Waste Permit Application for Chane Terminals

Supporting Information Document

PREPARED FOR

Chane Terminals UK Limited

DATE
2 June 2025

REFERENCE
0740893

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SIGNATURE PAGE

Waste Permit Application for Chane Terminals

Supporting Information Document

0740893

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CONTENTS

LIST OF TABLES

LIST OF FIGURES

ACRONYMS AND ABBREVIATIONS

Acronym	Description
CO	Carbon monoxide
COD	Chemical Oxygen Demand
EA	Environment Agency
EMS	Environmental Management System
ERM	Environmental Resources Management Ltd
ERP	Electronic Resource Planning
EWC	European Waste Catalogue
IPPC	Integrated Pollution Prevention and Control
MCP	Medium Combustion Plant
NO_x	Nitrogen oxides
OEM	Original Equipment Manufacturer
SID	Supporting Information Document
SSSI	Site of Special Scientific Interest
TEC	Trade Effluent Consent
TGN	Technical Guidance Notes
UCO	Used Cooking Oil
UU	United Utilities

APPLICATION CHECKLIST

Requirement	Topic	Location in Report
Form A	Company Details	(in form)
Form B2 – Question 1	About the permit - Discussion before application	(in form)
Form B2 – Question 2	About the site	(in form)
Form B2 – Question 3	Your ability as an operator	(in form)
Form B2 – Question 3d	Management Systems	**Section 5** Environmental Management System
Form B2 – Question 4	Consultation	(in form)
Form B2 – Question 5a	Supporting Information – Site Plan	**Figure 1.1** Site Location and Boundary **Appendix A** Site Layout **Appendix B** Site Layout showing drainage and emission points
Form B2 – Question 5b	Site Condition Report	**Section 6** Site Condition Report
Form B2 – Question 5c	Non-Technical summary of application	**Non-Technical Summary**
Form B2 – Question 6	Environmental risk assessment	**Section 9** Environmental Risk Assessment
Form B2 – Appendix 2 Q2	Technical competent manager(s)	(in form)
Form B4 – Question 1	What waste operations are you applying for	**Section 2** Site Activities
Form B4 – Question 2	Emissions to air, water and land	**Section 3** Emissions
Form B4 – Question 3a	Technical Standards	**Section 8** Operating Techniques
Form B4 – Question 3b	General requirements	**Section 7** Odour Management Plan
Form B4 – Question 4	Monitoring	**Section 4** Monitoring
Form B4 – Question 4b	Monitoring emissions - Point source emissions to air only	**Section 4.1** Monitoring Emissions to Air
Form F1	Charges and Declarations	(in form)

NON-TECHNICAL SUMMARY

Chane Terminals UK Limited (Chane) operates the Chane Terminals Liverpool waste storage facility (the 'Site'). The Site is located within an industrial area, close to the River Mersey at Alexandra House, Regents Road, Bootle, Liverpool L20 1ES.

The Site comprises a bulk liquid storage terminal, where Chane stores bulk waste vegetable and food oils for third party customers (of which there is currently only one), to be used as feed to produce biofuels. The Site currently holds an S2 waste exemption for storage of Used Cooking Oil (UCO) classified under EWC 20 01 25 which allows the site to store up to 5,000 tonnes waste for up to a maximum of 12 months. The waste exemption is exclusively for the storage of EWC 20 01 25 classified wastes (edible oil and fat).

Chane is proposing to increase their storage capacity on site to a maximum of 10,000 tonnes, store waste for over 12 months, and store other non-hazardous waste vegetable and food oils - EWC 02 03 04 (materials unsuitable for consumption) - at the Site. For this reason, the current waste exemption permit is not suitable for their proposed operations, and they are applying for a new bespoke waste permit.

The site has received basic pre-application advice from the Environment Agency (ref. EPR/MB3006KF/A001, dated 23/08/2023), confirming that a bespoke application is required, and have specified the documents required to support the application.

The principal emissions from the permitted operation at the Site will arise from the operation of two 3.2 MW thermal gas-fired boilers on site (within the boiler house/compressor building), which are each served by an individual stack. Additionally, emissions to air arise from the waste oil storage tank vents. Point source emissions to sewer arise from the discharge of wastewater to sewer which is done in accordance with the Site's existing Trade Effluent Consent (TEC). Effluent that is discharged to sewer is monitored monthly by United Utilities as a condition of the Site's active TEC.

In case of a spill or leak, the Site has an Emergency Plan in place. The emergency plan outlines the steps to be taken in the event of a spillage. Depending on the severity of the spill, and if it is released from the confines of the terminal, the plan lists the appropriate external bodies to contact and associated contact numbers.

This Supporting Information Document (SID) has been prepared by Environmental Resources Management Limited (ERM) on behalf of Chane. The SID is based on information provided by Chane and publicly available environmental data.

1. INTRODUCTON

The waste application and supporting information presented in this report for Chane Terminals Liverpool waste storage facility, hereafter referred to as the 'Site', has been prepared by Environmental Resources Management Limited (ERM) on behalf of Chane Terminals UK Limited (Chane). The supporting information document is based on the information provided by Chane and publicly available environmental data.

1.1 SITE LOCATION

The Site is located at Alexandra House, Regents Road, Bootle, Liverpool L20 1ES (333062, 39568).

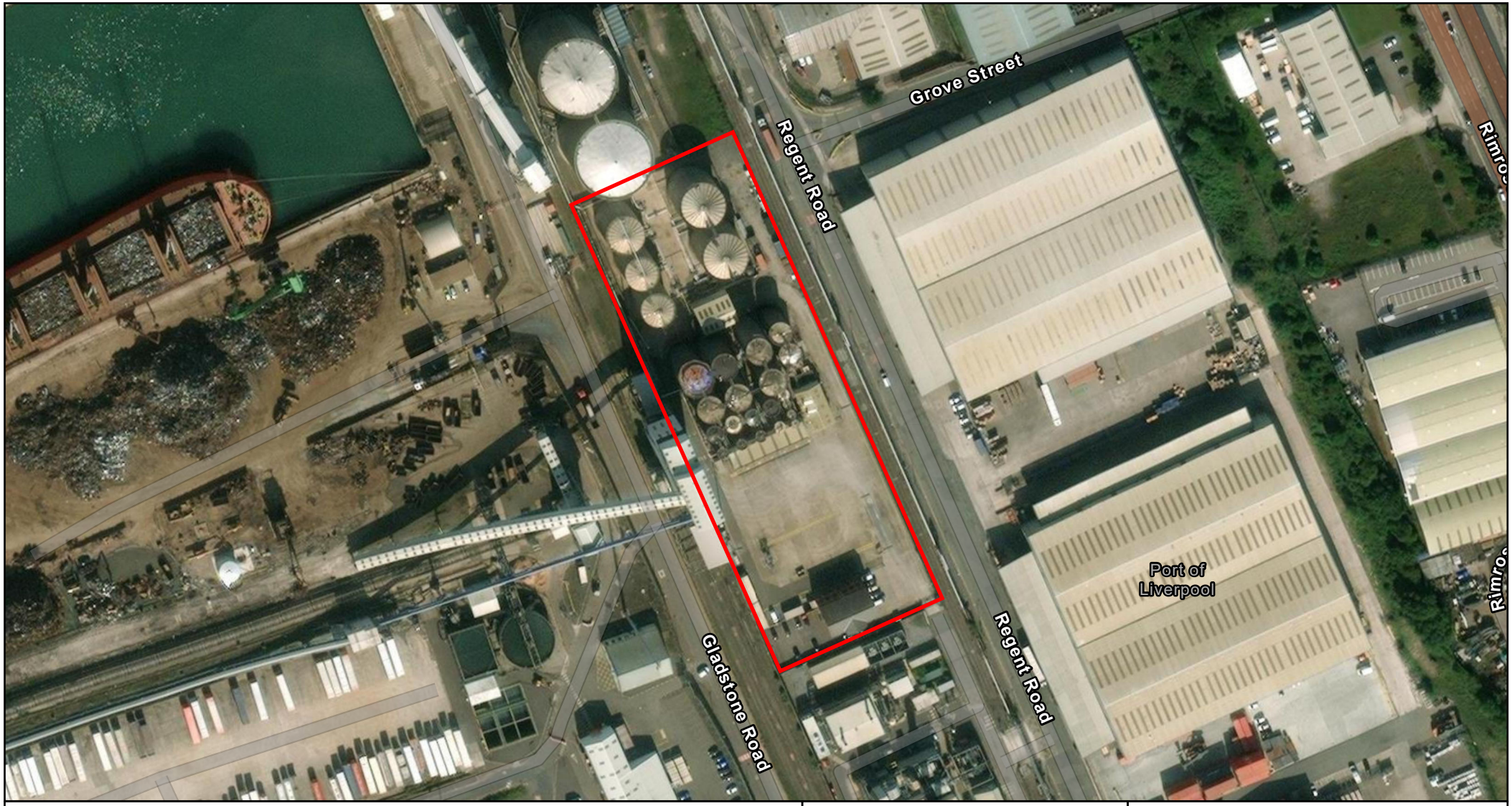
The Site location is shown in **Figure 1.1**.

1.2 SITE CONTEXT

The Site is located within an industrial area, approximately 5.3 km north of Liverpool City Centre. The Installation is bordered by a train line and various warehouses to the east, an energy supplier to the south, and the Gladstone Dock to the northwest, which flows into the River Mersey. The Site is primarily covered in hard standing material which is kept in good condition.

The site itself is not subject to any known environmentally sensitive designations. It is located approximately 0.8 km east of the Liverpool Bay Special Protection Area, and approximately 2.5 km southeast of the Mersey Narrows and North Wirral Foreshore which is a Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC), and Ramsar Site.

The site is located within a Flood Zone 1, having a low probability of flooding from rivers or seas.



