

Proposal for PHC Service

Carbon Cutter

The Carbon Cutter Project is a proposed environmental and social-impact initiative led by Engine EcoPhils, Inc. in the Philippines. The project is based on the Carbon Cutter device, a simple engine add-on intended to improve combustion efficiency in existing internal-combustion vehicles, thereby reducing fuel consumption, greenhouse gas emissions, black carbon and particulate pollution.

The project focuses especially on public utility vehicles and other high-use transport vehicles where fuel savings, air-quality improvements and driver-income benefits may be achieved quickly without waiting for long-term fleet replacement by electric vehicles. The Concept Note presents the device as low-cost, quick to install, requiring no engine modification, lasting over ten years, and suitable for large-scale deployment through trained local installers.

PHC Proposal

This proposal requests support to progress the **Carbon Cutter Project** from a claim-led concept and opportunity into a **structured, evidence-led, funder-ready demonstration programme** capable of showing whether the proposed environmental and social benefits can be verified in practice.

The project is based on the Carbon Cutter device, a simple engine add-on intended to improve combustion efficiency in existing internal-combustion vehicles. Engine EcoPhils, Inc. presents the device as quick to install, low-maintenance, non-invasive to the engine, and capable of reducing fuel consumption, greenhouse gas emissions, black carbon and particulate pollution. The proposed project also includes social-value elements: fabrication work for persons with disabilities, installation opportunities for low-income mechanically minded workers, and fuel-cost savings for public utility drivers.

The purpose of PHC involvement is not to endorse these claims in advance. The purpose is to convert the major claims into structured **Concerns, evidence requests, actions and decision points** so that funders can see what is known, what remains to be verified, and what conditions would need to be met before larger funding is justified.

Support will be used to establish a practical evidence pathway for the project: project scope, stakeholder mapping, baseline assumptions, emissions and fuel-use measurement approach, fabrication and installation readiness, reporting rhythm, social-benefit verification, and funder-facing decision material. The aim is to make the Carbon Cutter Project suitable for CSR, ESG, climate, air-quality, livelihood and social-impact funding consideration, while protecting funders from relying on untested claims.

Project Summary

The Carbon Cutter Project is a Philippines-based environmental and social-impact initiative led by **Engine EcoPhils, Inc.**, the stated worldwide distributor of the Carbon Cutter device. The project proposes large-scale retrofitting of existing public utility and transport vehicles with a device intended to improve fuel burn, reduce fuel consumption, reduce emissions and improve local air quality.

Project at a glance

- **Project name:** Carbon Cutter
- **Lead organisation:** Engine EcoPhils, Inc.
- **Current operating base:** Quezon City, National Capital Region, Philippines, with project deployment intended for selected public utility vehicle locations.
- **Primary service:** Carbon Cutter device fabrication, delivery, installation and before/after reporting for selected vehicle groups.
- **Target beneficiaries:** Public utility drivers, communities affected by vehicle emissions, persons with disabilities involved in fabrication, and low-income workers trained as installers.
- **Environmental focus:** Reduced fuel use, CO₂ reduction, particulate reduction, black carbon reduction and improved local air quality.
- **Social focus:** Driver income improvement through fuel savings, paid fabrication work for disabled persons, and local installer livelihood opportunities.
- **Evidence requirement:** Baseline and post-installation fuel-consumption and emissions data, installation records, progress reports, stakeholder engagement records and verified social-benefit reporting.
- **Primary constraint:** Funding and funder confidence, including the need to verify technical, financial, social and delivery claims before large-scale support is committed.

The Concept Note presents a USD500,000 example project involving retrofits for up to 23,000 vehicles, with claimed reductions in CO₂ and fuel costs. These projections create a potentially significant CSR, ESG and climate-impact opportunity, but they also create a clear verification requirement. Each major claim should be treated as a PHC Concern until it is supported by evidence, test data, stakeholder confirmation and practical delivery records.

The immediate project need is therefore not only funding. It is a credible, progressive evidence trail that allows potential funders to decide whether the project is fundworthy, transformable with support, or unsuitable for further funding in its present form.

