



CITY COUNCIL
HAMILTON, CANADA

Chad Collins
Alderman Ward 5 - Regional
Chairman - Transport and Environn

6.2.1

July 9, 2001

Mr. Kevin Christenson
City Clerk
City of Hamilton

Dear Mr. Christenson:

Please find attached correspondence from Mr. Brian Docherty of Ferox, MEA Technologies Inc. regarding delegation status at the Hearings Sub-Committee.

I am well aware of Council's "summer schedule" with only two opportunities to appear at the aforementioned Committee. Can you ensure Mr. Docherty's request is dealt with as soon as possible?

Thank you for your attention to this matter and I look forward to your response.

Yours truly,

Chad Collins
Councillor, Ward 5

Attach.

cc: Mayor Robert Wade
City of Hamilton

Mr. Brian Docherty, MEA Technologies Inc.
1070 StoneChurch Rd. E.,
P.O. Box 32030, StoneChurch Postal Outlet
Hamilton, ON L8W 3L3

OFFICE OF THE CITY CLERK	
JUL 10 2001	
REC. BY	DATE
REF'D TO <i>A Rawlings</i>	
REF'D TO <i>M G. Haysler</i>	
REF'D TO	DATE
ACTION	

FEROX

MEA TECHNOLOGIES INC.
CANADIAN DISTRIBUTOR

P.O Box 32030
Stonechurch Postal Outlet
1070 Stonechurch Rd. E.
Hamilton, Ontario L8W 3L3
Tel. (905) 575-8626
Fax (905) 575-8046

June 25/01

Mayor Robert Wade
City of Hamilton, Ontario

Dear Mayor Wade:

I am submitting to you a formal request to appear before council as a delegation in regards to the FEROX environmental fuel catalyst.

As you will recall, we are the fuel additive that when added to any liquid fossil fuel, will significantly reduce polluting emissions, smoke and fuel consumption.

FEROX has been evaluated and is being used by the Hamilton Fire Services, City of Hamilton Fleet Services and Hamilton Hydro.

When you were the mayor of Ancaster, your fleet was also using FEROX with great success. Also, thanks to then Minister of the Environment Sheila Copps, FEROX was tested by the Federal government labs in Ottawa with excellent results proving it effectively reduced polluting emissions and fuel consumption (7%).

My reason for requesting this delegation is to again bring to council's attention that the HSR is still not using FEROX. Also since the former fleet manager for the city, Mr. Charles Guthro left that position last September, his replacement Roy Duncan is now in the process of eliminating FEROX from the city yards. He began by not allowing Ancaster to reorder for the year 2001, and recently has directed other yards, such as City hall and traffic dept. to not call me anymore when fuel is being delivered.

It is my opinion that Mr. Duncan is extremely bias towards my product and myself ever since I went to council back in 1997 and 1998 to protest his flat refusal while Director of Engineering at the HSR to consider using FEROX. This was shortly after we had just spent \$150,000 between the Canadian government and myself to prove the performance of FEROX on buses from Ottawa.

The bottom line Mr. Mayor is that I can provide solid proof that FEROX works. Mr. Duncan has absolutely no proof that it does not work. FEROX has been used by the Hamilton Fire Services since 1993. Hamilton Hydro Services fuel records have shown a 7% reduction in fuel consumption. Just this year the city of Oakville reported that not only did their vehicles pass the Ontario Drive Clean program, but exceeded provincial standards by the following :

"It's Time to Clear the Air, with Ferox™"

Hydrocarbons...50% less than allowed
Carbon dioxide..74% less than allowed
Nitrogen oxide...43% less than allowed

Opacity (diesel smoke)..60% less than allowed

For the last several years we estimate that we have been saving Hamilton taxpayers approx. \$60,000 per year on fuel on their public fleet alone . We also estimate that we can further save taxpayers an additional \$160,000 - \$200,000 per year if allowed to treat the HSR fleet. I would be able to give a more exact figure if I could get fuel consumption figures from the HSR for last year.

FEROX is very pleased with the continued favourable remarks we get from our Hamilton fleet customers. They are why we now sell FEROX all over Canada. It is my sincere hope that all the hard work that has been done over the years by myself and Hamilton fleet managers to reduce polluting emissions and save taxpayers dollars, will not be allowed to be eliminated simply because of the non-corroborated opinion of one person.

I request this meeting at the earliest possible time since I am already starting to see the effects of not using FEROX now showing up at the yards that we have been told not to treat anymore. Vehicles that were virtually smoke free are now beginning to emit black smoke from the exhaust stacks.


In closing, my family and I would like to extend our congratulations to you and your family on being the new Mayor Of Hamilton.

Sincerely,



Brian Docherty
MEA Technologies Inc.

c.c. Councilor Chad Collins

NOTE : I HAVE VIDEOTAPE EVIDENCE ON SMOKING EXHAUST
COMPARING HSR BUSES TO HAMILTON FLEET VEHICLES
UPON REQUEST. 



