

Low Pressure Gas ~ the Alternative to UK's 2035 Electric-only Danger

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Delivery to ASDA Govan ~ one of 1,500 LPG filling stations in the UK



LPG connector inserted into car's LPG filler comes from a normal looking petrol pump. The black handle is turned quarter turn then closed to filler handle to lock. Push and keep pushed the pump's button to start filling. Keep the button pushed until amount to be paid for is reached. Or car's tank is full — filling will automatically stop. Expect maximum price around £1 per litre!

*with updates on other alternative fuels
articles from **Greater London Transport Newsletter***

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Greater London Transport Newsletter

Our independent editorial policy is unashamedly dedicated to reversing greater London's ultra Low emission zone expansions; (uLex and uLex2) reversing congestion charge increases in days and toll; removal of low traffic neighbourhoods; 24-hour cycle and bus lanes; frivolous "school", "hospital" and "play" streets; "15-minute cities", and 20 mph speed limits.



7.1 MPH is the average traffic speed in central, 12.5 in inner, and 19.3MPH in outer London

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ABD Alliance of British Drivers
Driving Sense



Save London

5.8k members



Other Alternative Fuels for Internal Combustion Engines

There are other alternative fuels available that could stop authorities demanding you scrap your current cherished vehicle. But, like LPG-fuelled vehicles, they're not recognised by those councils enforcing clean air, low emission, or ultra low emission zones. The councils have a vested financial interest in generating tolls and fines claiming that provides an incentive for drivers to upgrade their vehicle.

As time goes by the fanciful claims of councils claiming ridiculous health benefits of scrapping all but Euro IV (Euro VI for Diesels) or pay a fine, are shown as propaganda-based on false interpretations of air pollution boffins using



computer modelling to make air pollution forecasts based on an early date snapshot. In one notorious weather phenomenon, air pollution monitors were affected by upper atmosphere wind that picked up and blew Sahara sand dropping it onto south west and central London from north Africa. Other upper atmosphere movements move European polluted air into UK monitors. But are not discounted from figures, apart from an easily missed footnote.

Hydrotreated Vegetable Oil is a paraffinic Diesel fuel that can be used as a direct replacement for both red and white Diesel. It offers superior operational and environmental performance over fossil Diesel with environmental benefits that can also support existing filling station infrastructure.

HVO is synthesised from 100 percent renewable raw materials such as vegetable, animal oils. It's claimed it reduces net CO₂ greenhouse gas emissions by up to 90 percent. All raw materials are checked and verified with the fuel's credentials audited by Department for Transport.

HVO fuel tackles environmental and performance issues seen by earlier generation bio- and conventional fuels. A hydrogen-based production process results in a paraffinic Diesel with low aromatic and naphthenic hydro-carbon content with no sulphur. With zero Fatty Acid Methyl Ester (FAME) content, already added to fossil-derived Diesel, HVO doesn't face instability and operability issues that many mineral diesels and biofuels face.

Speedy Fuels tells *GLTN*: "Each HVO shipment is supplied with a certificate authenticating product renewability and sustainability as well as overall greenhouse gases CO_{2e} (g/MJ) figure compared with an internationally recognised reference figure for fossil transport fuel. Speedy Fuels offsets delivery mileage through carbon credits. It conforms to EN15940 & ASTM D975 standards for paraffinic & diesel fuels: Fuel Quality Directive 2009/30/EC Annex 2.

[HVO Fuel Suppliers - HVO Renewable Diesel Deliveries | Speedy Fuels](#)

Runnymede Goes HVO

The first Surrey council to switch its entire vehicle fleet from diesel to waste fats and cooking oil has said the move could cut emissions by about 90 percent. Runnymede council (no overall political control) claims the unanimous decision will stop about 650 tonnes of CO₂ released into the air each year.

The shift to Hydrotreated Vegetable Oil will switch over 80 refuse trucks, mini-buses, vans, street sweepers and other vehicles. Day-to-day operating costs are expected to be higher than with diesel the council confirmed, but said it had set aside an additional £100,000 to cover the extra fuel's cost. The council's existing fleet will not need engine modifications.

LP Gas Association LPG APPROVED INSTALLER SCHEME LPG CONVERSION CERTIFICATE		CERTIFICATE NUMBER A 486842	
Notes: If you have any doubt as to whether this certificate is valid, call 02476 711601			
VEHICLE DETAILS		CONVERSION DETAILS	
Registration	JJM 818	Tank Make	STALO
Make	Land Rover	Tank Serial Number	842/1317
Model	Range Rover	Tank Type & Water Capacity	Toroidal 85 ltr
Colour	GREEN	Regulator Make	PRINS
Engine Capacity	4.4 ltr.	Regulator Serial Number	-
Mileage at Conversion	72229	Equipment Supplier	PRINS UK
VIN / Chassis Number	SALLMANA33A130226		
VEHICLE EMISSIONS			
CO ₂	PETROL Before Conversion 14.6	PETROL After Conversion 14.5	LPG After Conversion 8.1
HYDROCARBONS	169	169	107
The tank, pressure relief valve and system should be checked periodically as advised by the installer			
I certify the above details to be correct and that the LPG system of the above vehicle has been installed, examined and tested in accordance with the LP Gas Association Code of Practice 11 dated June 2001 and any subsequent amendments, and found to be satisfactory.		LPGA Approved Installer Details / Stamp	
Signature of LPGA Approved Installer Date A.K. Ghedder 21/09/08 Name of LPGA Approved Installer LPGA Number P2050		TASSO AUTOGAS LIMITED Clean Fuel Systems 56 Tasso Road London W6 8LZ T: 0 20 7385 1365 F: 0 20 7385 7793 E: info@tassoautogas.co.uk www.tassoautogas.co.uk A Tasso Group Company	

This LPG conversion certificate confirms for insurance purposes a professional aftermarket installation. Insurance details must be updated after conversion to make sure cover is still valid. The certificate is also accepted by DVLA when changing vehicle log book to "Gas Bi-Fuel" category that reduces car tax by £10 per year.

LPG, previously a by-product of the crude oil fossil fuel refining process known then as liquid petroleum gas, is now BioLPG — a propane produced from renewable feedstocks such as plant and vegetable waste. It's also called "renewable propane" and "bio-propane."

At vehicle cold start, LPG in liquid form comes from its tank and routed to a "reducer". Central to the reducer is a rubber membrane that has the liquid LPG routed to it. On the membrane's other side is routed the car's coolant. As the car warms up, the reducer warms up the LPG so that it becomes a gas which is then routed to the engine, replacing the usual fuel feed which is switched off as temperature increases. The car therefor starts on its petrol or diesel fuel first. When the LPG tank is empty the car automatically switches back to its usual fuel tank. A small LED unit on dash shows 1/4, 1/2, 3/4, or LPG tank full. This is only a general indication with warning beeps sounded when approaching empty (amber LED), and at empty (red LED).