Site Boundary

0 10 20 30 40 50
Metres

N

Figure 1.1
Site Location
Chane Terminals,
Bootle, Liverpool

SCALE: See Scale Bar	VERSION: A01
SIZE: A4	DRAWN: MTC
PROJECT: 0740983	CHECKED: VT
DATE: 04/02/2025	APPROVED: KR

ERM

chane

PROJECTION: British National Grid

Path: \\uksprdgisfs01\Data\London\Projects\0740983 - Project Chane\Maps\0740983 - Project Chane.aprx\0740983 - Site Layout - A01

2. SITE ACTIVITIES

A site layout plan for the waste facility showing site equipment, plant and activities is provided in **Appendix A**. A site plan showing the waste activity boundary, site drainage, and emission points to air and sewer is provided in **Appendix B.**

It is noted that, along with waste vegetable and food oils, the Site also stores phosphoric acid in 5 storage tanks on the north side of the facility. This activity is separate from the waste activity and the acid tanks are located within a separate bund. The only connection between the waste oil and phosphoric acid operations is a steam line from the boilers to a heat exchanger. On this basis, the phosphoric acid storage activity is not included in this permit application.

2.1 WASTE IMPORT TRANSFERS

2.1.1 IMPORT VIA ROAD TANKER

The Site currently imports waste oils to site via road tankers. The tankers must be authorised for entry to the site, then they enter via the weighbridge, paperwork and signage on vehicles is checked and approved, then they are allocated a tank and transfer bay number. All deliveries come with a waste note, which provides specific details on the waste type and its classification code. These documents (along with the weighbridge ticket) are held on site for 7 years.

The Site includes 20 storage tanks of varying sizes, which are detailed in **Table 2.1**. There are dedicated hoses for the transfer of the wastes which are connected to two pumps. During transfer, Chane takes a visual check sample, which undergoes no laboratory analysis, and is kept on site for a minimum of 6 months.

Before transfer begins, available tank capacity is checked to ensure there is sufficient capacity for the ordered load. Operational tanks are dipped hourly to monitor available space, and all tanks are equipped with level gauges and high-level alarms. In the event of a high level alarm, the supervising operator would instruct the tanker to stop pumping and close the tank's inlet valve. The larger tanks (L1 to L6) have an additional independent high-level alarm for redundancy. In the unlikely event of overfilling a tank, the product would be contained within the bunded area, and the supervising operator would take immediate action to halt the discharge and secure the system. A site operator is always present during offloading.

Chane currently only has one customer who sources their oil from different locations. They have the option of mixing wastes as there are no compatibility issues, however if Chane decided to expand their customer list, they would have separate tanks for each client.

2.1.2 IMPORT VIA SHIP

The Site also intends to import waste oils via ship. Import from ship will use the same mechanisms and infrastructure to connect the ship (vessel) to site storage tanks as during waste export transfers, described in **Section 2.6**.

Waste oil import from ship would follow the same steps as import from road tanker, i.e. check paperwork and signage on ship, check waste note, allocate a tank, check available capacity in tank, dip tanks hourly, stop transfer if high level is reached.

In the event of a high level alarm, the supervising operator would instruct the vessel to stop pumping and close the tank's inlet valve. A site operator is always present during offloading and maintains direct communication with the ship.

2.2 STORAGE TANKS

As mentioned above, the Site utilizes 20 storage tanks of varying sizes, which are detailed in **Table 2.1**. All tanks are insulated and heated with steam coils to maintain them at ~50°C to ensure waste does not solidify. The temperature is controlled automatically. Each tank is equipped with a high-level alarm and visual gauges to monitor oil levels and detect any leaks/spills. A Data Storage and Logging (DSL) system is also utilised on site, which records how many tonnes are stored in each tank.

Regular inspections of the tanks are undertaken every 10 years, unless there is a reason to inspect sooner.

Storage tanks are located within a bunded area, with a capacity of approximately 204 m^3. The Site plans to increase the bund capacity to 391 m^3 by increasing the bund wall height.

TABLE 2.1 WASTE OIL STORAGE TANK VOLUMES

Tank No.	Capacity (m^3)
L1	1155
L2	1156
L3	1147
L4	1151
L5	1153
L6	1151
L7	323
L8	310
L9	323
L10	312
L11	169
L12	156
L13	156
L14	158
L15	63
L16	63
L17	63
L18	159
L19	549
L20	561
L Tank Total	12,278

Tank No.	Capacity (m^3)
E1	63
E2	63
E Tank Total	126
Site Total	**12,404**

2.3 MEDIUM COMBUSTION PLANT

There are two gas-fired boilers on site, each with a capacity of 3.2 MWth and with their own exhaust stacks. The boilers are utilised to generate steam for heating the storage tanks (see **section 2.2**) and for the steam bay (for heating road tankers).

According to Environment Agency (EA) guidance 'Medium Combustion Plant: when you need a permit[1], these boilers will require permitting by 1st January 2029, as they are existing MCPs commissioned before 2018, in 1994/1995, with a capacity greater than 1 MWth and less than 5 MWth. Chane are planning to replace the current boilers within 5 years.

2.4 TRADE EFFLUENT CONSENT

The Site has a Trade Effluent Consent in place (reference 694T52038BOO1, issued by United Utilities (UU) 8th July 2013) for discharge of wastewater to sewer, consisting solely of wastewater derived from the wash down of the tank farm area and yard.

Wastewater from the tank farm bund, which includes rainfall runoff from storage tanks, is contained and released via a manually operated outlet valve from the bund to an effluent pit and 3-stage separator before a controlled release to sewer. Prior to release from the bund, the operator checks the condition of the wastewater before emptying it, to ensure it is not contaminated. Effluent/contaminants captured in the interceptor are pumped to an effluent tank which is collected and disposed of by a third-party subcontractor.

Other sources of wastewater directed to the effluent pit for release to sewer includes runoff from the yard, any spills or leaks in the offloading bays – as bays slope towards drain channel that connects to effluent pit, and water used to wash down areas of the Site after a spillage.

Effluent to sewer is sampled and tested monthly by UU to ensure analytes stipulated within the consent document are not exceeded in the effluent. Analysis includes testing for ammonia, suspended solids, pH, and chemical oxygen demand (COD). A copy of the TEC is provided in **Appendix C**.

[1] Medium combustion plant: when you need a permit - GOV.UK (www.gov.uk)

2.5 WASTE OPERATION CLASSIFICATION

The type of waste proposed to be stored on site, waste vegetable and food oils, is classified as absolute non-hazardous. A description of the waste operation and its waste classification codes, is detailed in **Table 2.2**.

TABLE 2.2 DETAILS OF WASTE OPERATION

Name of waste operation	Waste Code (EWC)	Description of the waste operation	Annex I (D codes) and Annex II (R codes) and descriptions	Non-hazardous waste treatment/ storage capacity
Storage of waste vegetable and food oils	20 01 25	Storage of municipal wastes (household waste and similar commercial, industrial and institutional wastes) including separately collected fractions – Edible Oil and fat.	N/A – Waste disposal and/or recovery does not take place at the Site.	10,000 tonnes
Storage of waste vegetable and food oils	02 03 04	Storage of wastes from fruit, vegetables, cereals, edible oils, cocoa, coffee, tea and tobacco preparation and processing; conserve production; yeast and yeast extract production, molasses preparation and fermentation - Materials unsuitable for consumption or processing.	N/A – Waste disposal and/or recovery does not take place at the Site.	10,000 tonnes
For all waste operations		Total storage capacity		10,000 tonnes
		Annual throughput (tonnes each year)		50,000 t/a

2.6 WASTE EXPORT TRANSFERS

2.6.1 EXPORT VIA SHIP

Waste oil is currently transferred off site via ship. Once ships are berthed, a surveyor (assigned by the product owner), checks the paperwork associated with the waste oil and how the ship will be loaded, before dipping the tanks at the terminal and giving approval for transfer.

A ship's crane is used to lift the hoses that connect the supply pump from the tanks to the ship. The waste oil is passed through a 2 mm mesh filter which is fitted with differential pressure measurement to monitor for any blockages, while Chane takes a reading from the DSL every hour to calculate the flowrate (typically ~150 tph).

After the ship has been loaded, the pipeline is cleaned using a pig and compressed air, the hoses are detached, load secured, and waste tanks are re-dipped to ensure there is still ~50 t

remaining in the tank. Once paperwork is completed between Chane and the customer/surveyor it is handed over to the ship's captain and the ship is allowed to leave.

2.6.2 EXPORT VIA ROAD TANKER

Export of waste products via Road Tanker is also possible. The tankers must be authorised for entry to the site, then they enter via the weighbridge, paperwork and signage on vehicles is checked and approved, then they are allocated a tank and transfer bay number.

During transfer Chane takes a visual check sample, which undergoes no laboratory analysis, and is kept on site for a minimum of 6 months.

Before transfer begins, available road tanker capacity is checked to ensure there is sufficient capacity for the ordered load. The DSL system stops loading at the requested quantity. A site operator and the driver are always present during offloading and have the means to directly stop the loading in case of an emergency.

All loaded trucks will be weighed after loading and provided with a waste note, which provides specific details on the waste type and its classification code and total loaded quantity. Copies of these documents (along with the weighbridge ticket) are held on site for 7 years.

3. EMISSIONS

This section of the report considers expected emissions resulting from the proposed operations, i.e. relating to waste oil storage and effluent discharge to sewer. The locations of the emission points are shown in **Appendix B**.

3.1 EMISSIONS TO AIR

Point source emissions to air arise from the operation of the two gas boilers on site. Additionally, emissions are expected to arise from the waste oil storage tank vents.

Each boiler is served by an individual stack, and each storage tank is fitted with a vent. The point source emissions to air are identified in **Table 3.1**. The locations of each emission point are shown in **Appendix B**.

