

Administration,  
Licensing Unit, Office of Climate Change,  
Licensing & Resources Use,  
Environmental Protection Agency Headquarters,  
PO Box 3000, Johnstown Castle Estate,  
County Wexford  
ATT: Ms Orla Harrington

23<sup>rd</sup> February 2010

**WASTE LICENCE APPLICATION (W0267-01)  
HI-VOLT IRELAND LIMITED**

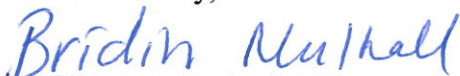
Dear Ms Harrington,

I am acting under the instruction of my client Hi-Volt Ireland Limited (Hi-Volt). In response to your letter (dated 18<sup>th</sup> Jan 2010), please see the following response.

- Initially, all waste oil accepted to the facility will have undergone pre-acceptance testing for parameters such as water flash-point, water content, solvents, other fuels, VOCs and PCBs. The testing will depend on storage compatibility and proposed destination of the oil after it leaves the facility. It is proposed that once the operation is up and running, an in-house testing mechanism will be purchased to test for these parameters. Suitable training will be undertaken for the operation of this testing mechanism. In the case that oil arrives at the facility without testing, an oil test will be sent off-site immediately and the oil batch will be held separately until the test results are available and considered compatible. Please see the revised waste handling procedures attached – Attachment H3;
- The drummed flammable liquids and gases waste stream has is no longer considered a viable waste stream for the facility and therefore has been taken off the list requested in the application. Please see revised Table H.1 separating out the EWC codes, attached;
- In accordance with the requirements with regard to the handling of hazardous wastes, please see the revised Section L.2, attached;
- The off-site recovery, reuse or recycling of the material stored at the facility will be determined once the waste licence application has been successful. Initially, customers in the UK were established, however due to the economic decline experienced worldwide since the date of the application submission, things have changed. New contracts will be drawn up and the conditions of the receiving waste oil (depending on the receiving processes) will be contracted and documented at the facility, during transportation and once it reaches the next destination in accordance with the Waste Management Acts 1996 to 2008, best practice procedures (including BAT) and the Transfrontier shipment approval procedures, if required;
- As previous, the drummed flammable liquids and gases waste stream is no longer required and therefore updated drawings are not necessary for this submission; and
- Please see the attached revised non-technical summary.

Please contact the undersigned, if you require clarification on the above information.

Yours sincerely,



Bridin Mulhall MSc. AIEMA  
[2B Milltown Drive, Churchtown, Dublin 14]

cc: Mr. Richard Gleeson, Hi-Volt Ireland Limited

ATTACHED: Revised non-tech summary; Revised Attachment H.1; Revised Attachment H.3;  
and Revised Attachment L.2.

## **A.1 APPLICANT DETAILS**

A Waste Licence Application (WLA) has been prepared to comply with the Waste Management (Licensing) Regulations 2004 (SI No. 395 of 2004). As required by Article 12 (1) (u) of the Waste Management (Licensing) Regulations, No. 395 of 2004, a Non-Technical Summary is provided below, which contains information on the matters specified in Paragraphs (a) to (t) of Sub-Article 12(1).

### **A.1.a Name and Address of Applicant**

**This section relates to Article 12(1)(a)**

The applicant is:  
Hi-Volt Ireland Limited  
Ballyduff,  
Thurles,  
Co. Tipperary  
(0504) 45510

### **A.1.b Name of Planning Authority**

**This section relates to Article 12(1)(b):**

North Tipperary County Council,  
Planning Section,  
Civic Offices, Limerick Road,  
Nenagh, Co. Tipperary

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### **A.1.c Name of Sanitary Authority**

**This section relates to Article 12(1)(c)**

There are no direct discharges to the sewerage system.

### **A.1.d Location and Address of the Facility**

**This section relates to Article 12(1)(d)**

The address of the facility is: Hi-Volt Ireland Limited, Ballyduff, Thurles, Co. Tipperary in the townlands of Shanballyduff and Piercetown, Thurles, Co. Tipperary (National Grid Reference E618917, N661237). (Figure A.1).