Because the car starts and can manually be switched to run on its normal fuel, UK councils inflicting emissions' restrictions won't give LPG-fuelled vehicles a dispensation. They demand a Euro 4 engine (Euro 6 for Diesels) to avoid zone charges. Many older motorised campervans don't meet uLez requirements despite dramatic reductions in emissions. LPG vehicles are preferentially recognised on the continent where new factory-fitted LPG vehicles are readily available. France's CritAir sticker system auto-issues a "CritAir1" value.

Reducer (centre) pictured in engine bay of 2003-registered Range Rover Vogue. This manufacture year meets Euro III compliance. Euro IV wasn't then published. Following year's production with the same BMW M62TUB engine meets Euro IV and so is emissions' compliant

London Assembly Lib Dems try to get LPG Recognised

LPG support has been given by Liberal Democrat member of the greater London assembly Caroline Pidgeon OBE, then deputy chairperson of Transport Committee, trying to get the mayor — as chairperson of Transport for London — to change his policy stance for those few LPG-fitted vehicles driving in greater London. Earlier questions go right back to 2000 when independent party Ken Livingstone was elected as the first London-wide mayor. All assembly questions can be scanned at:

[Find an Answer | London City Hall](#)

"The mayor has made it very clear in several questions and answers that he will not support LPG as an interim fuel. I therefore am not planning to ask any further questions on this matter. I am sorry I am not able to help further on this. My questions are set out below for ease of reference," assembly member Pidgeon told GLTN.

Vehicles converted to LPG and the ULEZ charge (1) Question 2021/3568

"I have been informed that TfL will not accept vehicles which have been converted to use LPG as being compliant within the uLez as TfL has no way of verifying at any one time which fuel type is being used. However, why would any driver invest significant sums of money in converting to LPG and then revert to using a more expensive fuel? Will you instruct TfL to reconsider its policy which penalises drivers who have made a decision to reduce pollution created by their vehicles?"

Answered by: The mayor Wednesday, 15th December 2021

"Vehicles converted for LPG remain subject to the same uLez emissions standards, and must comply with those standards (Euro 4 for petrol engines or Euro 6 for diesel engines) or pay the uLez charge, in the same way as any other vehicle. It is important to note that while LPG does offer some potential carbon dioxide savings over petrol, the air quality benefits are more limited; NOx in particular is unchanged and can sometimes increase."

This is just one of a series of lies that come from TfL when challenged. The mayor's own London Environment Strategy page 84 says: "...those [vehicles] converted to liquid petroleum gas (LPG)... reduces NOx emissions by over 70 percent."

https://www.london.gov.uk/sites/default/files/air_quality_in_london_2016-2020_october2020final.pdf

"There are no plans to introduce a change in emissions standards requirements for these vehicles. There are a number of technical reasons why vehicles cannot run solely on LPG. When converted, the vehicles are fitted with an LPG tank in addition to the main petrol or diesel fuel tank and become dual fuel vehicles. Because they retain their petrol or diesel engine, they also retain the associated emission level applicable to that engine."

Again, this is wrong. The emission level from a particular engine is dependent on the fuel used. While engine construction and condition, does have an impact on emissions, the of type of fuel is the determining factor — currently the EU is considering an additional internal combustion engine category that's capable of only running on E-fuels.



Duke of Edinburgh's bespoke "eco-friendly" Metrocab ran on LPG rather than Diesel, and had dark green paintwork. It was retired to the Royal garages at Sandringham in 2017. The Duke had owned, and often drove the cab, for 18 years.

The Duke took delivery of the cab in 1999 and used it for both private and official engagements in London, allowing him to travel around unnoticed.

Shortly before the taxi was retired, the then Queen and her husband were taken for a spin in the environmentally-friendly cab. At the taxi's retirement — then needing extensive mechanical work — the Duke was still seen driving at age 95.

Vehicles converted to LPG and the ULEZ charge (2) Question 2021/3569

“If the Duke of Edinburgh’s taxi, that was converted to run on LPG, was still operating on London’s roads, would it face the prospect of being charged within the uLez?”

Answered by: The mayor Wednesday, 22nd December 2021

“For the reasons set out in my response to mayor’s question 2021/3568, vehicles converted to run on LPG are subject to the same uLez emissions standards as any other vehicle.”

Transition Fuel for London's Bus Fleet Question 2022/3564

“Although Transport for London (TfL) has a commitment to ensuring its bus fleet is zero emission by 2034, that is still 13 years away. Has any thought been given to whether liquid petroleum gas (LPG) could be used as a transition fuel for the older diesel and hybrid buses that are set to be on our roads for over a decade?”

Answered by: The mayor Friday, 11th March 2022

“Transport for London (TfL) has reviewed the use of liquid petroleum gas (LPG) and other similar fuels, and concluded that the costs of such a transition — for what would be a relatively short period of time until the fleet becomes zero emission — would not be value for money. With an entirely Euro VI fleet, local emissions have reduced significantly over my time in office, and the fleet of hybrid diesel double deck buses has also reduced carbon emissions. TfL’s focus now is on a transition to a fully zero emission bus fleet and, with the right funding in place, this is the best way to achieve further emission reductions over the coming years.”

There’s many more questions and answers listed on the GLA mayor question time website. 2018/0784 shows just one interchange between Caroline Pidgeon and this intractable mayor. Listed also on that page are links to other questions.

London Transport buses ~ for Glasgow

Falkirk-based Alexander Dennis factory has already delivered some 550 electric buses to London, and a further 400 are on order. But nowhere does London Transport say which existing diesel or hybrid buses have been replaced, where they’ve gone, and at what cost of not completing their predicted London-service lifespan.

Ten of London Transport’s latest zero-emission buses were used to ferry COP26’s 12-day coven delegates to VIP events at the Kelvingrove Art Gallery — courtesy of London mayor who co-incidentally was also lobbying delegates to become C40 Cities chairperson. C40 Cities is another international coven dedicated to waffling on about net zero, global warming, and how it’s all the fault of something they term “international capitalism”. The buses should’ve been carrying London commuters around London. But weren’t



Two LPG Vehicle Experiences

The remaining Diesel London bus fleet had some 11 years planned life in them. They met Euro VI but still emit particulates and other pollutants when they could be converted to LPG fuel and emit next to none. A “Memorandum of Understanding” has been signed between TfL and London Fire Brigade allowing the remainder of their fleet to operate until end of life irrespective of their engines' emissions.

LPG is now derived from Bio Mass products. That meets another of the mayor's requirements to support non-fossil fuel substitution. As part of an application for ulez exemption as a zero-emissions vehicle, GLTN submitted exhaust analysis to TfL when LPG was petroleum derived and by comparison a year later when it was LPG Bio-Mass derived. TfL has gone some way in recognising LPG's benefits but still requires engines to meet Euro IV's Nitrous Oxide (NOx) maximum emission level before granting exemption. That figure is 0.08g/km emitted maximum. Diesel engines have additional requirements in their Euro VI but the same maximum permitted NOx level.