TABLE 3.1 EMISSIONS TO AIR

Emission point reference	Source	Parameter	Release rate (including unit)
A1	Gas boiler 1 stack	NOx	120 mg/Nm^3
		CO	15 – 30 ppm
A2	Gas boiler 2 stack	NOx	120 mg/Nm^3
		CO	15 - 30 ppm
-	L1 tank vent	-	
-	L2 tank vent	-	
-	L3 tank vent	-	
-	L4 tank vent	-	
-	L5 tank vent	-	
-	L6 tank vent	-	
-	L7 tank vent	-	
-	L8 tank vent	-	
-	L9 tank vent	-	
-	L10 tank vent	-	
-	L11 tank vent	-	
-	L12 tank vent	-	
-	L13 tank vent	-	
-	L14 tank vent	-	
-	L15 tank vent	-	
-	L16 tank vent	-	
-	L17 tank vent	-	
-	L18 tank vent	-	
-	L19 tank vent	-	

Emission point reference	Source	Parameter	Release rate (including unit)
-	L20 tank vent	-	
-	E1 tank vent	-	
-	E2 tank vent	-	

3.2 EMISSIONS TO SEWER

Point source emissions to sewer are expected to arise from the rainwater and washing down of tank farm area and yard. Discharge to sewer is carried out in accordance with the Site's TEC, which is discussed in **Section 2.4** and attached in **Appendix C**.

The point source emissions to sewer are identified in **Table 3.2**. The location of the emission point is shown in **Appendix B**.

TABLE 3.2 EMISSIONS TO SEWER

Emission point reference	Source	Parameter	Emission limit[a]	Release rate[b]
S1	Site drainage	Separable grease and oil	<250 mg/l	No data
		COD	<100 kg/d	<40 mg/l
		Ammonia and its compounds as N	<250 mg/l	<1 mg/l
		Anionic detergents	<1,000 mg/l	N/A
		Cyanides and cyanogen compounds	<1 mg/l	N/A
		Non-ionic synthetic detergent	<1,000 mg/l	N/A
		Sulphates as SO_4	<1,000 mg/l	N/A
		Sulphides, hydrosulphides and polysulphides	<1 mg/l	N/A
		Toxic metals (i.e. antimony, beryllium, chromium, copper, lead, nickel, selenium, silver, tin, vanadium, zinc)	<10,000 ug/l	N/A
		Suspended solids	-	<25 mg/l
		Temperature	<43.3°C	No data
		pH	6-10	7

[a] Emission limits based on Trade Effluent Consent

[b] Release rates based on UU analysis

4. MONITORING

4.1 MONITORING EMISSIONS TO AIR

The two gas boilers on site are the only plant with emissions to air that requires monitoring. No monitoring is proposed for the storage tank vents.

Monitoring of emissions to air is summarised in **Table 4.1**.

TABLE 4.1 MONITOR OF EMISSIONS TO AIR

Emission point reference	Abatement methods (if any)	Monitoring methods used (if any)	Monitoring frequency	Monitoring procedures used
A1	None	Handheld monitor (carried out by boiler OEM (Cochran))	Intermittent, when serviced	Cochran procedures
A2	None	Handheld monitor (carried out by boiler OEM (Cochran))	Intermittent, when serviced	Cochran procedures

The monitoring points for the boilers are located on the exhaust flue from each boiler. The location and design of the monitoring points have been designed and installed by the boiler OEM as part of the boiler package. Monitoring of emissions is carried out by the OEM as part of regular servicing.

4.2 MONITORING EMISSIONS TO WATER

Discharges to sewer are monitored monthly by United Utilities as a condition of the Site's TEC discussed in **Section 2.4**.

Monitoring of emissions to sewer is summarised in **Table 4.2**.

TABLE 4.2 MONITORING PROCESS OF EMISSIONS TO SEWER

Emission point reference	Abatement methods (if any)	Monitoring methods used (if any)	Monitoring frequency	Monitoring procedures used
S1	3-stage separator (oil recovered and disposed via waste contractor, emptied periodically)	Sampled by UU surveyor	Monthly	United Utilities

5. ENVIRONMENTAL MANAGEMENT SYSTEM

Chane operates in accordance with a Quality Management System, which is certified to ISO 9001.

The Site also operates with an Environmental Management System (EMS). The following is a summary of the EMS:

1. Context of the Organisation
    - The organisation and its context
    - Needs and expectations of interested parties
    - Scope of EMS
2. Leadership
    - Leadership and commitment
    - Environmental policy
    - Roles, responsibilities and authorities
    - Chane Terminals Sustainability report
3. Planning
    - Actions to address risks and opportunities,
    - Environmental objectives, and planning to achieve them.
4. Support
    - Resources, competence, awareness, communication, and documented information.
5. Operation
    - Operational planning and control.
    - Emergency preparedness and response
6. Performance Evaluation
    - Monitoring, measurement, analysis and evaluation.
    - Internal audit
    - Management review
7. Improvement:
    - Nonconformity and corrective action
    - Continual improvement

6. SITE CONDITION REPORT

A Site Condition Report (SCR) is provided in **Appendix D**.

7. ODOUR MANAGEMENT PLAN

An Odour Management Plan is provided in **Appendix E.**

8. OPERATING TECHNIQUES

Operating techniques have been reviewed against the relevant sector Technical Guidance Notes (TGN) and industry guidance. The following documents have been reviewed:

- 'Non-hazardous and inert waste: appropriate measures for permitted facilities', Environment Agency, August 2023[2]
- 'Integrated Pollution Prevention and Control (IPPC) Sector Guidance Note S5.06: Guidance for the Recovery and Disposal of Hazardous and Non-Hazardous Waste', Environment Agency, 2004[3]
- 'Oil Storage Regulations for Businesses', Environment Agency, May 2023[4]

An assessment of the Site and its operations is provided below.

Site Design and Suitability

The Site is already designed and operational.

The Site is currently operating under a waste exemption (S2), however Chane wishes to increase the Site capacity to 10,000 tonnes, triggering the need for a new bespoke permit for waste storage.

Chane's Electronic Resource Planning (ERP) system is used to manage waste quantities. Waste oil and acid activities are fully segregated. Plant spacing is suitable and adequate. Level gauges and high level alarms are installed on tanks to monitor and manage waste capacity.

Management Systems

Chane has an EMS in place that establishes procedures, objectives and targets needed for environmental and operational performance. Refer to **Section 5** for details on the EMS.

Staff Competence

All staff on site have the required competency and training to undertake their assigned duties. On-the-job training is carried out for any new activities introduced on site, new personnel undergo site inductions, and all training records are currently stored locally. Chane are in the process of transferring these records to central digital files.

The Site does not routinely operate 24 hours, however it can be operated overnight, when required, to load ship imports/exports. Suitably trained personnel are on site for these activities.

The site has an emergency plan in place which would be referred to and used in the event of an incident during normal operational hours and unmanned hours. Document reference; HSE Supporting Document 900 Emergency Plan – Regent Road, Liverpool.

[2] Non-hazardous and inert waste: appropriate measures for permitted facilities - Guidance - GOV.UK (www.gov.uk)
[3] waste_BAT_guidance.book (publishing.service.gov.uk)
[4] Oil storage regulations for businesses - GOV.UK (www.gov.uk)

Accident Management Plan

The Site has an emergency plan (referenced above) in place which covers spills, site injuries, fire prevention, and record keeping procedures. Incidents and near misses are recorded in the Site's Isometrix system.

Contingency Plan and procedures

The site stores waste oil in fixed tanks, which are filled from road tankers upon delivery to site, or from ship. No waste oil is stored anywhere else on site. Chane currently has one customer who they liaise with prior to deliveries to avoid capacity issues; if there is no capacity on Site then a tanker/ship will not be sent to Site. If a tanker/ship were to arrive at Site and there was insufficient storage capacity, it would be turned away.

Facility Decommissioning

A decommissioning plan has not yet been prepared; however, this would be prepared in advance of any decommissioning activities. This would include cleaning of all vessels and pipework before dismantling. The site does not include any subsurface tanks or product lines, however there is a section of underground pipe outside the Site boundary, approximate length 20 m, under the road to the jetty.

Waste Pre-Acceptance

Chane agrees with its client what waste will be coming to site. There are only 2 types of waste (EWC) proposed to be stored on site, making the nature of the waste consistent and well understood.

Any HSE issues are considered at the waste pre-acceptance stage, however waste oil deliveries are consistent in their nature and are non-hazardous.

Waste Acceptance

The following information is provided at waste acceptance stage, and kept on record for 6 years:

- Source of waste
- Waste producer
- Composition
- Estimate of quantity
- Available capacity

A surveyor (on behalf of Chane's client) will take a sample of the waste and carry out analysis. Chane takes a check/visual sample of the waste at the gantry (no chemical analysis is undertaken). Check samples are stored on site for minimum of 6 months before disposal.

Offloading from tanker to fixed storage tanks is carried out on an impermeable surface, which slopes towards a drain channel to collect any accidental spills.

Offloading from ship to fixed storage tanks is carried out via a dedicated pipeline between the site and jetty.

Quarantine

Chane has a procedure in place for non-conforming products as part of the Quality System Manual.

As waste is stored in fixed tanks, there is no dedicated quarantine area, however tanks can be isolated for quarantine if necessary.

Waste Tracking

Chane uses an electronic ERP system, which holds up-to-date information about the available capacity on site, pre-acceptance, acceptance, storage and removal off site. Non-conformance is recorded separately in the Isometrix system.

Waste Storage and Segregation

Chane stores waste oils on behalf of their client, and it is determined by the client when waste will be transferred from site (offloaded to ship). Waste oils are stored in fixed tanks that are attached to a closed system (pipelines etc).

The maximum waste oil storage capacity for the site will be 10,000 tonnes (in tanks L1-L20), which is limited by tank capacities and therefore cannot be exceeded . Waste oil quantities are recorded in the Site's ERP system.