### **A.1.e Nature of the Facility**

**This section relates to Article 12(1)(e)**



The nature of the development is to accept waste batteries, waste oil, waste oil filters, waste tyres, contaminated soil and other garage waste onto the Facility for storage pending removal for recovery off-site. The total quantity of the proposed waste recovery is 21,000 tonnes per annum.

#### **A.1.f Classes of Activity**

**This section relates to Article 12(1)(f)**

In accordance with the Fourth Schedules of the Waste Management Acts, 1996 to 2008 the following classes of activity will be carried out on the site, as listed in the newspaper and site notices:

#### **Fourth Schedule (Waste Recovery Activities)**

Other activities to be carried out at the site, as specified in the Fourth Schedule to the Waste Management Acts, 1996 to 2007 are as follows:-

“2. Recycling or reclamation of organic substances which are not used as solvents (including composting and other biological processes).”

“3. Recycling or reclamation of metals and metal compounds.”

“4. Recycling or reclamation of other inorganic materials.”

“13. Storage of waste intended for submission to any activity referred to in a preceding paragraph of this Schedule, other than temporary storage, pending collection, on the premises where such waste is produced.”

#### **A.1.g Quantity and Nature of Wastes to be treated, recovered or disposed**

**This section relates to Article 12(1)(g)**

The following waste is proposed to be recovered at the facility (per annum):

- Waste batteries (5,000 tonnes/annum) for storage at the facility and export for recover. These batteries will be stored in the appropriate sealed containers on entry to the facility, stored in said containers at the facility and exported off-site in these containers;
- 2,000 tonnes of waste oil per annum. This oil will be stored in bunded oil tanks (four in total, each 25 m<sup>3</sup> in size), bulked up and exported in ISO container tanks (IMO 0) holding up to 24,000 litres;
- 500 tonnes oil filters per year. These filters will be shredded and emptied of all oil, before being exported off-site for recovery;
- 500 tonnes of contaminated soil (i.e. oil contaminated) and groundwater remediation wastes;

- 1,000 tonnes of general garage waste including rags, clutch plates and brake drums/disks pads, waste garage fluids will be accepted and stored at the facility and removed for recovery off-site; and
- 12,000 tonnes waste tyres, waste metals and non-hazardous oils.

#### **A.1.h Raw and Ancillary Materials, Substances, Preparations, Fuels and Energy**

##### **This section relates to Article 12(1)(h)**

The Facility will use diesel fuel, lubrication oil, electricity and water during the day to day operation.

**Diesel:** The annual fuel consumption at the Facility is understood to be ca. 60,000 litres. This fuel is used for on-Site plant as well as Facility trucks. Two bunded tanks (3,000 litres and 1,300 litres) are used to store the fuel on-Site.

**Electricity:** Electricity consumption at the Facility is understood to be in the order of <€1000/annum. Based on standing charges of €20.50/two months and €0.1640/kWh, approximately 5,500kWh of electricity are required by the Facility/annum.

**Water:** Water supply for the Facility is provided from two boreholes on-Site. GW-01 is located adjacent to the office in the south-central area of the Site and GW-02 is situated in the north-eastern corner of the Site. GW-02 supplies water for the northern end of the Site (i.e. cleaning). There is no mains water supply to the Facility.

**Product:** Waste accepted at the plant will be consist of waste types as stated in Attachment H.1, batteries, waste oil, oil filters, garage waste, tyres and contaminated soils. These components will be separated out and sent to an appropriate Facility off-Site for re-use, recovery or disposal with an emphasis being placed on re-use or recovery.

#### **A.1.i Plant; Methods; Process; Abatement, Recovery and Treatment Systems; and Operating Procedures**

##### **This section relates to Article 12(1)(i)**

###### **Plant**

Equipment at the facility will comprise two forklifts, a shredder and baler.