Hamilton Fire Department

**City of
HAMILTON**

55 King William Street, Hamilton, Ontario, L8R 1A2
Tel. (905) 546-3332 / Fax (905) 546-3344

March 27, 1998

Re: Ferox Fuel Combustion Catalyst

The City of Hamilton Fire Department has been using Ferox, a fuel catalyst, in its fleet of diesel powered fire apparatus since September 1993. The continued use of this product has reduced visible smoke (unburned fuel) in all of the mechanically governed engines by 65 to 70 per cent and ensures that electronically managed engines remain smokeless whether responding to alarms or when working in the super-heated environment of a fire.

The continued use of the product has resulted in permanent savings to the department by allowing the purchase of a less expensive grade of diesel fuel, while receiving the benefits of the more expensive grades. The increased efficiency of the engines has produced further savings in yearly fuel costs, estimated at between 4 to 6 per cent during 1996.

During a scheduled engine overhaul on a Detroit Diesel two-cycle 6-71 engine, the lack of carbon on the engine fire deck and around the exhaust valves is visual evidence that the product removes and prevents new carbon deposits from forming.

The Hamilton Fire Department is committed to the use of Ferox fuel catalyst.

Yours truly,

R. J. KAY
Chief Mechanical Officer

RJK/nr



CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: Mr. B. Docherty
V/P MEA Technologies/Ferox

YOUR FILE:

FROM: Mr. C. Guthro
Manager of Fleet Services
Fleet Services Division

OUR FILE:
PHONE:

SUBJECT: Fuel Catalyst

DATE: 1996 April 22

This is to inform you that your product, Ferox combustion catalyst, has met the requirements of our testing and has indicated a reduction of polluting emissions and particulate smoke. Our tests exhibit a payback analysis through improved combustion efficiency resulting in reduced fuel consumption.

Our oil analysis has shown an improvement in the condition of the oil which has afforded us the opportunity to extend our oil change intervals, with the continued use of your product, oil analysis and testing, we hope this trend continues.

We have agreed to the terms of your quote for the supply of Ferox and will be ordering our six months quantity for the fleet of the City of Hamilton.

cg\ *Charles Guthro*

cc. Laurel Barker, Administrative Coordinator



TOWN OF ANCASTER

300 Wilson Street East, Ancaster, Ontario L9G 2B9, General Inquiry (905) 648-4475, Fax (905) 648-3557

OPERATIONS SERVICES (905) 648-3145 FAX (905) 648-9277

April 13, 1998

MEA TECHNOLOGIES INC
P.O. Bo 32030
1070 Stone Church Road East
HAMILTON, Ontario
L8W 3L3

ATT: Brian Docherty

Dear Sir:

We have now been treating our fuel tanks with Ferox 230 fuel additive for seventeen months. Although we had anticipated fuel savings and are inclined to believe this is the case, we are reluctant at this time to share our findings. It may be more appropriate to continue with the use of your product for a longer period of time so that our suspected results might be confirmed.

As you will recall, the primary reason for testing this product was to attempt to reduce the unburned particulate produced in the garage by our diesel equipment, which was cause for concern for many of our staff. We have experienced success in this endeavour and can report that reduced emissions have been recognized by all employees. Also worthy of note has been the elimination of engine knock in our smaller gasoline engines.

Although reduced emissions (particulate) have alone justified our expenditure to date, and addressed our health and safety concerns, we remain anxious that continued use of this product will result in a net savings inclusive of the cost of the Ferox 230.

Yours truly,

Brad Weatherley
Director of Operations



W. A. THOMAS, B. Sc., P. ENG.,
GENERAL MANAGER
TELEPHONE (905) 522-6611
FAX (905) 522-6570



M. G. KWINT, B. ENG., P. ENG.,
A.G.M. ADMINISTRATION
D. R. MARSALES, B. Sc., P. ENG.,
A.G.M. CHIEF ENGINEER
D. D. CUMMINGS
SECRETARY-TREASURER

HAMILTON HYDRO-ELECTRIC SYSTEM

55 JOHN ST N, PO BOX 2249 STN LCD1, HAMILTON ON L8N 3E4

March 27, 1998

We have been using Ferox Fuel # 530 System Catalyst since August of 1996. The decision to use a fuel additive was not an easy one based on the fact that we were satisfied with the level of performance and no complaints were being raised. We did have a handful of units that smoked on acceleration and while driving. This was accepted as normal. After numerous test results and discussions with other peers using this product Hamilton Hydro decided to perform a pilot project by treating only the diesel tanks. The smoke did not disappear overnight as hoped but after 2-3 months of observing trucks on the road and in various operating parameters the obvious conclusion was that our smoke problems were diminishing. As all of our equipment is parked inside, start up time in the morning has always caused concerns with workers when units were left running inside and usually a smoky haze was left near the ceiling. That does not appear now to be the case. As our larger equipment has insulating properties soot build up at the buckets and liners is unacceptable. Prior to treatment this was present in all our trucks but not noticeable today.

We have seen a noticeable reduction in particulate emission which impacts on the health and safety of all our workers and the general public. With mandated heavy vehicle testing coming to the Hamilton-Wentworth area I am confident that all our mobile diesel powered trucks and equipment will pass these tests well under industry requirements & standards.

Another cost savings recently introduced was switching from premium unleaded to mid grade unleaded treated with Ferox #230. We have not noticed any lack of power or presence of spark knocking in our gasoline powered vehicles.

A handwritten signature in cursive script that reads 'John Noble'.

John Noble
Garage Manager
Hamilton Hydro-Electric System