The Site intends to store 2 types of waste oil, with the option to mix them if requested by the client. The oils are used for sustainable diesel/SAF production and mixing does not inhibit recovery.

Waste generated by the Site is stored in skips, and samples to be disposed of are stored in closed IBCs. Both types of waste are collected and disposed of by a licensed third-party contractor.

Storage tanks are constructed from carbon steel and are regularly inspected and maintained. Tank inspections are carried out every 10 years (unless deemed appropriate to be done sooner), and weekly safety walks are also carried out. Any spillages are captured and cleaned up utilising the effluent drainage system on site, which discharges to sewer. Spillages are recorded in the Isometrix system.

Emissions control – Point Source Emissions to Air

There are point source emissions to air from the two boiler stacks (MCPs), that sit approximately 2 m above the roof, and the storage tank vents. The boiler emissions are tested annually by Cochran (Boiler OEM).

Emissions control – Fugitive Emissions

Waste oil is stored in carbon steel, fixed tanks that are regularly inspected and maintained. Oils are transferred in a closed system of pipes and hoses, constructed from appropriate materials for the waste oil. The waste oil is understood to be a low odour waste. Additionally, the Site is located in an industrial area, therefore there is a low risk of odour nuisance. However, in the event of a complaint, the source of odour would be investigated, e.g. checking wind direction and by site survey. Chane has developed an Odour Management Plan to be followed in the event of an odour complaint– see **Appendix E.**

Emissions control – Point Source Emissions to Water (including Sewer)

Discharge to sewer is carried out in line with the Site's TEC. Sources of wastewater include:

- Runoff from site;
- Washing down of equipment and paving after spillages, which flows into the effluent pit and separator before a controlled release to sewer;
- Runoff from building roof and yard goes to sewer;
- Rainfall accumulated in tank storage bund, which is contained and pumped to separator before a controlled release to sewer; and
- Tank maintenance washings, which would be sent off site for third party disposal.

There is potential for waste oil and caustic based cleaner to be released to sewer, as listed in the application for the consent, in the instance of an accidental leak or spill. No process water is generated on site. The potential impact of discharges to sewer, considering the control measures on site, is considered to be a low risk to the environment.

Emissions control – Fugitive Emissions to Land and Water

The Site is finished with concrete hardstanding and asphalt roadways, which are kept in good condition. Additionally, the Site incorporates several control and operational measures to further prevent any unwanted releases. For this reason, emissions to land and groundwater are not anticipated.

Site design considerations:

- The offloading bay is concrete and slopes towards a drain channel which directs liquids to the effluent pit.
- The main yard is concrete and relatively flat. There is a very low risk of spillages in this area.
- Surface thickness is suitable for the weight of tankers.
- The waste oil stored is non-corrosive, and materials of construction have been selected to be suitable.
- Waste oil is stored in fixed storage tanks that sit within a bund. The bund has a concrete floor and brick walls. Inspection of floors and walls would be carried out if a defect is reported.
- Bunds are checked daily, and rainwater is drained manually after checking for contamination. There is an outlet valve from the bund to the sewer, which is manually operated. The operator checks condition of wastewater before emptying to sewer (i.e. that it is not contaminated and is just rainwater).
- Tanker connection points are located outside the tank bund but within the tanker loading area, which is contained and drains to effluent pit.
- High level alarms and level gauges are fitted on tanks.
- Tanks are washed out before carrying out tank inspections. In this event the tank washings would be sent off-site for disposal.
- The bund capacity is currently 204 m^3, but Chane plans to increase this to 391 m^3. Although this is less than the capacity of the largest tank (1156 m^3), a degree of tertiary

containment would be provided by the hardstanding/roadways around site which are kerbed and provide additional containment.

- Boiler chemicals are stored in containers within the boiler house, within a contained area on a concrete floor.
- The drainage system is cleaned annually.
- In the instance of an oil spill, Chane has an emergency plan in place.

The waste oil stored on site is not considered harmful to the environment, however the above measures are taken to prevent any releases.

Emissions Monitoring and Limits – To Air

There are point source emissions to air from the boiler stacks (MCPs) and tank vents. Boiler emissions are measured by Cochran (Boiler OEM) after maintenance activities.

Tank vents do not require monitoring. Waste oil has low vapour pressure, resulting in minimal tank vent emissions being released.

Emissions Monitoring and Limits – To Water and Sewer

Continuous wastewater streams are not produced. Wastewater is produced during routine cleaning of storage equipment (which is disposed offsite by a third party), and surface water drainage.

Effluent released to sewer is sampled and tested monthly by United Utilities (UU).

9. ENVIRONMENTAL RISK ASSESSMENT

An environmental risk assessment has been undertaken for the proposed works under this application which is detailed in **Table 9.2**.

The risk matrix shown in **Table 9.1** has been used in the risk assessment.

TABLE 9.1 RISK MATRIX

Risk Matrix		**Severity (Consequence)**		
		High	Medium	Low
Likelihood (Probability of exposure)	High	High	High	Medium
	Medium	High	Medium	Low
	Low	Medium	Low	Low

The definitions of severity and likelihood are as follows.

Likelihood:

- Low – An incident that is highly unlikely to occur without mitigation.
- Medium – A reasonably likely incident without mitigation.
- High – An incident that is highly likely to occur without mitigation.

Severity:

- Low – An incident that would have a negligible impact on receptors.
- Medium – An incident that would have a moderate impact on receptors.
- High – An incident that would have a significant impact on human health or the environment.

TABLE 9.2 ENVIRONMENTAL RISK ASSESSMENT

Hazard	Operation scenario	Receptor	Pathway	Risk management techniques	Probability of exposure	Consequence	Overall Risk
Emissions to air (NOx, CO, particulates)	Daily operation of the two gas boilers.	Facility workers and nearby non-residential workers.	Dispersion through the air.	Emissions from boiler stacks are monitored when the boilers undergo maintenance.	Medium	Low	Low
Emissions to water	Accidental from waste oil spills or leaks during waste transfer to/from ship.	Mersey River approximately 100 m northwest of the Site. Liverpool Bay Special Protection Area approximately 0.8 km east of the Site.	Potential release to water through failure of tank (on ship), hose leak or overfill.	Waste oil is classed as non-hazardous. The following activities and techniques are carried out to reduce the risk of loss of containment and minimise impact: Pipeline and hose inspections are carried out regularly. Quantity checks are carried out for each transfer, There is continuous supervision of each waste transfer. Site storage tanks are positioned within a bund. There is a high level brick wall along the site boundary, between the terminal site and River Mersey. Site operator maintains direct contact with the ship during transfers in case operations need to be halted. For any emergency spills in the river, cease transfer and contact the harbour port authority immediately.	Low	Medium	Low

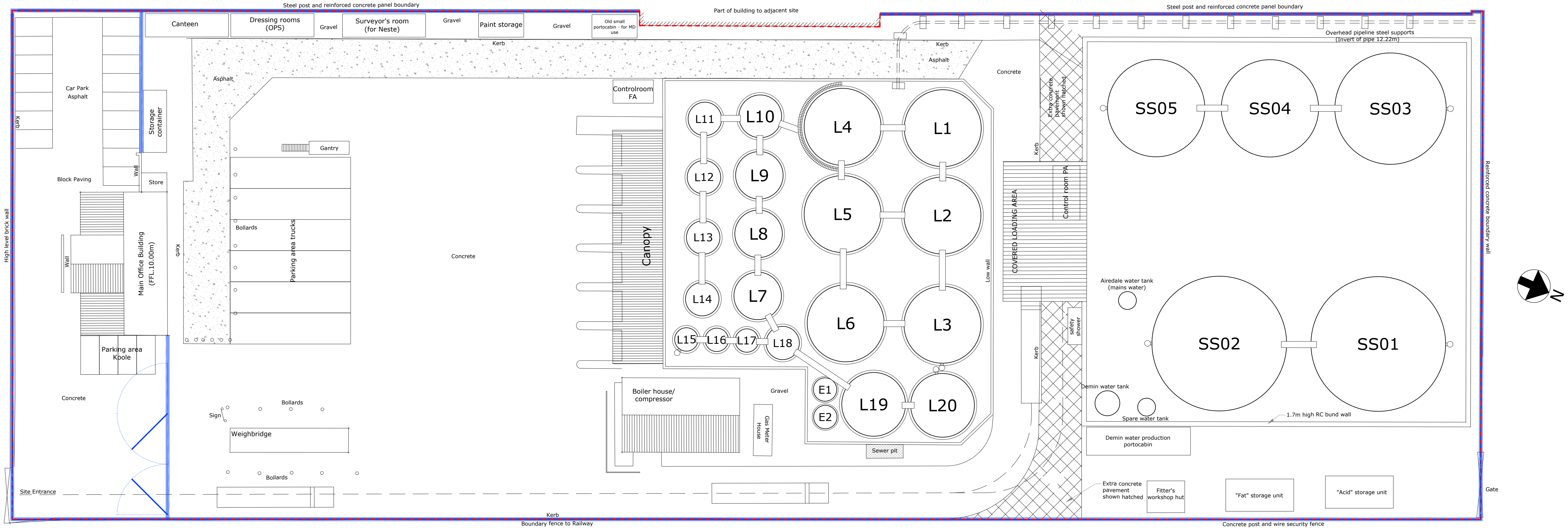
Hazard	Operation scenario	Receptor	Pathway	Risk management techniques	Probability of exposure	Consequence	Overall Risk
Emissions to sewer	Effluent discharge to sewer	Waste water treatment plant (WWTP)	Potentially contaminated release to sewer drains through manually operated valve.	Bunds are checked daily, and rainwater is drained manually after checking for contamination. The operator checks condition of wastewater before emptying to sewer (i.e. that it is not contaminated and is just rainwater). Effluent released to sewer is monitored and tested monthly by UU to ensure TEC conditions are met and there are no exceedances in tested analytes. Waste oil stored on site is not considered hazardous to the environment.	Low	Low	Low

