



IEA Bioenergy Task 37

UK Country Report

April 2006 for IEA meeting in Sweden

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UK Legislation: Renewable Transport Fuel Obligation (RTFO)

UK Government have specified 5% by 2010. This is far below the minimum EU suggestion of 5.75% by energy by 2010 and in reality is only about 3% by energy

RTFO originally excluded biogas (specifically mentioned), Problem is that HM Revenue and Customs do not recognise any duty differential between Natural Gas and Renewable Natural Gas



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UK Legislation: Enhanced Capital Allowances

Application is now made to the EU for 100% ECAs on plants to make biogas to be used as a vehicle fuel



UK Legislation: Fuel Duty:

The favourable duty differential between Natural Gas and diesel and petrol has remained unchanged. This compares with LPG where the favourable duty differential has been reduced. The government have allowed a 20p per litre duty differentiation biodiesel and bioethanol.

Risk: Motorists running an E85 flexfuel vehicle running 85% Ethanol will find they are paying more as the fuel consumption is less



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UK Legislation: Vehicle Excise Duty:

This has been increased on larger cars, but not very substantially according to most commentators. As an example, a Land Rover costing £???. Has to pay an extra £?? Per year. Sadly the Vehicle Excise Duty has not reduced to reflect vehicles which are cleaner than ?400gm per km carbon emissions



Commercial Plants:

The **Holsworthy Biogas Plant** which went into liquidation, is now operating again, taking cattle slurry, slaughterhouse wastes and food waste

The **Biffa Plant in Leicester**, taking raw, unsorted MSW, is now operating following a fire last year. It should be mentioned that this fire was the result of a welding accident and had nothing to do with the biogas part of the plant, being confined to the ball mill



Commercial Plants:

The seven new **on-farm digesters in Scotland** are all now operating and the farmers are very pleased with the quality of the digestate from cattle slurry which is being used on their silage crops. The bathing water quality in the sea in this area has improved as a result of these digesters taking the cattle slurry which was previously polluting the waters

The new **South Shropshire Biowaste digester** is now commissioned. It has a 5,000tonne per year capacity and takes source separated kitchen waste and green garden waste from 19,000 households



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Natural Gas Filling Stations:

This is a real disaster area in the UK with filling stations closing (Southampton is the latest casualty, this closed 20th April 2006 and is the third to close this year. As there were only 10 stations anyway, this is an extremely serious setback to the take-up of CNG vehicles in the UK