NON-TECHNICAL SUMMARY

1.0 Introduction

New Earth Solutions (West) Ltd is applying to the Environment Agency (EA) for a waste permit to allow the delivery, storage and export of material known as Air Pollution Control residues (APCr) under EWC codes 19 01 07, 19 01 13, 19 01 15.

The New Earth Solutions (West) Ltd operation will occupy units 12 &14 of a Large site operated by the Victoria Group at the Port of Boston.

It is proposed to accept up to 100,000 tonnes of air pollution control residues (APCR). The wastes will be accepted and handled in an existing unit inside a building (Shed 14), which is located near to the dockside.

2.0 Planning

The Port of Boston has Permitted Development Rights which will allow use of Units 12 & 14 for the storage of bagged APCr pending export and the installation of a bagging plant. An application for planning will be submitted to Boston Borough Council for the process of bagging. It is anticipated that the operation will begin with sealed bags being delivered, stored and loaded. The bagging process is likely to be installed in the future once all required permissions are granted.

3.0 Existing Operations

The Port of Boston is currently a fully operational port importing and exporting a range of materials including; timber, steel and Solid Recovered Fuel. The additional APCr material will not pose any significant difficulties to the experienced and skilled operatives on site.

4.0 Proposed Changes

It is proposed to accept, store and export APCr generated at Energy from Waste recovery plants and cement manufacturing plants where wastes are used as a fuel.

It is initially proposed to accept and process approximately 30,000 tonnes of air pollution control residue in Unit 12 & 14 which will be delivered in 1-2t bags. These will be delivered, unloaded and stored inside the unit. When ready for export, they will be loaded on to a trailer and moved round to the dockside for loading into the vessel. Although the initial operation is likely to be for up to 30,000t/annum, it is anticipated to increase following the installation of a bagging plant to a maximum of 100,000t/annum.

The APCr, which comprises the solid material arising from the treatment of flue gases, is classified as a hazardous material due to the high ph.

The preferred management option is recovery and currently there are two technically proven and authorised recovery outlets. The first is a facility in Norway where the APCr, which is highly alkaline, is used to neutralise acidic industrial wastes and the neutralised materials then used to restore a quarry. The second is use as backfill in the restoration of worked out underground salt mines.

The most efficient method of transport to the Norway facility is in bulk by ship. This requires the pre-treatment (conditioning) of the APCr to facilitate its handling and storage until there is enough for a ship load. This method of transport is not suitable for the backfilling of the mines, which requires road transport from the port to the mines. In this scenario, the preferred mode is bagging the APCr and then transporting it either in individual road containers, or in bulk.

The APCr will be delivered to the Port of Boston facility in road silos tankers. This material will then be pumped into a silo for storage. The silo will feed the bagging plant with filled bags being stored inside the unit pending export.

In the unlikely event that the Norway outlet becomes unavailable, all of the APCr will be bagged, stored and then transported in bulk by ship to one of three back up sites located in Germany. The material will be subject to TFS Notification.

The proposal requires the construction of a silo, bagging plant and potentially a partition wall through the middle of Unit 14.

5.0 Waste Management Policies

The proposed changes are consistent with European Union, national and regional waste management policies and plans, the objective of which is to maximise the recovery/recycling of waste.

6.0 Raw & Auxiliary Materials and Energy Use

Raw materials and energy that are and will be used include:-

- Diesel for on-site equipment
- Hydraulic oil and engine oil for use in on-site equipment
- Electricity
- Water

7.0 Sources of Emissions

The actual and potential point and fugitive emissions are:

- Noise from plant and equipment used to process the wastes, including delivery/collection vehicles, conveyors and bagging unit.
- Rainwater run-off from the building roofs.
- Minimal fugitive dust and odours from bagging.
- Vehicle exhaust gases from the delivery and collection vehicles and mobile plant.

8.0 Site Location

Unit 12 & 14 are located around 50m from the North Quay of the port. Surrounded by concrete/tarmac roads, the units are on solid, made ground consisting of concrete.

9.0 Environmental Monitoring

Environmental monitoring will be carried out in accordance with the licence conditions. The monitoring will be for dust.

Dust will be monitored 4 times a year during the 1st year of the permit, and providing results are satisfactory, will reduce to once per year thereafter. Should results not be satisfactory, the process will be reviewed to ensure compliance and testing will continue at 4 times per year until satisfactory.