'Throw away' Society, the sales of vehicles will only ever go up and the need for road-fuel will rise also. After all, How much in Tax and VAT do HM Govt make on the sale and use of just one such vehicle in just one year? To reduce such sales will severely limit the Govt's Income.....

2-The 'Reference Level' of 5.75% May well be attained by the EU AS A WHOLE...

However, Great Britian will NEVER achieve this due to current restrictive practice by the Govt and Motor-Manufacturers, Particularly the FIE (Fuel Injection Equipment Manufacturers)....

These are-

A- Current Duty levels set for both BioDiesel fuel, and other alternative Bio xx Road-Fuels..

B- The effect of 'A' makes it nearly IMPOSSIBLE for a new venture or interested SME to make ANY profit from a BioDiesel fuel business.

C- Motor manufacturers restricting Warrantee cover for BioDiesel use to only a 5% blend with Regular Diesel, while the SAME MAKERS with the same vehicles and exact same fuel-systems and engines, on the continent can in some cases warrant the use of 100% BioDiesel fuel.

D- Currently, Great Britian EXPORTS a huge quantity of its Waste-Vegetable Oil (UVO) to Germany and France, where its turned into BioDiesel Fuel for sale in those countries, and some is then IMPORTED back to the UK--Due to the Duty situation its actually Cheaper to do this, than make UVO into BioDiesel here--Thats GREAT sense isnt it!

3- The Current Directive may well need adapting, so that Each Member State of the E.U. is responsible for its own targets, and NOT taken as a 'whole European Union' snapshot. Thus penalties for non compliance could be levied for under-performing states. The income thus generated could be invested in PROPER Research, and not in pointless 'feasability-studies'....

4- A system of Certification for the various Biofuels is absolutely MANDATORY to be brought into force ASAP if only to protect the Consumer and his vehicle, such as the specification for BioDiesel,

EN-14214 a recognised European Test-Standard for the fuel. Similar Standards are needed for BioEthanol et-al

5&6- Financial assistances to SME to develop and actually PRODUCE a viable Biofuel to a recognised Standard, and not just financial assistance to fund 'Feasability Studies' which are basically Worthless and cost Huge amounts of money with NO actual benefit save to a few specialists who write them-Most go no further than the paper-stage!

Ditching the Hydrogen myth once and for all, as this will not in the foreseeable future solve our energy and pollution issues  
Many Billions of pounds over nearly one hundred years and in nearly every developed country has been wasted on Hydrogen as an alternative fuel Its finally time to get wise and pull the plug on this line of Govt Funded research. The Internal Combustion Engine cannot be beaten as the most dependabe, reliable and profligate Prime-Mover which is SO EASILY adapted to other clean Renewable sources of fuel, as both Mr Otto and Dr Diesel predicted..... IF ONLY.....

Alastair Bowlie-Evans,

BioFuels Division,

Sundance Renewables

Swansea.

The ONLY OFFICIAL Maker and Supplier of 100% BioDiesel to the European Standard in the United Kingdom.