During exchanges with *GLTN*, TfL asked for the vehicle's Certificate of Conformity from the vehicle manufacturer — only to reject it as incomplete. TfL's exemptions' desk then said that if proved NOx exhaust output meets or is below Euro IV requirement then they would be able to issue exemption under their “Early Adopters” scheme. Another same model vehicle with the same engine but registered a year later in 2004 was accepted by TfL as an early adopter and thus meeting their uLez exhaust diktats.



Prins LPG system-fitted Range Rover Vogue in livery of Vulcan bomber XM655 Maintenance & Support Group

The mayor's current “Green” requirements are for a fuel to be “Net Zero” as regards greenhouse gases, and not produced from a fossil fuel. As regards NOx level, the mayor’s London Environment Strategy page 84 says: “...those converted to liquid petroleum gas (LPG) ...reduces NOx emissions by over 70 percent.”

https://www.london.gov.uk/sites/default/files/air_quality_in_london_2016-2020_october2020final.pdf

£1,800 on a Gamble

A Dept. for Transport (DafT) testing site at Millbrook near Milton Keynes wants £1,500 +VAT for such an emissions’ test and certification -- there being no guarantee that test results would meet TfL’s NOx requirement. Their quote is similar to tests applied to new vehicles off the production line. This is not the first time TfL have led Londoners down a blind alley as there’s a much less stringent DVSA scheme called Individual Vehicle Assessment that costs about £200. But that doesn't provide a NOx statement — just a general certificate of roadworthiness.

An LPG-Only Car is Possible

It’s possible to make an LPG-fitted vehicle solely LPG fuelled. But only to those that have some form of pre-heat system installed. To meet TfL’s emissions’ diktat, the fossil fuel tank would have to be removed and the vehicle certified as only capable of running on LPG thus removing its “Bi-Fuel”

DVLA status. A 13 gallon LPG tank gives a range of some 300 miles for larger size engines. To regain that range electric vehicles would need several hours to fully re-charge en-route. But with only some 1,500 LPG filling stations remaining in UK, advance plans for a long journey would have to be laid with care. Even some LPG filling stations listed on sat nav units have been found either out of stock or having had their pumps removed. Pre-heat is available in Range Rovers as an optional extra — it pre-heats the vehicle’s coolant by battery-fed heating element, so startup is on LPG. An over-capacity battery should be fitted, on Range Rover’s 110AHC is sufficient. But there would be no fossil fuel backup when LPG tank goes to empty. Pre-heat can be set to start and end at a pre-set time.

1.2 Price Summary	
Service / Test procedure / code	Price
Preconditioning cycle	£500
NEDC emissions test	£1,000
Total price for this programme of work:	£1,500

1.3 Anticipated Invoice Profile			
The table below is for guidance purposes only and sets out the anticipated invoice profile assuming that the programme of work is executed as per the theoretical timings provided within this quotation. Actual invoice values may vary and will be based on the actual work completed within the invoice period.			
Stage	Invoice month / point	Description	Amount (£)
1	Prior payment	Full test value	£1,500 +VAT

Millbrook testing ground quotation - Land Rover Euro 4 emissions test invoice

Certificate of Conformity

Land Rover's Certificate of Conformity for the above 2003 Range Rover confirms their NOx test of 0.096g/km — well within that year’s Euro III standard. This is only 0.016g/km outside of TfL's needed Euro IV figure.

But TfL refuse to offer any flexibility. Taking the mayor's own figures from his London Environment Strategy means a vehicle emitting only 0.096g/km minus the up-to 70 percent quoted = 0.029g/km when running on LPG. Even if the certificate figure is pessimistic it still shows that vehicle’s NOx figure when running on LPG is far less than Euro IV’s permitted 0.08g/km and so meeting TfL's requirement.

In this time of austerity following the Covid pandemic, with hard pressed families trying to balance their budgets, Government had already reduced fuel duty by 5p per litre. LPG fuel is now approaching 2/3 the cost of petrol. Best price found last year was 70.9p/litre at Morrisons in Leamington. £1.09/litre was being charged at BP Rontec in Swanley on the A20, whereas petrol costs are now up to £1.40/litre-ish.

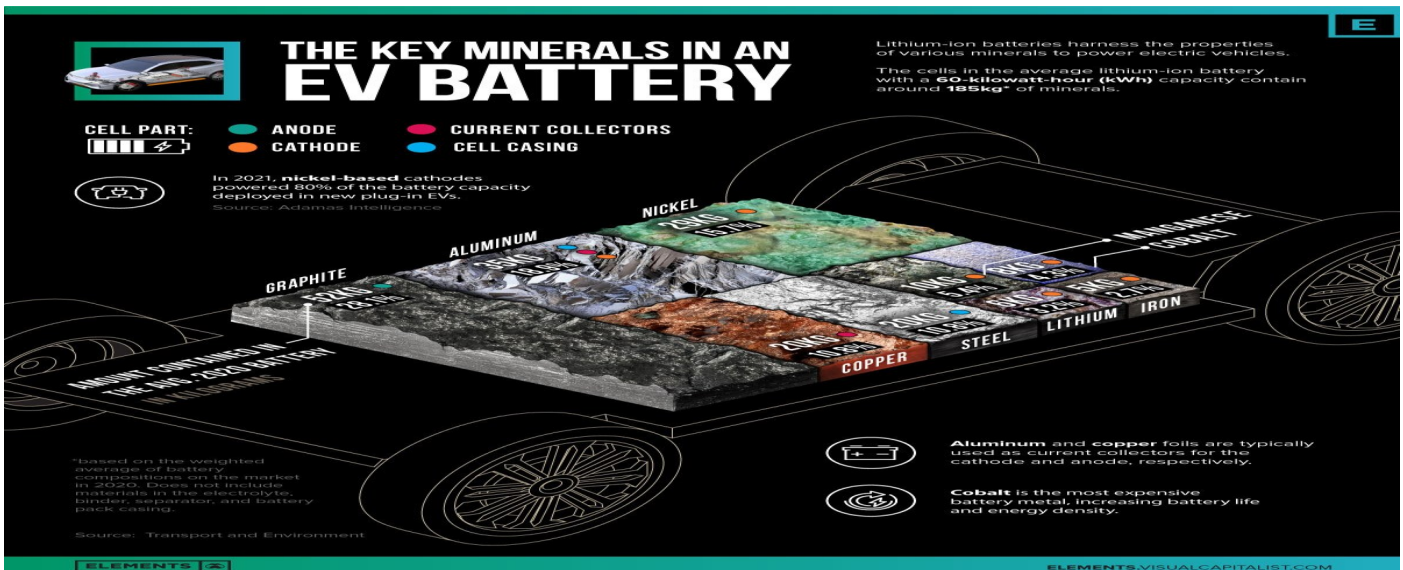
If this wasn’t enough, to discourage would-be users of LPG with an earlier vehicle to try and be recognised as “environmentally friendly”, the testing station, pretentiously called a “Proving Ground”, would only test with the vehicle set to fossil fuel, not LPG. As usual, an arm of Government doing what it wants, not what the people who pay their fees and taxes want.