Hazard	Operation scenario	Receptor	Pathway	Risk management techniques	Probability of exposure	Consequence	Overall Risk
Emissions to sewer	Accidental from waste oil spills outside of transfer/ offloading bays	Waste water treatment plant (WWTP)	Potentially contaminated run-off from hard standing to the sewer via surface water drains, and/or following a direct spill onto land through catastrophic failure of tank, pipework, valve, overfill or bund failure.	Oil is stored within fixed tanks which sit within a bunded area. Offloading bay slopes towards drainage channel to effluent pit/interceptor. Effluent passes through interceptors prior to release to sewer. Tank/pipe failure in these areas will be captured by mentioned control measures. Waste oil stored on site is not considered hazardous to the environment. In the instance of a spill, the Site is equipped with an emergency plan which will be followed.	Low	Medium	Low

Hazard	Operation scenario	Receptor	Pathway	Risk management techniques	Probability of exposure	Consequence	Overall Risk
Emissions to land and groundwater	Accidental from waste oil spills outside of transfer/ offloading bays	Land in/around the Site	Potentially contaminated run-off from hard standing to land and/or groundwater beyond the terminal boundary following a direct spill onto land through catastrophic failure of tank, pipework, valve, overfill or bund failure.	Site is finished with concrete hardstanding and asphalt roadways which are kept in good condition. Tertiary containment would be provided by the hardstanding/ roadways around site which are kerbed and provide additional containment. Additionally, the Site has a steel post and reinforced concrete panel boundary on three side of the facility, and one high level brick wall. In the instance of a spill, the Site is equipped with an emergency plan which will be followed. This includes external contacts in the case spills travel beyond the confines of the terminal. Waste oil stored on site is not considered hazardous to the environment.	Low	Medium	Low
Odour *(Waste storage)*	Odour from waste oil, storage tank vents - daily	Facility workers and nearby non-residential workers, local businesses	Tank vent releases, dispersion through air.	Oil is stored within fixed storage tanks, which are regularly inspected and maintained. Tanks are fitted with vents, however waste oil has low vapour pressure, resulting in minimal tank vent emissions being released.	Low	Low	Low

Hazard	Operation scenario	Receptor	Pathway	Risk management techniques	Probability of exposure	Consequence	Overall Risk
Odour *(Waste storage)*	Accidental	Facility workers and nearby non-residential workers, local businesses	Direct spill through failure of tank/ pipework resulting in airborne waste odour emissions.	Oil is stored within fixed storage tanks, which are regularly inspected and maintained. Spilled waste within bund or offloading area will be captured within drainage system.	Low	Low	Low
Noise and Vibration	None identified.						
Litter / Pests	None identified.						
Visible emissions	None identified.						
Surface water flooding from weather event	Not operational. Uncontrolled external scenario	The whole Chane facility	High rainfall, flooding from Mersey River	Site is located in Flood Zone 1 – low risk of flooding. Site boundary is fenced. Steel post and reinforced concrete panel boundary, which will reduce water ingress from off-site.	Low	Low	Low

APPENDIX A SITE LAYOUT



LEGEND L01 LAND AND BUILDINGS

Chane Terminal Liverpool

27-3-2024 version 02

Tank Number	Tank Diameter [M]	Tank Height Cil. [M]	Calibrated Capacity [M³]	Design Density [kg/liter]	Materials of Construction CS/LDX/SS/GFR	Insulated		Heating	
						Shell V/X	Roof V/X	Steam	Hotwater
L01	9,9	15,0	**1155**	1,0	Carbon steel	√	X	√	
L02	9,9	15,0	**1156**	1,0	Carbon steel	√	X	√	
L03	9,9	15,0	**1147**	1,0	Carbon steel	√	X	√	
L04	9,9	15,0	**1151**	1,0	Carbon steel	√	√	√	
L05	9,9	15,0	**1153**	1,0	Carbon steel	√	√	√	
L06	9,9	15,0	**1151**	1,0	Carbon steel	√	X	√	
L07	6,1	11,5	**323**	1,0	Carbon steel	√	X	√	
L08	6,1	11,5	**310**	1,0	Carbon steel	√	X	√	
L09	6,1	11,5	**323**	1,0	Carbon steel	√	√	√	
L10	6,1	11,5	**312**	1,0	Carbon steel	√	X	√	
L11	4,3	11,5	**169**	1,0	Carbon steel	√	X	√	
L12	4,3	11,5	**156**	1,0	Carbon steel	√	X	√	
L13	4,3	11,5	**156**	1,0	Carbon steel	√	X	√	
L14	4,3	11,5	**158**	1,0	Carbon steel	√	√	√	
L15	3,0	9,0	**63**	1,0	Carbon steel	√	√	√	
L16	3,0	9,0	**63**	1,0	Carbon steel	√	√	√	
L17	3,0	9,0	**63**	1,0	Carbon steel	√	√	√	
L18	4,3	11,5	**159**	1,0	Carbon steel	√	√	√	
L19	8,2	11,0	**549**	1,0	Carbon steel	√	X	√	
L20	8,2	11,0	**561**	1,0	Carbon steel	√	X	√	
E1	3,0	9,0	**63**	1,0	Carbon steel	√	√	√	
E2	3,0	9,0	**63**	1,0	Carbon steel	√	√	√	
SS01	17,3	13,5	**3154**	1,7	SS 316L	√	√		√
SS02	17,3	13,5	**3140**	1,7	SS 316L	√	√		√
SS03	14,3	13,5	**2140**	1,7	SS 316L	√	√		√
SS04	12,5	13,5	**1648**	1,7	SS 316L	√	√		√
SS05	12,5	13,5	**1643**	1,7	SS 316L	√	√		√

Visible layers

L01	LAND and BUILDINGS

croes
Bouwtechnisch Ingenieursbureau
Kerkenbos 1006 6546 BA Nijmegen 024-3721919 bureau@croes.nl www@croes.nl

16520.000	Project	Chane Terminal Liverpool Alexander House, Regent Road, Liverpool
260-0-001	Sheet	Overall layout CTLP Architectural Revision

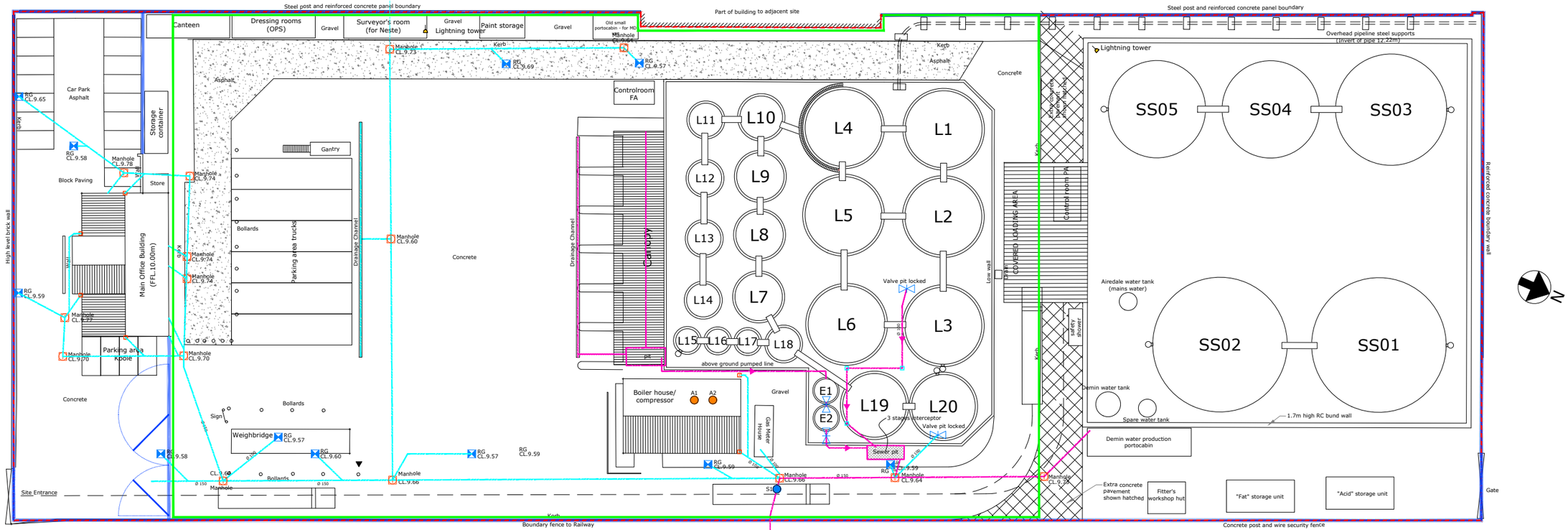
Version 9 03-02-2025 Definitive SF JT Scale 1:200

Rev.	Date	Description	Draftsman	Checked by
0		FIRST RELEASE		

Installation:
Department :
Location :
Subject :
Drawn by :
Date :
Scale NVT
Drawing number: Sheet:
Revision: 0

chane
CHANE TERMINAL LIVERPOOL
Alexander House, Regent Road, Bootle, Liverpool L20 1ES, UNITED KINGDOM
Size:
DIRECTORY NUMBER
OUD TEKENINGNUMMER:

APPENDIX B SITE LAYOUT SHOWING WASTE ACTIVITY BOUNDARY, DRAINAGE, AND EMISSION POINTS TO AIR AND SEWER



Chane Terminal Liverpool						27-3-2024		version 02	
Tank Number	Tank Diameter [M]	Tank Height Cil. [M]	Calibrated Capacity [M³]	Design Density [kg/liter]	Materials of Construction CS/LDX/SS/GFR	Insulated		Heating	
						Shell V/X	Roof V/X	Steam	Hotwater
L01	9,9	15,0	**1155**	1,0	Carbon steel	√	X	√	
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L06	9,9	15,0	**1151**	1,0	Carbon steel	√	X	√	
L07	6,1	11,5	**323**	1,0	Carbon steel	√	X	√	
L08	6,1	11,5	**310**	1,0	Carbon steel	√	X	√	
L09	6,1	11,5	**323**	1,0	Carbon steel	√	√	√	
L10	6,1	11,5	**312**	1,0	Carbon steel	√	X	√	
L11	4,3	11,5	**169**	1,0	Carbon steel	√	X	√	
L12	4,3	11,5	**156**	1,0	Carbon steel	√	X	√	
L13	4,3	11,5	**156**	1,0	Carbon steel	√	X	√	
L14	4,3	11,5	**158**	1,0	Carbon steel	√	√	√	
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L16	3,0	9,0	**63**	1,0	Carbon steel	√	√	√	
L17	3,0	9,0	**63**	1,0	Carbon steel	√	√	√	
L18	4,3	11,5	**159**	1,0	Carbon steel	√	√	√	
L19	8,2	11,0	**549**	1,0	Carbon steel	√	X	√	
L20	8,2	11,0	**561**	1,0	Carbon steel	√	X	√	
E1	3,0	9,0	**63**	1,0	Carbon steel	√	√	√	
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SS01	17,3	13,5	**3154**	1,7	SS 316L	√	√		√
SS02	17,3	13,5	**3140**	1,7	SS 316L	√	√		√
SS03	14,3	13,5	**2140**	1,7	SS 316L	√	√		√
SS04	12,5	13,5	**1648**	1,7	SS 316L	√	√		√
SS05	12,5	13,5	**1643**	1,7	SS 316L	√	√		√

LEGEND L01 LAND AND BUILDINGS

Stelcon plains
Clinker paving
Harbour
Asphalt

Fence with gates
Property boundary

LEGEND L02 FIREWATER

Fire hydrant

LEGEND L03 SAFETY EQUIPMENT

Escape route
Gathering place
Hand fire extinguisher
Fire hose reel
First aid

LEGEND L04 SOIL PROTECTION

LEGEND L05 SEWAGE SYSTEM

Valve manually operated
Valve spindle
Concrete pit
Manhole
Road gully
Sidewalk vortex
Rainwater pit
Dirty water pit
Oil/grease/sludge separator
Drainage pit
Pump pit
Central sewage pit
Monitoring tube
Emission Point to Air
Emission Point to Sewer
Waste Activity Boundary
Potentially contaminated rainwater
Potentially contaminated rainwater
Clean rainwater
Clean rainwater pressure pipe

LEGEND L06 FIBER OPTIC AND CABLE

CCTV-Camera

LEGEND L07 WATER AND SANITATION

LEGEND L08 NITROGEN

LEGEND L09 GAS

LEGEND L10 COMPRESSED AIR

LEGEND L11 INSTRUMENT AIR

LEGEND L12 SLOBS AND VACUUM

LEGEND L13 TANK HEATING

LEGEND L14 EARTHING AND LIGHTNING

LEGEND L15 ELECTRICAL

Light pole / tower / lighting

Visible layers

L01	LAND and BUILDINGS
L02	FIREWATER
L03	SAFETY EQUIPMENT
L04	SOIL PROTECTION
L05	SEWAGE SYSTEM
L06	FIBER OPTIC and CABLE
L07	WATER and SANITATION
L08	NITROGEN
L09	GAS
L10	COMPRESSED AIR
L11	INSTRUMENT AIR
L12	SLOBS and VACUUM
L13	TANK HEATING
L14	EARTHING and LIGHTNING
L15	ELECTRICAL

croes
Bouwtechnisch Ingenieursbureau
Kerkenbos 1006 6546 BA Nijmegen 024-3721919 bureau@croes.nl www@croes.nl

16520.000 Project: Chane Terminal Liverpool, Alexander House, Regent Road, Liverpool

260-0-001 Sheet: Overall layout CTLP, Architectural Revision

Version 10 | 14-04-2025 | Definitive | SF | JT | Scale 1:200

Rev.	Date	Description	Draftsman	Checked by
0		FIRST RELEASE		

Installation | Department :

Location :
Subject :

Drawn by :
Date :
Scale: NVT
Drawing number:
Sheet:
Revision: 0
Size:

chane DIRECTORY NUMBER

CHANE TERMINAL LIVERPOOL
Alexander House, Regent Road, Bootle, Liverpool L20 8JS, UNITED KINGDOM
GUD TERMINALNUMMER

APPENDIX C TRADE EFFLUENT CONSENT

Westway Holdings UK Limited

1 St .Pauls Square
Old Hall Street
Liverpool
Merseyside
L3 9SJ

Thirlmere House
Lingley Mere Business Park
Lingley Green Avenue
Great Sankey
Warrington WA5 3LP

Telephone 01925 234000
www.unitedutilities.com

RCTE: M Brown
Direct Line: 01925 674930

Date: 8 July 2013

FAO The Company Secretary

Dear Sir

TRADE EFFLUENT – WATER INDUSTRY ACT 1991 - Alexandra House Regent Road Bootle Liverpool L20 1ES

Further to your TRADE EFFLUENT NOTICE dated **01 May 2013**, I enclose your CONSENT TO THE DISCHARGE OF TRADE EFFLUENT.

This document is issued by virtue of Statutory Powers granted by the Water Industry Act 1991 and as such a "true copy" has now been placed on public record. The Consent to Discharge relates solely to the trade effluent described in your Trade Effluent Notice and you must notify United Utilities Water PLC of:

a) any proposed changes to the nature and composition of the effluent;

b) any proposed changes to the rate of discharge and/or daily volume;

c) any proposed change of name of your Company (or trading name);

d) permanent termination of the discharge

The conditions laid down in the Consent are the only conditions under which United Utilities Water PLC will undertake to receive your effluent into the foul sewer. Any failure to comply with such conditions is an offence under the Water Industry Act 1991.

In accordance with our Charges Scheme, an application fee of **£378** is now payable for this Consent. An invoice will be sent to you shortly.

In respect of clause 10a) of the Consent, I understand that representative samples of the trade effluent may be obtained from the last stage interceptor located next to the bunded tank area of the site marked 'x' on the drainage plan. You should note that officers designated in writing by United Utilities Water PLC shall have right of safe access at all reasonable hours without notice for the purpose of obtaining a sample of trade effluent.

The volume of trade effluent can be determined by deducting from the total water intake from all sources into the premises:

1) allowances for domestic use of 520 m³ per year (40 Employees x 50 litres per person x 260 days).

2) allowance for evaporation of 5%.

3) allowance for water used to dilute Phosphoric Acid (water usage separately metered).

The balance of water remaining will be regarded as trade effluent.

The domestic allowance will be used as the volume chargeable for measured sewage charges. You must inform us in writing of any changes, and any alteration to the estimated volume of domestic sewage will take effect (for billing purposes) from the date on which we are informed of such changes.

Yours faithfully

AP

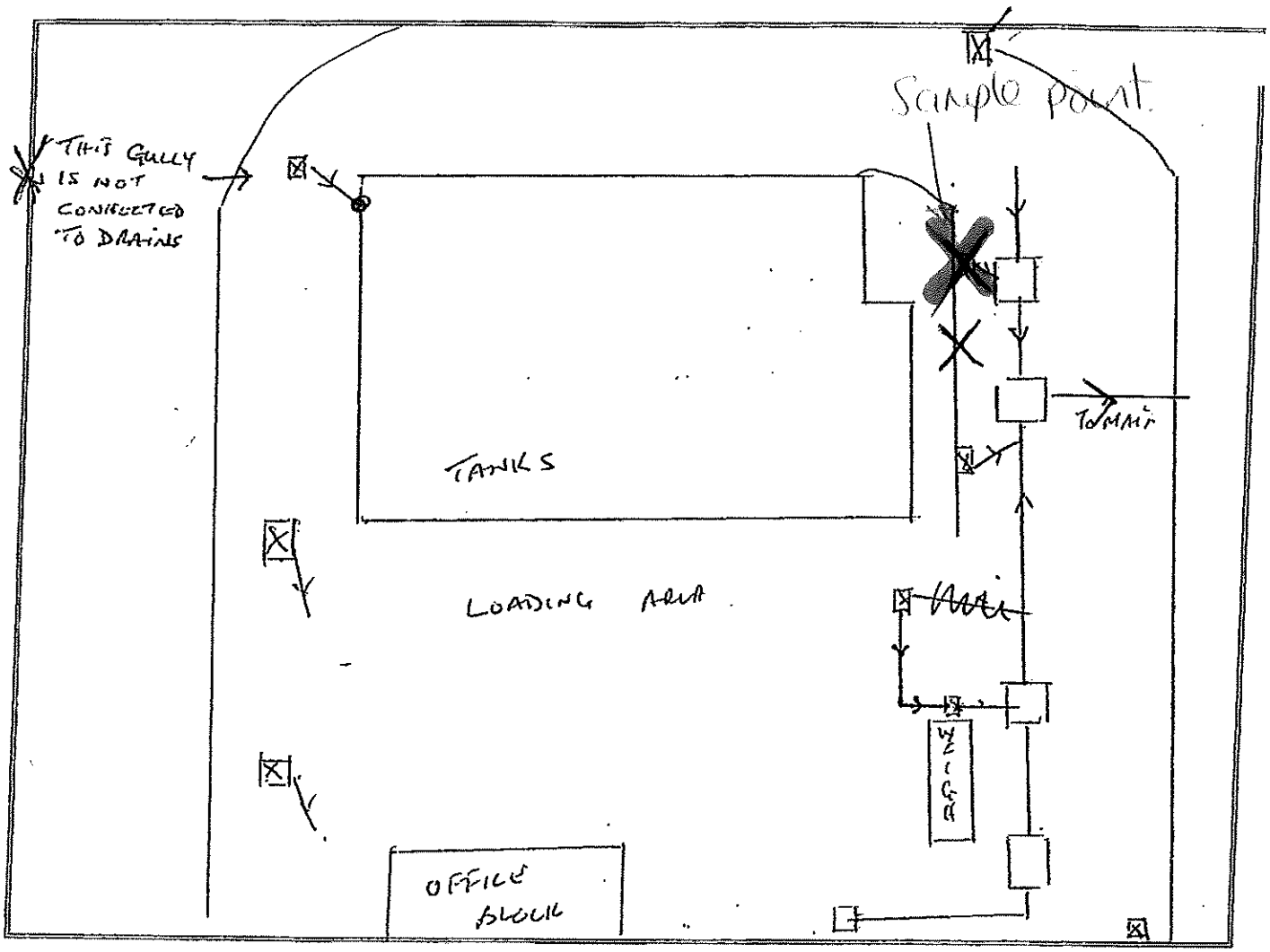
Wastewater Catchment Manager
Wastewater Services