Involved Parties

- Engine EcoPhils, Inc.**
 Lead organisation and distributor of the Carbon Cutter device. Responsible for project leadership, device supply, project administration, deployment planning, quality control, stakeholder engagement and reporting to funders.
- Carbon Cutter Leadership and Technical Team**
 Includes the inventor, executive leadership, finance, stakeholder, legal and compliance contributors described in the Concept Note. Responsible for technical claims, project design, commercial readiness, quality assurance and delivery accountability.
- Foundation for These-Abled Persons, Inc. and Fabricator Participants**
 Proposed social-impact partner supporting fabrication work for persons with disabilities. Their involvement is central to the project's inclusion and livelihood claims and should be verified through agreements, training records, production records and payment evidence.
- Public Utility Vehicle Drivers and Driver Associations**
 Vehicle owners, operators or associations expected to receive Carbon Cutter installations and provide fuel-consumption and vehicle-use data. Their cooperation is essential for baseline data, post-installation evidence, social-benefit verification and acceptance of the device.
- Local Mechanics and Installer Teams**
 Low-income or mechanically minded workers proposed for training and installation activity. They are central to the delivery model and should be supported by role definition, training records, supervision, quality checks and installation evidence.
- Certified Emissions Testing Centres**
 Independent or recognised testing locations required to conduct before-and-after emissions testing for the agreed sample of vehicles. Their role is essential to the credibility of the environmental claims.
- Prospective CSR, ESG, Climate and Social-Impact Funders**
 Companies, foundations, grant-makers, family offices or public bodies that may fund a demonstration or deployment if the evidence supports the case. Their role is to define funding expectations, reporting needs, decision points, publication permissions and acceptable risk thresholds.
- Local Government, Transport and Community Stakeholders**
 Potential enabling parties who may support access to vehicle groups, public utility operators, project locations, community acceptance and alignment with air-quality or livelihood priorities.
- PHC Service / Order Efficiency**
 Provides the governance and evidence framework for structuring Concerns, actions, decisions, deliverables, stakeholder records, time-based contribution and progressive reporting. PHC's role is to help test the project's claims and make the funding decision clearer, not to endorse claims without evidence.

Expected Outcomes

Near-term outcomes (0–3 months)

- A clear project evidence map converting the main Carbon Cutter claims into PHC Concerns, evidence requests, actions and verification responsibilities.
- A funder-ready project summary covering the technical proposition, environmental claims, social-benefit model, proposed deployment route, risks and decision points.
- A stakeholder map identifying Engine EcoPhils leadership, fabricators, installers, driver associations, testing centres, prospective funders and enabling local stakeholders.
- A practical measurement plan for baseline and post-installation fuel-consumption and emissions evidence, including sample size, testing method, timing and data ownership.
- A preliminary Go / No-Go or Proceed-with-Conditions view for a demonstration project, based on available evidence and unresolved Concerns.
- A progressive reporting rhythm established so funders can observe engagement, delivery readiness, risks, actions and evidence accumulation before larger funding is committed.

Medium-term outcomes (3–12 months)

- A controlled demonstration deployment delivered against an agreed scope, location, budget and vehicle group, subject to funder approval and project readiness.
- Trained fabricators and installers operating under documented roles, quality checks, production records, installation records and payment evidence.
- Verified before-and-after reporting for fuel consumption and emissions on the agreed sample of vehicles, supported by suitable testing-centre evidence where available.
- Regular progress reporting showing vehicles retrofitted, installation quality, participant engagement, social-benefit evidence, spend evidence, risks and corrective actions.
- Early evidence on whether claimed driver fuel savings, emissions reductions, fabrication benefits and installer livelihood benefits are credible in real operating conditions.
- A funder decision pack showing whether the project should continue, scale, be redesigned, or be stopped before further funding is committed.