Given cost benefits you’d think London’s mayor and national Government would recognise the help LPG brings by instructing TfL to allow LPG-fitted exemptions for at least Euro III (Euro V for Diesels) vehicles converted to LPG recognising LPG’s exhaust gas advantages. Government continues to discount road tax by a small amount recognising LPG's advantages, roadside traffic signs indicate a filling station ahead with LPG pumps. It's getting to the point that vehicle conversion to LPG at some £1,000 looks cost effective in the long run given that there seems no end in sight of the Ukraine war and sanctions against Russian aggression keeping road fossil fuel prices high. Another fuel price hike is inevitable if crude oil tankers are forced to sail the Cape of Good Hope route from Persian Gulf to Europe — adding 10 days sea time — instead of via the shorter Red Sea via Suez Canal route, as of writing subject to armed pirate raids.

Electric Only new Vehicles from 2035 seen as Strategically Dangerous

Questions remain over “green” credentials of electric and electric hybrid vehicles. Battery packs' production are reported as environmentally unfriendly, rare metals' produced from ore mined in third world countries by child labour.

Analysis by Imperial College suggests the “green payback”, on average doesn't occur until some 46,000 miles has been clocked up. And battery packs last not much more than 86,000 miles. A replacement battery pack for a VW ID.3 costs over £16,000. Meanwhile, ever watchful of the slow ebbing away of road tax, fuel duty and VAT revenues, the Treasury in 2023 oversaw the start of a ban, enforceable by a £2,500 fine, stopping you charging an electric vehicle from a domestic supply without that supply coming from a separately-metered source.



Battery production relies on rare minerals shown above mined in third world countries reportedly by child labour. And then transported by sea to to blast furnaces in China. 100 tons of ore produces just one ton of Cobalt. The Cobalt slabs are then shipped by sea to battery plants around the world. (Cobalt use is being phased out with latest Lithium Iron Phosphate battery technology)

This 2000-produced Mercedes SL320 — dressed by one of GLTN's writers as an SLR — has a 3.2 litre V6 engine also powered by LPG with a BRC system. But despite near zero running emissions, doesn't meet TfL's uLez emission rules

“Open Up Now, We're the State”

A statutory right of entry has been granted to investigators allowing forceable entry to suspect commercial premises believed to be charging vehicles from a standard, not separately metered, electric supply. Terraced home occupiers are already banned from trailing a live electric feed across the pavement to a parked car. Those in a tower block have no chance and are effectively banned from the electric vehicle revolution. Council and supermarket electric charging points are becoming more and more scarce and tariff expensive. On-street public charging points are a security risk having to be ANPR camera-monitored for “illegal” parkers not charging — in city centres on street charging bays reduce the number of available controlled parking bays forcing more slow driving around to find somewhere to park — increasing overall pollution from these non-electric vehicles.

Another strategic risk for UK is its lack of home grown battery production. UK could become reliant on China for its source of battery components. Without sufficient UK-produced batteries, UK's electric car manufacturing plants now face paying 10 percent import tariffs on its vehicle exports into the EU. Required production targets for UK self sufficiency in battery production are 100GWh (Giga Watt hour) by 2030 and 200GWh by 2040. Current manufacturing capacity is just 2GWh at Nissan's Sunderland factory.— owned by Chinese conglomerate Envision AESC. Further promised future factories will only bring capacity to some 100GWh by 2030. Some 160,000 manufacturing jobs are on the line if electric vehicle production moves to Europe or UK becomes reliant on Chinese-made electric vehicle imports — with all the risks that Chinese influence to UK foreign policies brings. Particularly its expansionist territorial claims in the south China sea and threats to Taiwan.

A Brief History of Time

Road transport accounts for 44 percent of nitrous oxide emissions (NOx), 31 percent of particulate matter (PM 2.5/10), and 28 percent of carbon gas (CO) emissions in London according to Transport for London (TfL). The remainder comes from construction, air, river and rail transport, gas fired central heating, and wood burning stoves. You can check what “toxic” air your not getting at Imperial College's website: <https://londonair.org.uk/Londonair/Forecast/> Since 2022 significant air quality increases have occurred. The mayor claims only 3.6 percent of London's traffic now don't meet uLez requirements.



Central London congestion, affecting buses too, due to 20mph speed limits, 24 hour cycle and bus only lanes

Combined effects of uLez, Low Traffic Neighbourhoods (LTNs), 20 mph speed restrictions, 24-hour cycle and bus-only lanes reducing available road space, plus blatant road closures with whimsical reasons such as “school”, “hospital”, or “play” streets, all have reduced London’s traffic to the lowest city centre crawl in the western world: 8.7MPH was the average traffic speed in central, 12.4 in inner, and 20.2 in outer London. Latest figures compiled end of 2023 are: 7.1 in central, 12.5 in inner, and 19.3MPH in outer London.

More restrictions — some 40 LTNs, and 160 more miles of 20mph speed limit are, as of writing, planned. In addition, the mayor’s pretentiously titled “Vision Zero” programme promises a zero traffic deaths’ future. Perfectly possible of course. Always assuming there to be zero traffic movements throughout the 610 square miles of greater London.

Respiratory Disease and Motorists

Concern in the respiratory medical community had been mounting in the late ’90s as statisticians reported co-relation between an increase in numbers of patients with disease symptoms, and patients living in inner cities where the majority of traffic movements were recorded. Air pollution monitors confirmed an increasing level of pollutants bought about by increased economic activity — but politicians deliberately, for their own political motives, wrongly blamed emission level increases as always coming from the motorist.

Many politically motivated councils with councillors wedded to anti-free enterprise ideologies saw an opportunity to inflict State control with fines and tolls claimed to provide a disincentive against motoring — they claim walking, cycling, or using public transport to be the only environmentally progressive way forward. Wild statements blaming motorists for “children growing up with stunted lungs”, “4,000 people per year having their lives cut short by six months”, and other such garbage were banded about by sensationalist media broadcast lying politicians as fact. Boffins had to clarify their deliberately misquoted work. One famous clarification published by the greater London authority before its true meaning became apparent, was Integrated Impact Assessment aka the Jacobs Report. [London-wide ULEZ Integrated Impact Assessment \(ULEZ Scheme IIA\)](https://www.cleanair.london.gov.uk/~/media/2017/07/London-wide-ULEZ-Integrated-Impact-Assessment-(ULEZ-Scheme-IIA).pdf) ([cleanair.london](https://www.cleanair.london.gov.uk/))

Advertising Standards Authority has handed down two decisions against Transport for London adverts that claimed all reductions in air pollution were as a result of uLez. ASA said the adverts did not meet their standards of honesty.

The anti-capitalist movement, always resentful of motorists’ right to independent travel, weighed in. An international movement, claiming to be concerned about “climate change” leading to “global warming” leading to world catastrophic Armageddon shook industrialised countries.