United Utilities Water PLC
Registered in England & Wales No. 2366678
Registered Office: Haweswater House,
Lingley Mere Business Park, Lingley Green Avenue,
Great Sankey, Warrington, WA5 3LP

John Wall Drainage Service Ltd
Chapel Court
Page Lane
Widnes
Cheshire
WA8 0AB

Telephone :0151 495 1929
Mobile :07836 226763
Facsimile :0151 420 5805
Email :sales@johnwalldrainage.co.uk

DRAINAGE PLAN



		KEY CODE		COMMENTS
Name:	INTERNAL AREAS	☐	Manhole	
Address:		☒	Gully Pot	
			Drain	
		< or >	Direction	
		⊗	Obstruction	
Order:		X	Fracture	
Date:	JUNE 2010	( )	Pipe Size	
Operator:	SR Unit:			

Surveyed and completed:

Signed: _____ Print: _____

NB: This drawing is not to scale and is for reference purposes only.

WATER INDUSTRY ACT 1991

CONSENT TO THE DISCHARGE OF TRADE EFFLUENT

Whereas **Westway Holdings UK Limited**

(hereinafter called "the Trader") whose Head Office or Registered Office is at

1 St .Pauls Square Old Hall Street Liverpool Merseyside L3 9SJ

Is the **owner** of the trade premises at:

Alexandra House
Regent Road
Bootle
Liverpool
L20 1ES

and by the Trade Effluent Notice dated **01 May 2013**.

Have applied to UNITED UTILITIES WATER PLC (hereinafter called "the Company") for consent to discharge trade effluent from the said trade premises into the sewers.

Under the provisions of the above mentioned Act the discharge of trade effluent in accordance with the said Trade Effluent Notice would not be lawful without the consent of the Company.

NOW THEREFORE in exercise of the powers conferred upon them by the above Act the Company HEREBY CONSENT to the discharge of trade effluent by the Trader from the said premises into their sewers SUBJECT TO THE FOLLOWING CONDITIONS:

Nature of discharge

1a) Subject to the provisions of conditions 6,7,8 and 9 below the nature or composition of the trade effluent to be discharged under this Consent shall be solely as specified in the said Trade Effluent Notice and shall consist solely of waste water derived from **the wash down of the tank farm area and yard.**

1b) The trader shall give to the Company prior written notice of any change in the process or the process materials or any other circumstances likely to alter the constituents of the trade effluent as set out in condition 1(a). In such circumstances, no substance of which the Company has not had previous notice, may be discharged unless and until the Company has agreed to accept the substance at a limit imposed by the Company which shall then be deemed to be incorporated in this Consent by agreement and shall not prejudice the right of the Company to serve a Direction earlier than two years from the date of such incorporation.

The Trader shall also give not less than seven days written notice to the Company of any change in the name of the occupier or owner.

Sewer affected

2. The sewer into which the trade effluent may be discharged and the point of discharge is the foul sewer situate at **Regent Road**.

Connections

3. No connections shall be made to the said sewer without the prior approval of the Company and all such connections shall be constructed and maintained to the satisfaction of the Company at the expense of the Trader.

Maximum volume of discharge

4. The maximum amount of the trade effluent discharged in any one day of twenty four hours shall not exceed **30** m^3 without prior written consent of the Company.

Maximum rate of discharge

5. The highest rate at which the trade effluent may be discharged shall not exceed **2** litre/sec.

Matters to be eliminated prior to discharge to sewers

6. The following matters shall be eliminated from the trade effluent before it is discharged into the sewers of the Company:

a) petroleum spirit;

b) calcium carbide;

c) carbon disulphide;

d) except as provided in paragraph 7 hereof, the prescribed substances listed in Schedule 1 to The Trade Effluents (Prescribed Processes and Substances) Regulations 1989, as amended from time to time, insofar as they are in concentration greater than the background concentration (as defined in the said Regulations);

e) where the trade effluent derives from a prescribed process mentioned in Schedule 2 to the said Regulations, and except as provided in paragraph 7 hereof, asbestos (as defined in the said Regulations) and chloroform in concentration greater than the background concentration (as defined in the said Regulations);

f) organo-halogen compounds including pesticide residues and degreasing agents;

g) any substances which either alone or in combination with each other or with any other matter lawfully present in the said sewers would be likely to;

i) cause a nuisance or produce flammable, harmful or toxic vapours either in the sewers or at the sewage works of the Company;

ii) injure the sewers or interfere with the free flow of their contents or affect prejudicially the treatment and disposal of their contents or have injurious effects on the sewage treatment works to which it is conveyed or upon any treatment plant there;

iii) be dangerous to or cause injury to any person working in the sewers or at the sewage treatment works;

iv) affect prejudicially any watercourse, estuary or coastal water into which the treated effluent will eventually be discharged.

Matters to be limited prior to discharge to sewer

7. The trade effluent shall not contain

a) Ammonia and its compounds as N in excess of **250** mg/l

b) Anionic detergents in excess of **1,000** mg/l

c) Chemical oxygen demand (COD) load in excess of **100** Kg/d in any one period of 24 hours, such load being determined by multiplying the COD concentration of the supernatant liquor of a composite sample of the trade effluent (after 1 hour' s quiescent settlement at pH 7.0) taken during that 24 hour period and the volume of the trade effluent discharge during that 24 hour period.

d) Cyanides and cyanogen compounds which produce hydrogen cyanide on acidification in excess of **1** mg/l

e) Non-ionic Synthetic Detergent in excess of **1,000** mg/l

f) Separable grease and oil in excess of **250** mg/l

g) Sulphates as SO_4 in excess of **1,000** mg/l

h) Sulphides, hydrosulphides, polysulphides and substances producing hydrogen sulphide on acidification in excess of **1** mg/l

i) Toxic metals in excess of **10,000** ug/l either individually or in total ie Antimony, Beryllium, Chromium, Copper, Lead, Nickel, Selenium, Silver, Tin, Vanadium, Zinc;

Temperature

8. No trade effluent shall be discharged which has a temperature higher than 43.3°C (110°F).

pH value

9. No trade effluent shall be discharged having a pH of less than **6** or greater than **10**

Inspection Chamber

10. a) An inspection chamber or manhole shall be provided and maintained by the Trader in a suitable position in connection with each pipe through which the trade effluent is discharged and shall be so constructed and maintained as to enable a person readily to obtain at any time samples of the trade effluent so discharged, to the approval of the Company.

b) There shall be provided, operated and maintained in working order by the Trader a meter in such a position and of such specification as shall be approved by UUWPLC such as will measure and provide a continuous record of the quantity and rate of discharge of any trade effluent being discharged from the premises into the said sewer and following the written request of UUWPLC to have the accuracy of the meter independently tested by an agreed body, and such apparatus or other facilities in such position and of such specification as shall be approved by UUWPLC as will provide for a continuous flow proportional sample as will enable the nature and composition or constituents as set out in these conditions of any trade effluent being discharged from the premises into the said sewer to be ascertained.

c) If the measuring and recording apparatus as aforesaid ceases to function satisfactorily, then the Company shall have the right to make estimates of the volume and composition of the trade effluent until such time as the said apparatus is again operating to the satisfaction of the Company.

d) Records shall be kept by the Trader of the volume, rate of discharge, nature and composition of the trade effluent discharged to the sewer, together with any records required to be kept by the Trader under the provisions of any Notice of Determination issued by the Secretary of State under Sections 120 and 132 of the Water Industry Act 1991. Such records shall be kept available for inspection at all reasonable times by an authorised officer of the Company and copies shall be sent to the Company on demand.

e) The foregoing provision of this condition shall be deemed to be complied with if other methods of sampling the trade effluent, determining its nature and composition, and measuring and recording the discharge are agreed and confirmed in writing by the Company.

Payment

11. Payment shall be made to the Company on demand of charges in respect of the reception, conveyance, treatment and disposal of the trade effluent in accordance with the Company's Charges Scheme in force from time to time.

Dated **8 July 2013**

Issuing Office
Wastewater Services
Lingley Mere Business Park
Lingley Green Avenue
Great Sankey
Warrington
WA5 3LP

Signed

WASTEWATER CATCHMENT MANAGER
for and on behalf of United Utilities Water PLC

Your attention is drawn to Section 122 of the Water Industry Act 1991 which provides that any person aggrieved by any conditions attached to this Consent may appeal to the Director General of Water Services.

Delivered by

Return Address
United Utilities
Lingley Mere Business Park
Warrington
WA5 3LP

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APPENDIX D SITE CONDITION REPORT

APPENDIX E ODOUR MANAGEMENT PLAN

1. Introduction

Chane Terminal Liverpool (CTLP) is a third-party bulk liquid storage provider located in the Port of Liverpool. Products are stored in vertical bulk liquid storage tanks. Products are transported by trucks and/or ships. Products stored are not owned by CTLP but by their customers.
In this case the products stored are oils and fats, due to the characteristics of the product, like low vapour pressure the products have a low odour-concentration/ odour-load.
Some of the products stored at the site are classified as waste. Waste products are typically associated with odours. As part of the environmental permit for storage of waste products, an odour management plan is nevertheless required. This plan is to comply with the Environment Agency's H4 guidelines.