###### **Methods, Processes & Recovery**

All wastes will be accepted via the existing Site entrance. Upon arrival, all delivery vehicles shall be directed to the Facility check-in office and weighbridge where the arrival of each load will be recorded. All documentation accompanying the waste and the waste carrier will be inspected, and the nature of the waste will be confirmed by the Weighbridge Operator/Check in Person. A waste



transfer note containing the details of the load delivery time, date, tonnage, and carrier's details will be produced at the weighbridge.

#### **Abatement and Treatment Systems**

Any surface water run-off originating from the bunded waste quarantine area, bunded fuel storage areas and concrete hardstand will be directed via silt settling tank followed by a Class 1 Full retention oil/water separator to a soakaway area.

Operating Procedures will include:

- waste handling and processing;
- waste acceptance, segregation and removal of unsuitable wastes; and
- removal of unsuitable wastes at the Facility.

#### **A.1.j Information relating to Section 40(4) of the Waste Management Acts 1996 to 2008**

**This section relates to Article 12(1)(j)**

The information contained within the Waste Licence Application form and its attachments demonstrates that the proposed facility meets the above requirements of the Act.

#### **A.1.k Source, Location, Nature, Composition, Quantity, Level and Rate of Emissions from the waste management activities and period or periods during which emission will be made**

**This section relates to Article 12(1)(k)**

##### **Air**

Waste handling has a direct effect to the pollution/nuisance potential of a facility. Potential particulate emissions could occur from the waste separation procedures in Area D and C (Figure A.2). The sorting of general garage (wastes rags, oil filters, clutch plates, brake drums/disks pads and metals) in Areas C and D could arise in dust and fumes from the oil content. These buildings will be fitted with appropriate ventilation and occupational mitigation, dust masks will be worn inside the buildings. No point source emissions are envisaged.

##### **Noise**

Currently, the main plant associated with the facility are two forklifts, one operating in one of the storage buildings and the other moving around the yard and in buildings. Both forklifts are equipped with reversing alarms for safety reasons. However, these are adjusted so as avoid elevated tonal noises being generated while being loud enough to warn people in close proximity. The potential noise impacts as a result of the expansion of waste streams to be accepted at the Facility, is the use of a shredder and baler for the garage waste (oil filters and waste rags). Both these will be operated indoors and noise abatement can be implemented within these buildings.

### **Sewers**

There will be no emissions to sewer.

### **Surface Water**

Surface water run-off at the Facility is collected within two constructed surface drains which run in a north south direction within the eastern portion of the Facility (drain A and Drain B). Both drains run in a north-south direction and are designed to accept the surface water run-off from the yard area. The first drain (Drain A) collects surface water from the northern portion of the yard area. The second drain (Drain B) runs across the entrance gateway of the facility and collects surface water run-off from the southern portion of the yard area. Drain A diverts the surface water collected to an oil/water interceptor installed within the landscaped area adjacent to the Facility entrance. Once the water has passed through the interceptor it is discharged to a soak away. A third surface drain has been proposed to facilitate the proposed new hardstanding located on the western part of the site (Drain C). It is proposed that the Drain C will drain into the oil/water separator. Refer to Figure WLA-04 for details.

### **Groundwater**

It is envisaged that there will be no discernible discharge of List I substances and no cumulative concentration of non-List I contaminants in the groundwater at the Site beyond their respective Drinking Water Standards. Indirect groundwater emissions will be by means of soak away holes.

#### **A.1.1 Assessment of Effects of any existing and proposed emissions on the environment including any environmental medium other than that into which the emissions are to be made and proposed measures to prevent or eliminated or where that is not practicable to limit or abate such emissions**

This section relates to Article 12(1)(l)

### **Air**

The Facility will be operated to Best Practice and a cleaning and maintenance schedule will form part of the site operations to reduce dust emissions.