The poorest countries, still early in their industrial development, were told they risked being left behind in their anti-pollution preparedness. They can’t afford to de-industrialise. Others took no notice: the Russian Federation and mainland China only pays lip service to world leaders’ goal of achieving a maximum climate warming of +1.5°C by 2050. Maintaining its worldwide industrial charge, mainland China continues to open coal-fired power stations at a rate of one a week. India signed up to COP26 — following the 2015 Paris Accords — but only from 2055.

Gas & Hydrogen Fuel Cell

Licensed taxicabs that have converted their engines to “bi-fuel”, previously known as liquefied petroleum gas now Low Pressure Gas (LPG, also known as Autogas or FloGas) are uLez exempted. But the cabs must have re-fitted their taxi with an up-rated Euro IV or Diesel Euro VI-meeting engine first.

There’s been increased interest in hydrogen fuel cell technology. But unfortunately there’s only one filling station offering liquid hydrogen with the approved pump and filling nozzle in greater London. It’s in Hendon.

It’s possible to have a car’s emissions checked by a Driver & Vehicle Standards Agency approved Individual Vehicle Approval (IVA) test station. They’re geared up to test heavy goods vehicles: a basic passenger vehicle (M1) test costs £256.77 inc VAT. But that test doesn’t test for NOx exhaust emissions. TfL will not recognise licensed LPG-converter’s workshop test certificates. Nor the emissions’ test carried out at an annual MOT. If TfL can recognise LPG licensed taxis then they can recognise private motorists’ converting their own cars out of their own pocket. TfL counter that argument by saying the licensed taxis’ LPG exemption only occurs when the engine is already Euro IV or for Diesels Euro VI.

LPG-fitted vehicles make a contribution toward reducing air pollution without causing the environmental pollution of scrapping the vehicle. It’s trite to say “scrap your car if it doesn’t meet today’s standards” as the mayor does.

27th March 2021 GLTN1.pdf

Exemptions do exist for uLez & Congestion Charge but TfL won’t give easy access or Help to Apply

There’s still debate over whether Low Pressure Gas-powered vehicles will achieve exemption status — licensed black cabs had an exemption for 15 years from date of LPG conversion. Government recognises this green fuel by granting vehicle tax discounts and a much reduced fuel duty.

The first electric hybrids known as “distance enhanced” were granted exemption in the 2018-published mayor’s London Environment Strategy. An Individual Vehicle Approval test station report would be recognised if it included a NOx level exhaust test.

Other vehicle categories exempted by TfL are: Show, Military, Construction, over 40 years old from date of first registration Historic, and DVLA-registered Disabled class that requires a severe disability not just mobility restricted.

Manchester (Lab) is set to revamp its Clean Air Zone (CAZ) plans in June 2024 having seen a huge public outcry the previous year. Instead of charging residents, mayor Andy Burnham proposes an “investment-led” scheme — owners of non-compliant vehicles will be offered funding for upgrades. The city’s latest proposals have gone to Government for approval.

Labour-controlled Reading and Leeds have decided not to introduce CAZ schemes — both note a natural reduction in air pollution as older vehicles reach end of life. Bath (Lib Dem), Bradford (Lab), Glasgow (SNP), Newcastle & Gateshead (Lab), Sheffield (Lab/Green), and York (Lab) have introduced CAZ schemes but without penalising their own residents.



How Evening Standard sees London motorists. Like all other media the freebie stands to benefit from the £7 million per year mayor’s office, greater London authority, and Transport for London advertising spend. The £7 million being compulsorily taken from Londoners by way of GLA precept collected from council tax forced from wallets under ultimate threat of imprisonment

Cross Party Fight for Bio LPG uLez Exemption Continues ~ Transport for London remains Stubborn

Even with two previous mayors’ policy directions in place, TfL still resists granting exemptions for LPG-fuelled vehicles. Unless they’re licensed black cabs conversions TfL grant-aided. They were exempted from uLez charges for 15 years from date of conversion. Latest Bio Low Pressure Gas is available at 1,500 pumps across UK. It’s not derived from fossil fuel — meeting another mayor policy requirement.

GLTN, Tory Keith Prince AM, and Lib Dem Caroline Pidgeon AM chairperson of the assembly’s transport committee, have all tried and been rejected either by refusal to accept a mayor’s question, or by downright deception — one reply to GLTN even claimed that there was no LPG filling infrastructure available. Another told Ms Pidgeon that drivers with the conversion would use petrol and so again pollute. The most expensive Bio LPG seen in London was then priced at £0.72p/litre — half of petrol or Diesel’s price.

Bio LPG is a propane produced from renewable feedstocks such as plant and vegetable waste material — it’s also called “renewable propane” and “biopropane.” It virtually eliminates CO2 emissions. Two MOT emissions’ certificates sent to Ms Pidgeon by GLTN show zero carbon monoxide detected at the exhaust. Those tests were done on a 2003-registered Range Rover L322 with 4.4 litre BMW M62TUB engine. DVLA discounts road tax to encourage LPG take-up, DfT road signs direct to LPG filling stations.

25th November 2021 GLTN4.pdf

Zero Carbon Gasses ~ 'arold's MOT Emission Certificates

Here’s the November 2020 result for his 2003 Range Rover 4.4 litre BMW engine M62TUB running on Liquid Petroleum Gas

Description	Limits	Actual Value	
Fast Idle Test:			
Engine Speed:	2500 - 3000 rpm		
CO:	≤0.20%	0.00	PASS
HC:	≤200ppm	14	PASS
A:	0.97 - 1.03	1.000	PASS
Natural Idle test:			
Engine Speed:	450 - 1500 rpm		
CO:	≤0.30%	0.00	PASS

And his November 2021 result with a different MOT tester on different test equipment. This result was from BioLPG

Result	Diagnosis	Limits
CO	Pass	min - 3.50
HC	Pass	max - 1200
Idle Speed	Pass	-
Smoke Level	Pass	-
OVERALL RESULT EXHAUST EMISSIONS TEST	Pass	-

In a reply dated mid-December 2021, the mayor said: “Vehicles converted for LPG remain subject to the same ULEZ emissions standards, and must comply with those standards (Euro IV for petrol engines or Euro VI for Diesels) or pay the ULEZ charge, in the same way as any other vehicle. It is important to note that while LPG does offer some potential carbon dioxide savings over petrol, the air quality benefits are more limited; NOx in particular is unchanged and can sometimes increase. There are no plans to introduce a change in emissions standards requirements for these vehicles. There are a number of technical reasons why vehicles cannot run solely on LPG. When converted, the vehicles are fitted with a LPG tank in addition to the main petrol or diesel fuel tank and become dual fuel vehicles. Because they retain their petrol or diesel engine, they also retain the associated emission level applicable to *that engine*.” *When running on those fuels*, the mayor’s answer should’ve ended.