Longer-term outcomes (12+ months)

- A verified or partially verified deployment model that can be offered to CSR, ESG, climate, air-quality and social-impact funders with clearer evidence and reduced uncertainty.
- A scalable project framework for retrofitting selected public utility vehicle groups while tracking environmental outcomes, social outcomes, spend, risks and stakeholder engagement.
- Improved local air-quality and emissions-reduction evidence where the project performs as claimed, with transparent distinction between verified results, modelled estimates and unresolved assumptions.
- Documented social value through driver fuel-cost savings, disabled-person fabrication work, local installer opportunities and associated livelihood benefits, where evidenced.
- A credible publication and communication package that allows results to be shared without overstating claims, reducing greenwashing risk and increasing confidence for future funders.
- A pathway from demonstration programme to broader public-utility, commercial, retail or carbon/ESG funding opportunities, based on evidence rather than presentation alone.

FINANCIALS & FORECAST

Cost Structure - Overall

Category	Description	Total Cost
IT Services and Tooling	Filemaker, Mindmanager, Conferencing, Development Apps (one off contribution)	£1,900
PHC Start Pack - Hardware (*1)	A set of 5 Single Board Computers, Monitor and UPS	£1,442
PHC 7-Day Review (*2)	PHC Service for Pre-start Review (7 days)	£277
PHC Setup (*2)	PHC Service during 2-month Setup Phase	£2,076
PHC Continuation (*2)	PHC Service during 3-month Continuation Phase	£3,236
Miscellaneous	Travel, training, insurance, and other variable costs	£1,000
		£9,931

Cost Breakdown - Hardware

(*1) Hardware Breakdown

Category	Description	Total Cost
Single Board Computer Set x5	Raspberry Pi 500, Mouse, hdmi cable, power cable)	£722
Monitor x5	Mini-Monitor (for RP500)	£480
Site UPS	Uninterruptible Power Supply (UPS) for site computers.	£240
		£1,442

Cost Breakdown - People

(*2) PHC People Costs [Review=M1, Setup=M2,3, Continuation=M4,5,6]

Role	People	Hourly Rate	M1	M2	M3	M4	M5	M6	Total (GBP)
PHC Strategist	David Winter	£12.60	10	8	8	8	8	8	£630
PHC Analyst	Abubakr Harakat	£8.40	5	16	16	16	16	16	£714
PHC Admin	PHC Admin	£4.90	5	24	24	24	24	24	£613
	[name1]								
PHC Trainee	[name2]	£1.68	0	48	48	72	72	72	£524
	[name3]								
	[name1]								
Project People	[name2]	£8.40	10	72	72	72	72	72	£3,108
	[name3]								
Total			£277	£1,038	£1,038	£1,079	£1,079	£1,079	£5,589

Footnote - People Costs and PICS Eligibility: The people-related costs shown above relate to funded governance, delivery, leadership, and trainee roles agreed at the outset of the project. These paid hours are **not** eligible for PICS (Pro Bono Social Impact Credits). PICS applies only to unpaid or underpaid service contributed outside funded roles. PHC Service maintains a clear, auditable separation between funded work and any pro-bono contribution, preventing double recognition while ensuring transparency to funders.

6-Month Forecast

Category	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Total
IT Tooling	0	0	0	1,900	0	0	1,900
PHC Start Pack	0	0	1,442	0	0	0	1,442
People - Review	277	0	0	0	0	0	277
People - Setup	0	1,038	1,038	0	0	0	2,076
People - Continuation	0	0	0	1,079	1,079	1,079	3,237
Miscellaneous	0	1,000	0	0	0	0	1,000
TOTAL	277	2,038	2,480	2,979	1,079	1,079	9,932

APPENDICES & METHODOLOGY

Appendices

Appendix Highlights:

- **Community Share Protocol:** 10% allocation recognising grassroots contributors.
- **PHC Share-Out Mechanism:** Structured redistribution of project value to consultants and humanitarian causes.
- **PHC Service Cost Model:** Tiered accessibility ensuring humanitarian affordability.
- **Trainee Integration Pathway:** Local capacity building via live project experience.
- **Consultant Gallery:** Recognition of all certified PHC participants via PHC Portal listings.