

SELECT A SITE

COUNTRY

United Kingdom

▼

LOCATION

Capital city - London

▼

PLANT SIZE

3 t/day — reference unit (\$4.5M)

▼

ENERGY SOURCE

Grid / contract (basis below)

▼

ELECTRICITY BASIS

▼

UNITS

US gallons

▼

SITE PROFILE

Country

United Kingdom

Site

Capital city - London

Mean wind at 50 m

4.3 m/s (9.6 mph)

Consumer retail

Business retail proxy

Negotiated PPA

Tariff used

Local pump price

\$8.10/gal

Plant size

3 t/day reference unit (1,000 gal/day · capex \$4,500,000)

PRODUCTION COST BY PLANT SIZE

Plant size	Capex	Diesel	Gasoline	Kerosene
1/10 t/day demonstrator	\$425,000	\$8.40/gal	\$7.84/gal	\$8.15/gal
1 t/day	\$2,000,000	\$6.30/gal	\$5.74/gal	\$6.05/gal
3 t/day reference unit	\$4,500,000	\$5.80/gal	\$5.24/gal	\$5.55/gal
5 t/day (pro-rata modules)	\$7,500,000	\$5.80/gal	\$5.24/gal	\$5.55/gal
10 t/day (pro-rata modules)	\$15,000,000	\$5.80/gal	\$5.24/gal	\$5.55/gal
100 t/day (pro-rata modules)	\$150,000,000	\$5.80/gal	\$5.24/gal	\$5.55/gal

Production cost per unit of fuel at the tariff above. The highlighted row is the plant size selected.

DIESEL

STRONG — second wave

Cost **\$5.80/gal**

Market **\$9.56/gal** · margin **39%**

EBITDA **\$754,936/yr** · payback **6.0 yr**

GASOLINE

STRONG — second wave

Cost **\$5.24/gal**

Market **\$8.10/gal** · margin **35%**

EBITDA **\$574,578/yr** · payback **7.8 yr**

KEROSENE

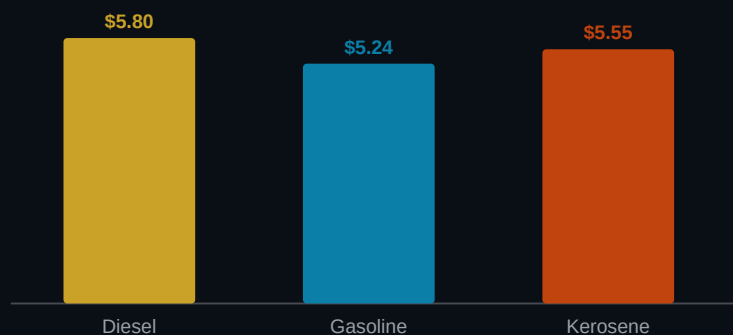
MARGINAL — needs a premium anchor

Cost **\$5.55/gal**

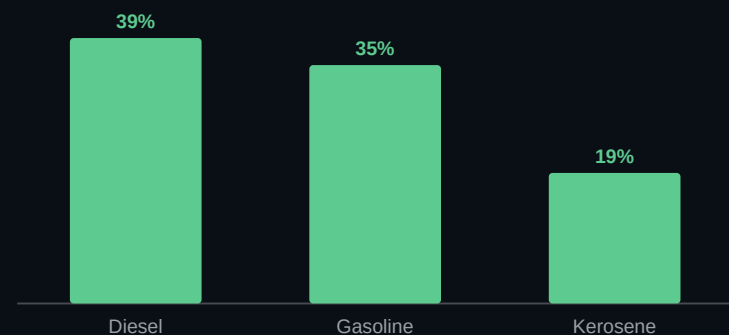
Market **\$6.89/gal** · margin **19%**

EBITDA **\$267,506/yr** · payback **16.8 yr**

PRODUCTION COST BY FUEL



MARGIN AGAINST THE LOCAL MARKET



FULL ANALYSIS – ALL THREE FUELS

Fuel	Cost	Market	Margin	EBITDA/yr	Payback
Diesel	\$5.80/gal	\$9.56/gal	39%	\$754,936	6.0 yr
Gasoline	\$5.24/gal	\$8.10/gal	35%	\$574,578	7.8 yr
Kerosene	\$5.55/gal	\$6.89/gal	19%	\$267,506	16.8 yr

TARIFF SENSITIVITY AT THIS SITE



Cost per litre against tariff. Dashed line = the tariff in use. Colours match the fuels above.

CARBON BALANCE & PLANT REQUIRED

Diesel — CO ₂ removed	1,996 t/yr (2.626 kg/L · 9.94 kg/gal)
Gasoline — CO ₂ removed	1,745 t/yr (2.296 kg/L · 8.69 kg/gal)
Kerosene — CO ₂ removed	1,919 t/yr (2.525 kg/L · 9.56 kg/gal)
O ₂ returned (diesel basis)	2,146 t/yr
Output at 3 t/day reference unit	759,921 L (200,750 gal)
Capex at this size	\$4,500,000
Continuous power	1,800 kW

Carbon is circular: the CO₂ removed to make the fuel returns when it burns. The benefit is displacement of fossil carbon, not removal.

ABOUT THESE FIGURES

These figures are indicative planning estimates. They combine the fuel's energy content, the electricity price you choose, the scale of plant and a standard allowance for other operating costs. Technical background, assumptions and test reports are available on request from info@fuelfromair.com.

LOCAL FUEL PICTURE – USE, MARGIN AND CARBON

Every year **United Kingdom**, where **Capital city - London** sits, burns about **16.76 billion gallons** of diesel, gasoline and kerosene. Here is each fuel's share, the margin FFA would earn on it at this site, and the carbon dioxide taken from the air if FFA fuel replaced it.



All three fuels, per year
63.45 billion L · 16.76 billion gal

CO₂ taken from the air if all replaced
154.0 million tonnes

WHAT THAT CARBON IS EQUAL TO, EVERY YEAR

The fossil carbon that would no longer be added to the air if FFA fuel replaced these fuels at United Kingdom levels of use.

VEHICLES AND FOREST



Planted forest needed to take up the same CO₂

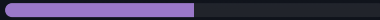
LOCAL EFFECTS



49%

of the country's fossil CO₂

Share of the national fossil CO₂ emissions



45.9 million gal

of fuel displaced every day

Fossil fuel no longer needed, every day of the year



4.8 thousand

road tankers a day

Fewer fuel deliveries by road and sea



\$141.19 billion

a year spent on these fuels

At the local pump price, money that could stay in the local economy



2.24 t

of fossil CO₂ avoided per person

Shared across the population

INDUSTRY SCALE



3.0×

a year of Toyota Group cars

Compared with one year of driving all the vehicles sold



4.6×

a year of Hyundai Motor Group cars

Compared with one year of driving all the vehicles sold



7.6×

a year of Ford cars

Compared with one year of driving all the vehicles sold



7.0×

a year of Airbus jets

Compared with one year of flying all the jets delivered



9.3×

a year of Boeing jets

Compared with one year of flying all the jets delivered

These are approximations to give a sense of scale. The figures, factors and assumptions behind them are available on request from info@fuelfromair.com. Carbon is circular: the CO₂ taken from the air returns when the fuel burns, so the benefit is displacement of fossil carbon, not removal.