This ingenious response forgets to mention that TfL never knows whether an uLez-exempted, Euro IV or Euro VI vehicle is polluting or not due to poor exhaust condition. And avoids the obvious: why is a non-uLez meeting vehicle paying £12.50 suddenly acceptable? Petrol engines’ catalytic converters and Diesels’ particulate filter failures and thefts are notorious. TfL’s response, lacking in technical merit, was forwarded to qualified mechanical engineers for examination. GLTN believes the mayor’s reply (drafted by TfL) is against his own policy encouraging renewables and bio-degradable fuel use. GLTN quotes the mayor and asks: “Must comply..? In the same way as any other vehicle.”? That can’t be right. “Show”, “Classic/Historic”, “Disabled”, or “Military” category vehicles don’t have to comply with uLez emissions standards. London Fire Brigade have entered into an “agreement of understanding” with TfL allowing some of their non-complying fleet to be exempt beyond April 2022. London Ambulance Service has been forced to retire early much of its fleet that’ve been donated to Ukraine. London Transport has retired some of its bus and maintenance fleet for the same reason.

No costs of these early replacement programmes have been declared to the greater London authority although London Fire Brigade replacements have been quoted at £11 million for specialist fire tenders meeting uLez.

There's been concerns over Diesel and Diesel-electric rail locomotives' emissions following a clean air "campaigners" outcry by "concerned residents with school children" living in and around London's Marylebone station. The Chiltern Line has had their fleet upgraded. And engines now don't idle at termini.

15th March 2021 saw the UK's first Clean Air Zone (CAZ) operated by Liberal Democrat-controlled Bath & North East Somerset council (Bathnes). The daily charge was £9 for most vehicles, £100 for the most polluting. In a note of realism Bathnes does not charge private cars (DVLA's M1 category) regardless of emissions.

The most expensive BioLPG seen in London is 83.9p/litre just over half of petrol or Diesel's price. (Jan '22) The most expensive seen is 93.9p/litre. There are "apps" available that are loadable onto many devices and satellite navigation units that can locate and direct you to a nearest BioLPG filling station. BioLPG is a propane produced from renewable feedstocks such as plant and vegetable waste — it's also called "renewable propane" and "biopropane." It eliminates CO2 emissions.

The two MOT emissions' certificates sent to Caroline Pidgeon AM by GLTN show zero carbon monoxide detected at the exhaust.



Class 68 houses a 3,800 HP Caterpillar C175-16 giving power to four frame mounted ABB traction motors producing 71,000 lbf. Production by Switzerland-based Stadler Rail ended in 2017. Also seen in several London goods yards hauling container and nuclear flask freight.

New LPG-fitted Dacia vehicles

Questioned in February '22 whether the remainder of London Buses' fleet that still have 13 years life before replacement could be converted to LPG, the mayor responded that those Diesels already met Euro VI and so conversions "would not offer value for money."

The mayor's reply to Keith Prince's earlier question (2021/2858) included this remarkable policy statement: "With the imperative to achieve net-zero carbon emissions as soon as possible, the transport sector needs to shift away from fossil fuels, so full impetus should be given to the adoption of carbon neutral energy sources in future."

Subsequent appeals handled by GLTN confirm TfL now accepts the "carbon neutral" (CO and CO2) zero effect of LPG fuel but now requires confirmation of the Nitrogen Oxide (NOx) emissions level before allowing exemption. The Euro IV (and Euro VI for Diesels) specification calls for maximum of 0.08g/km. Any vehicle not approved, says TfL, will need certifying as meeting or being less than that level. What TfL fails to clarify is that vehicles tested will be force tested only on petrol or Diesel, not when warmed up on LPG.

A little-known TfL scheme does exist for vehicles that were "early adopters" of the 2005-introduced Euro IV. Two are known — Jaguar Land Rover with their Range Rover L322 series that TfL accept from 2004 registrations, and the first BMW X5 series. Both used BMW's M62 T44UB engine. There are others. Check your log book p2 Sect. A Vehicle Details.

Good at spending other people's money, critics of efforts both assembly members have made say: "Oh, just go and buy another car". Without actually realising that a new equivalent of the above models today would cost in excess of £30,000, would still run on fossil fuel, or would be a hybrid fossil fuel-electric. Not offering the same green credentials as does LPG-fuelled in their size. An all electric SUV equivalent, needed by many representatives and specialist technicians travelling across UK, would cost well in excess of that. With questions still remaining about range between charges, and time taken for a full re-charge.

Camper vans and mobile homes typically are powered by Bio-LPG. But those lovers of the outdoor life seem soon to be another class of motorist banned from greater London entirely unless paying TfL's extra tax or meeting exhaust diktats. Don't think of spending sometime in London enjoying the sights or night-life while en-route — it'll cost you £12.50 to enter and then the following day another £12.50 to leave.

1st May 2022 GLTN2-3.pdf

advertisement



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DVLA discounts road tax to encourage BioLPG take-up. But on a larger capacity vehicle this only amounts to £10 off one year's payment. But at least it's Government recognition of LPG's emissions' advantage. A spokesperson for HM Treasury told GLTN: "Government uses the tax system to encourage the uptake of vehicles with low carbon dioxide (CO2) emissions to help meet our legally binding climate change targets." Department for Transport road signs direct to LPG filling stations.

GLTN2-1.pdf 25th January 2022



Dacia Duster TCe 100 4x2 turbocharged 100HP £14,845 basic. 50 litre LPG tank, claims 767 mile range from full LPG and petrol tanks'



Dacia Sandero City £11,495 basic claims 642 miles from both fuel tanks' combined range

Scrooge!

Lib Dem Caroline Pidgeon AM, former chairperson of the greater London assembly's transport committee has given up after trying her hardest to get London mayor Sadiq "ULEZ"



It's Christmas Eve. Scrooge struggles to keep warm from dead embers in his wood burning stove. He stares out in fear at the ghosts of exhaust gasses past, desperate to prove he's not wasted £130 million of Londoners' council taxes on uLez cameras

Khan to see LPG sense. She now just refers LPG users asking for help to the mayor's replies to her reasonable questions — even after the preposterous lies told to both her and *GLTN* from the mayor's office, drafted by TfL.

Last month saw one Bio LPG reader fined £160 for entering the uLex area 2 mins 27 seconds before Christmas Day's uLez system-wide shutdown. Despite filing all assembly questions and answers on LPG exemptions dating back to when Ken Livingstone was mayor in his Defence, TfL and London Traffic Adjudicators upheld the Scrooge fine saying that any dispensation had to be

"registered". No evidence of "registration" requirement was ever submitted by TfL in their 36 pages of Evidence written in legalese mysteron. The adjudicator just assumed that from her own knowledge.

10th June 2022 Vol 2 issue 4

London Lags rest of World Adopting LPG

Despite many greater London assembly members supporting Low Pressure Gas (LPG, Bio-Gas, or Autogas) as a carbon neutral fuel that could bridge the gap between fossil-fuelled vehicles and a fully electric vehicle future, Transport for London and its chairperson the London mayor still turn their heads away whenever LPG uLez dispensations are mentioned. They believe London's got nothing to learn from the rest of the world.

