

ROAD by Sandie Goodwin

felt it lives up to the explanations and expectations they had been given. Once we receive their comments we will be happy to print them in a future issue. Tom Scullion is very enthusiastic about the E3 product and the benefits he believes it will bring Radio Taxi drivers. He said: “Our clients are very impressed by this new opportunity to meet even higher “green” standards. They already know that we are Carbon Neutral but this new product will mean fewer emissions so in turn this will mean less to offset both for RTG and for our clients. In today’s market place, corporate clients are always looking for new ways to be green and this will definitely help them. RTG anticipates having to recruit large numbers of new drivers to the radio circuit to cope with the levels of work which we are experiencing and with new clients signing up on the back of this new fuel launch, it will be a win-win situation for everyone.”

HIGH QUALITY MEANS HIGH PERFORMANCE

The fuel itself is blended using UK grown virgin oilstock. At present Inifinitum are also researching other ways to produce the high quality fuel, including the use of algae. This will be even more environmentally friendly as it will not require the same number of acres to produce the oil. At the moment the fuel is only available to RTG drivers. The Mayor was at the launch at City Hall and Taxi Globe asked both Bradley and Tom if they foresee the Mayor saying that all London’s taxis could benefit from having access to the new fuel. They say that the current agreement is for Inifinitum to exclusively supply RTG, but in the future this could possibly change. Tom Scullion said: “RTG are at the forefront of technological innovations for their drivers. New and exciting things are in the stages of development which will see even more benefits for drivers later this year. Once this happens, it may become



Bradley Reed, on the right talks to cab driver Danny as he fills the taxi with E3

possible for other taxi drivers to benefit from the E3 fuel. Another issue with normal dino (ULSD) diesel is the removal of the sulphur. Don’t get me wrong, the sulphur is bad and had to go. The process of removing the sulphur, however, also removes the lubricity from the fuel. This in turn means that the fuel pump and injectors aren’t being properly lubricated. We use our specialist lubrication expertise to put the lubricity back into the fuel ensuring that these components operate correctly and extend their life quite dramatically. Our fuel was tested on TX1’s, TXII’s and even a very old Fairway (800,000 miles on the odometer!!!) We were not able to include a TX4 in the testing as most of our testing was done prior to a TX4 being available to us.”

TIME WILL TELL

So far, the uptake on the new fuel by RTG drivers is good and both Bradley Reed and Tom Scullion are pleased with how the project is going. Drivers are also happy although one of the issues is that Station Road is not convenient for all of them; this will be addressed as time goes on. Over the next few months it will be interesting to see how this project grows. One thing is for sure, the Mayor wants to clean up London’s air. His Taxi Emissions Strategy has seen many drivers having to fit their cabs with emissions reduction systems. The biodiesel will assist these systems too according to Bradley. One thing is for certain; if drivers like the fuel and find it works for them, word will soon spread through the taxi trade. Likewise, if they do not agree with the claims being made word will go round – probably twice as quickly!



The storage tank at Station Road holds 50,000 litres of biodiesel