2. Odour Sources

Products are stored in bulk liquid storage tanks. Vapours will be emitted from these in case products are discharge into the storage tanks or potentially when product are discharged into trucks or ships (modalities). So, every tankvent is as well as transloading locations are typical emission points. The emissions are restricted to the amount of product that is transloaded. The transloaded product will displace the same amount of air from the receiving tank or modality. See also Figure 1 – Emission ; *Blue line indicates site boundary/ Red lines indicate storage and transloading locations (emission souces).*

Tank storage is a batch process, therefor emissions are not continuous. Emissions are only generated while transferring products. A typical truck has a capacity of 25 m^3, so in case of transloading trucks the same amount of vapour/ air will be emitted. The amount is emitted is at a rate which is like the pumping rate, which is for truck transloading around 60m^3/h. So, duration per truck is ~half an hour.
A typical ship has a capacity of 2000 m^3, so in case of transloading ships the same amount of vapour/ air will be emitted. The amount is emitted at a rate which is like the pumping rate, which is for ship transloading around 200m^3/h. So, duration for a ship is ~10 hours.

- It is estimated that eight trucks are transloaded per day, only during weekdays at daytime.
- It is estimated that one vessel is transloaded once every two weeks.

Figure 1 – Emission locations.

Product stored are vegetable and/or animal oils and fats. Oils and fats originated from food production and preparation processes but are not suitable anymore for consumption and are therefore classed as waste.
Due to the characteristics of the products, like type/origin and low vapour pressure, the products have a low odour-concentration/ odour-load.

3. Odour Risk Assessment

Due to the negligible emissions of odour-concentration/ odour-load no modelling has been performed.

- Products have a Low/ Negligible odour concentration.
- Emission is estimated a max 200m^3/h.

Nearest residential house (which is in line with prevailing wind – see also Figure 3 - Prevailing winds (IEM :: Site Wind Roses (iastate.edu)) is at around 300 meters, see also Figure 2 - Nearest Reception

Figure 2 - Nearest Reception point.

Blue line indicates site boundary, red lines indicate storage and transloading locations (emission sources), Yellow circle is nearest house.

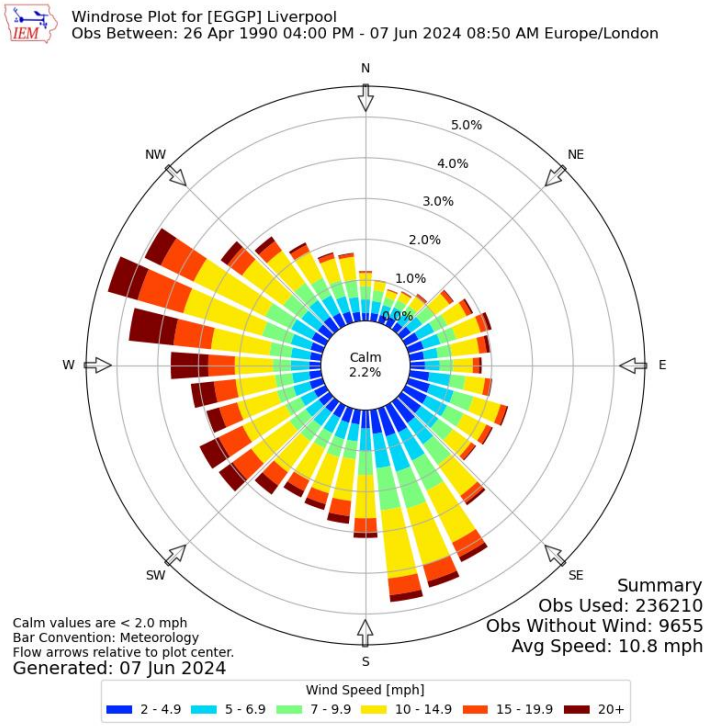

Figure 3 - Prevailing winds (IEM :: Site Wind Roses (iastate.edu))

4. Odour Control Measures

Products are stored in enclosed tanks with vent on top. Emissions when during storage are nihil. Emissions of vapours/ air during transloading are negligible. No treatment technologies are applied or deemed to be required.
In case nuisance is reported to the terminal the terminal has the possibility to reduce the transloading speed, which allows the emitted vapours/ are to blend more, which will reduce the nuisance. In worst case it can be decided to put load on hold and wait for favourable weather conditions (e.g. wind not from north-west, west, south-west)

5. Monitoring and Maintenance

Due to negligible expected odour-concentrations/ odour-loads, no formal monitoring plan is in place. Staff is instructed to act/ report internally when the notice higher/ unexpected odour levels. Terminal has also the right to decline transloading if odours of product deliveries are off (to high). Procedure for non-conforming products is in place.

6. Community Engagement

Due to negligible expected odour-concentrations/ odour-loads no communication is sent to the local community on this specific activity. Also considering that that CTLP is in an industrial area, and it is well known that industrial activities take place in the Port of Liverpool.
Initial complaints will be typically addressed to the Port of Liverpool, who will later assign/ allocate these to CTLP. Complaints are to be reported to the terminal manager. Terminal manager will assess the complaint and take necessary actions. Terminal Manager will also take care of providing feedback. Initial feedback will be provided as soon as possible and not later than 24 hours.

7. Contingency Measures

In case complaints are received the following the process a described in the flow scheme will be followed, see Figure 4 - complaints and contingency management
The effectiveness and of the odour management plan will be evaluated annually. Frequency or more often when required.

8. Documentation and Reporting

All complaints, whether valid or not, will be recorded in the incident recording system (Isometrix)

Reporting requirements to the Environment Agency and other relevant authorities are pending on requirements in the environmental permit.

Appendix - complaints and contingency management flow scheme

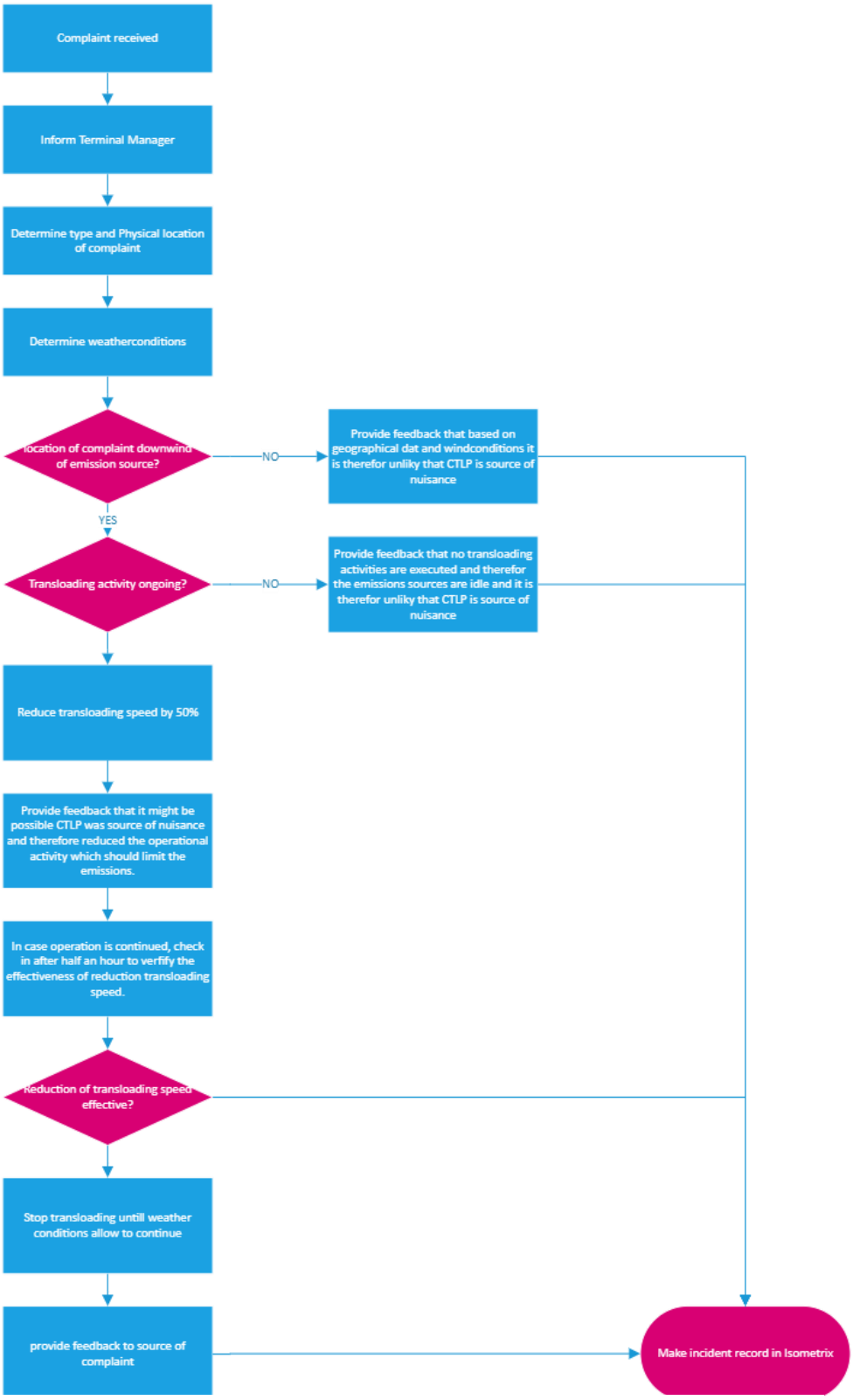

Figure 4 - complaints and contingency management

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