In these "cost of living crisis" times LPG has come into its own. Today, a litre of LPG in London (UK's B filler style) costs between 90p to £1.09 whereas 95RON E10 petrol sells for £1.60-ish from UK supermarket filling stations. Expect to pay some 20p more than petrol per litre for Diesel.

As of September 2022 (filler style shown in brackets) average close-continental retail Euro per litre were: Austria (A) 1.24, Belgium (A) and France (D) 0.75, Germany (A) 1.1, Greece (D) 0.99, Ireland (A) 0.89, Italy (D) 0.79, Luxembourg (A) 0.79, Netherlands (B) 1.08, Norway (B) 1.32, Portugal (D) 0.96, Spain (B) 1.04, Sweden (D) 0.83.

Different filler nozzle fittings mandated in different countries are: (A) Acme, (B) Bayonet, (D) Dish, (E) Euro Nozzle

More LPG fitted-from-factory new cars on Sale in UK

More manufacturers are now offering UK LPG-versions of their popular right hand drive new production, although customers may find them only available on special delivery. Some are: Ssangyong Tivoli Grand Line, Renault Captur, Ford Fiesta, DR Evo5, Baic Senova X55, Subaru Outback 2.5, and DFSK Glory 580 7P. Romanian manufacturer Dacia says their LPG Duster and Sandero City are ex-stock, although not available with automatic gearboxes. The dash for electric vehicles to meet the ban on new fossil-fuelled vehicle sales in 2035 is caught in a price spiral of increasing battery costs due to lack of rare metals to make the cells, a worldwide

shortage of microchips to control the battery packs, and the cost of electricity itself due to UK's dependence on gas-fired generation. Energy supply specialists speculate that there's not enough UK electricity generation capacity to see an electric vehicle revolution by 2035.

Electric Cars More Expensive to fill than Fossil-fuelled

Already stunned by the previous Government legislating £10,000 fines for anyone found charging their electric vehicle from their domestic home supply, from October's price cap newly enviro-conscious "green" owners will find it more expensive to travel in a typical family-sized electric SUV than it's equivalent petrol-fuelled model.

According to calculations by RAC, a Jaguar I-Pace would spend £99 more to travel the same distance than its F-Pace equivalent. I-Pace has a quoted range of 290 miles and would need to stop twice to get to a 500-mile destination. A Kia e-Niro needs to spend £88 more than a Kia Sportage for the same distance.

Prices of new electric vehicles have continued to soar ahead of their fossil-fuelled equivalents according to Society of Motor Manufacturers & Traders. The Honda-e is 30 percent more expensive than this time last year; the cheapest MG ZS sells for £16,795 but MG's ZS EV costs around £30,000; and BMW's iX has risen by £7,400 to £77,305. Delivery times have lengthened to up to 14 months according to the *Daily Telegraph*.

1st October 2022 Vol 2 issue 5



Chinese/Indonesian built DFSK Glory 580 7P



Chinese-built BAIC Senova X55



Chinese-built Ssangyong Tivoli Grand Line £20,245 - £23,995

Some Morrisons Filling Stations Serving LPG (usually open to 2200 some Sundays to 1600) [Store Finder - Morrisons](#)

Barnsley	Lower Thomas St Kingstone S70 1LQ 01226281526
Bradford	Rushton Ave Thorrnbury BD3 7HZ
Cambourne	Broad St CB23 6EY S Cambs
Chingford	6-7 Salisbury Hall Gdns E4 8SN
Crewe	Dunwoody Way CW1 3AW 01270253624
Coventry	Skipworth Rd Binley CV3 2AN
Doncaster	York Rd DN5 9AY
Ebbw Vale	Beaufort Rd NP23 5WS
Enfield	327 Southbury Rd EN1 1TW 02084431161
Grays (Essex)	1 London Rd RM17 5XZ
Hull	716-718 Holderness Rd HU9 3AJ
Ipswich	Sproughton Rd IP1 5AQ
Jarrow	20 Viking Precinct NE32 3LP
Keighley	17 Worth Way BD21 5AE
Kilmarnock	West Langlands St KA1 2PY
Kings Lynn	Coburg St PE30 1RX
Leamington Spa	Old Warwick Rd CV31 3NU 01926335166
Leeds	1 Savins Mill Way Kirkstall LS5 3RP
Liverpool	1 Besford Rd Belle Vale LS25 2RD
Manchester (Eccles)	7 Irwell PI M30 0FH
Manchester (Failsworth)	Poplar St M35 0HY
Morecambe	Central Dr LA4 4DA
Newport (Rogerstone)	Azalea Rd NP10 9HZ
Oldham (Chadderton)	Tweedle Way OL9 7LD
Preston (Leyland)	Olympian Way PR25 3UR
Redcar	Lord St TS10 3ER
Rhyl	Marsh Rd LL18 3DF
Rotherham (Bramley)	Bawtry Rd S66 1YZ
Sheffield (Catcliffe)	Poplar Way S60 5TR
Spalding	Wardentree La Pinchbeck PE11 3UU
St Helens	Baxters La WA9 3DY
Strood (Chatham)	Knight Rd ME2 2BD
Swansea	Brunel Way Penre-Chwyth SA1 7DF
Wakefield	Dewsbury Rd BD3 7DL 01924298444
Wick (Littlehampton)	Hawthorn Rd BN17 7LR 01903716818

Available Autogas or FloGas filling stations have fallen from some 2,300 filling stations to about 1,500 today (Mar '24). Major filling station chains — Esso, BP, and some supermarket chains Sainsburys, Tesco — stopped selling LPG once pump update or major service time was reached. Others have replaced storage tank areas with electric vehicle charging points. One major filling station chain told *GLTN*: “We often get asked for it, but there’s no demand”. LPG road signs are often out of date and can’t be relied on. Free apps can update stand alone navigators such as Garmin. [LPGMAP :: locating LPG filling stations](#) or [LPG stations in UK. Map and List updated \(glpautogas.info\)](#)

On the continent, new Compressed Natural Gas (CNG) models are also available. In UK some new Chinese-made LPG cars are available in right hand drive versions. The connector is different from UK’s standard in many european countries, but there’s simple screw on convertors available. One supplier is [LPG Auto Supplies - Autogas/LPG conversion kits and parts in the UK](#)

Although LPG is widely used in homes and businesses, less than one per cent of cars on UK roads use the fuel. Cars converted by approved companies are eligible for Vehicle Excise Duty (VED) savings by being classed as “alternative fuel” cars, latest DVLA rates mean they nowadays only save £10 a year in road tax.

LPG use reduces petrol engines’ carbon emissions (CO) to near zero, and nitrous oxides (NOx) by some 70 percent according to Transport for London (TfL) who had recommended its use for London’s black cab fleet as a transitory fuel. Despite “green” advantages, and intense lobbying by greater London assembly members, TfL will not give any dispensation for LPG-fitted cars from the ultra Low emission zone (uLez) or the low emission zone (LEZ). Many camper vans are over 2½ tonnes weight and so penalised £100 for breaking emission rules, designed for lorries, if they “trespass” into greater London.

Other Useful Sites

A Polish site to download drivers and software for later LPG systems is ProjektTECH at: [LPG drivers and software \(projekt-tech.com\)](#)

LPG Auto Supplies Ltd (formerly known as Tinley Tech) based in Bedford are a good source of spare parts for many well-known UK-fitted LPG conversion kits. Mick the proprietor is a mine of useful information! Visit their site at: [Latest LPG Products | LPG Auto Supplies](#) 01767676181

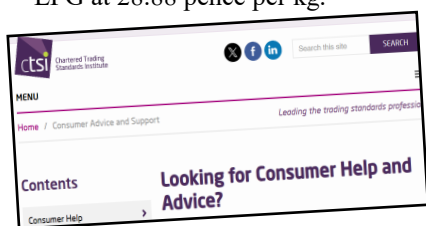
UK LPG-approved installers capable of fitting an aftermarket certified system are listed at: [List of LPG installers and services in United Kingdom - myLPG.eu](#)

The installers’ scheme is operated by Liquid Gas UK and is the only scheme given official Government recognition. When you have your vehicle converted by a UKLPG-approved Autogas installer you’re assured installers have demonstrated their ability to undertake safe and satisfactory installation. Only UKLPG-approved Autogas installers can place vehicles on the UKLPG vehicle register. A list of approved installers is also on their web site: [Approved Installers \(drivelpg.co.uk\)](#)

Fuel “profiteering” alleges GLTN on LBC

Interviewed by LBC shock ‘phone-in jock Nick Ferrari during the fuel price hikes, *GLTN* accused filling stations of “rampant profiteering” and not passing on the 5p per litre fuel discount arranged by the then Chancellor of the Exchequer. Nick fielded a range of ‘phone in callers all pointing out the remarkable overnight price increases. Some callers reported over £2 per litre being charged.

GLTN had been asked for but refused to pay £1.29.9 per litre for LPG (then £0.99 to £1.09 elsewhere) from a Gravesend in Kent Shell-branded filling station. Fuel Duty then was 52.95 pence litre, with LPG at 28.88 pence per kg.



“Sorry, we’re closed. Have you tried CAB?”

We tried reporting the astounding price to Kent Trading Standards but there was no service available from their website. Instead an anodyne message told enquirers to contact their local Citizens Advice Bureaux. A month later they promptly replied that complaints over mis-selling of motor fuels should be directed to Trading Standards and the Competition & Marketing Authority.

11th November 2022 Vol 2 Issue 6

London LPG Camper Van Tourist fined £3,000

Over a holiday weekend, this Laika Ecovip motorhome, which has a 2.8L engine and falls into the 3.5 tonnes or more category, remained parked while tourist Geoffrey and family tried to use trains and public transport to visit his wife’s cousin Mary and explore the city. “We thought we could use Thameslink or the



Elizabeth Line to explore and bought Oyster cards for our journeys. But both lines were closed for the the bank holiday,” Geoffrey told *GLTN* ruefully.

“I found I’d been charged £1,000 for the journey in on the Friday and then again for the journey out on the Sunday. I was told that if I didn’t pay up by May 1st the fines would double to £4,000, that’s two months’ salary for me.”

Most motor homes are Low Pressure Gas capable, emitting zero carbon emission output at the tailpipe. But under current rules, unlike the rest of the world, London doesn’t recognise LPG as a pollution saviour. Or of economic benefit during this cost of living crisis — LPG (Autogas or Flogas) now made entirely from Bio Mass sources, costs just 80p per litre (supermarket price) against the £1.45p per litre of climate campaigners’ hated petrol fossil fuel — £1.65 per litre if Diesel.

28th April 2023 Vol 3 Issue 4

Ammonia adds to LPG, Hydrogen, and E-fuel

Chinese state-owned manufacturer GAC has revealed a prototype engine that burns liquid ammonia. Developed in partnership with Toyota, the new-age internal combustion engine takes its inspiration from the maritime and haulage industries reports *Autocar*.

The 2.0-litre four-cylinder engine produces 161bhp while emitting 90 percent less carbon when compared with unleaded petrol, according to GAC. Ammonia possesses around half the energy density of petrol, 3.6kWh per litre, but emits no carbon, hydrocarbon, or CO₂ when combusted.

Traditional ammonia production methods are considered energy-intensive, but recent developments have led to small scale production of “green” ammonia, which uses renewable energy sources for carbon-free production.

Another Alternative Fuel

Historic & Classic Vehicles Alliance in July participated in *Fuelling the Future*, a round table at the House of Commons discussing the potential role of low-carbon fuels.

Chaired by Karl McCartney MP and joined by Greg Smith MP and Baroness Jaqueline Foster with attendees from across the transport sector, challenges and opportunities for sustainable solutions were discussed with Minister of State for Transport Jesse Norman MP.

Coryton has launched its Sustain 90 percent bio-ethanol 10 percent fossil fuel.

With 30 percent of greenhouse gasses coming from transport, a bio-mass with fossil fuel mix can provide the 500 mile vehicle range that electric-only vehicles struggle with while reducing carbon gasses from the tailpipe. Coryton claims

31,000 miles is needed before an electric car becomes carbon neutral. The company adds that existing internal combustion engine vehicles could become near carbon neutral without the scrappage waste disposing of an old vehicle and having to buy a new one.

Current bio-ethanol production levels could be added to all UK fossil fuels with a 10 percent mix. As production ramps up so the mix will increase nationally bringing down carbon gasses’ output at tailpipes. Morrisons Norwich has a bio-ethanol pump delivering 85 bio-ethanol and 15 percent petrol mix. Like LPG, bio-ethanol is being ignored by UK Government claims Coryton.

22nd July 2023 Vol 3 Issue 6

France’s Crit’Air System recognises LPG

Lille, Lyon, and Marseille use a simple €4.61 inc. obligatory vehicles’ sticker to denote vehicles subject to French clean air zones. It ensures residents are not fined for being seen in a controlled area. LPG is recognised as Crit’Air 1.



7th November 2023 Vol 3 Issue 9

England Gas Vehicle Registrations DVLA data

to 2nd quarter end-June 2023
(extracted from VEH1103. “Gas” includes Gas, Gas bi-fuel, Petrol/gas, and Gas-diesel fuel types)

There were 500 **BUSES AND COACHES** registered with a “Gas” V5-declared (P.3) type of fuel, both commercial and private, in England;
There were 23,300 **CARS**;
There were 2,400 **HEAVY GOODS VEHICLES**;
There were 3,500 **LIGHT GOODS VEHICLES**;
There were 100 **MOTORCYCLES**;
And there were 2,400 **OTHER VEHICLES**.

Estimates from industry sources claim the above log book-declared total of 32,200 LPG-fitted vehicles registered in England could be double as non-updated V5 conversions and foreign registered vehicles are not counted. Figures for the other three countries of UK have to be added.

About the author



Richard Town is a former Police Traffic & Transport Officer who retired from the radio control room in 2011. He’s a former greater London councillor, now a prospective parliamentary candidate.