### **Noise**

The potential noise impacts as a result of the expansion of waste streams to be accepted at the Facility, is the use of a shredder and baler for the garage waste (oil filters and waste rags). Both these will be operated indoors and noise abatement can be implemented within the building.

### **Surface Water**

It is not envisaged that the discharged water will contain elevated levels of contaminants which would have a harmful or significant effect on receiving waters.

### **Groundwater**



Surface water run-off from the hardstanding areas of the Facility will be directed via a silt settling tank to a Class 1 full retention oil/water separator before discharging into a soak away. It is not envisaged that the discharge will contain elevated levels of contaminants which would have a harmful or significant effect on receiving waters.

#### **A.1.m Monitoring and Sampling Points and Monitoring Plan for Emissions and the Environment**

**This section relates to Article 12(1)(m)**

Potential emissions from the Site will include noise and groundwater emissions as shown on Figure A2.

It is proposed that monitoring be carried out in accordance with the conditions of the Waste Licence. Qualified persons will carry out all environmental monitoring and any laboratory analysis that is required will be carried out at an approved laboratory.

#### **A.1.n Arrangements for the Prevention, Minimisation and Recovery of Waste arising from the waste management activities concerned**

**This section relates to Article 12(1)(n)**

Waste accepted may contain residual amounts of unwanted wastes, these will be segregated out and placed in skips for storage. It is the intention of the Applicant to send these to an off-site facility where they can be disposed of, recovered or recycled for further use where possible.

#### **A.1.o Arrangements for off-site Treatment or Disposal of solid or liquid wastes**

**This section relates to Article 12(1)(o)**

The Applicant will appoint all relevant contractors on granting of Planning Permission and a Waste Licence. This will include appropriately licensed contractors for the collection of segregated material for off-site recovery or disposal, and waste from canteen and office buildings. All contractors collecting wastes will be approved by North Tipperary County Council under a relevant waste collection permit.

#### **A.1.p Existing or Proposed Measures, including Emergency procedures to prevent unauthorised or unexpected emissions and minimise the impact on the environment of any such emissions**

**This section relates to Article 12(1)(p)**

Unauthorised/unexpected emissions may involve: dust discharge into air, polluted run-off into surface water and groundwater and emissions from plant. On-site personnel will deal with emergencies that may arise during normal operating hours. A phone number will be established if emergencies arise outside normal operating hours. Measures that will be adopted at the Facility to prevent unexpected emissions will include bunding of waste and fuel storage areas to prevent spillage of liquid into soils and subsequently into groundwater. Spillage kits will be placed around the facility to deal with accidental spillages that may arise from operating plant during the processing of material at the Facility. All staff will be trained on how to use the spillage kits. If an emission or spillage occurs at the Facility the relevant authorities will be notified if needed depending on the seriousness of the emission or spillage.

#### **A.1.q Proposed measures for the closure, restoration remediation or aftercare of the facility after the cessation of the waste management activities**

**This section relates to Article 12(1)(q)**

The lifetime of the proposed facility cannot be defined as it will depend on market forces. However in the event of cessation of the activity the following decommissioning plan is proposed:

- A review of the types of activities to be carried out at the proposed Facility, including waste handling and recovery operations;
- Identification of potential hazards, including an evaluation of the waste products; and
- Identification of all items of plant and other materials, including buildings that may be decommissioned, rendered safe or removed from the Facility for disposal or recovery in the event of closure of the Facility.

#### **A.1.r Financial Provisions**

**This section relates to Article 12(1)(r)**

The licensee will comply with any of the requirements of the Agency requested under Section 53 of the Waste Management Act 1996. The requirements of Section 53A of the Waste Management Act 1996 (as inserted by Section 43 of the Protection of the Environment Act, 2003), refer to the operation of a Landfill and are therefore not applicable to this application.

#### **A.1.s Applicability of Seveso II directive to the proposed waste management activities**

**This section relates to Article 12(1)(s)**

This section is not applicable to this particular Application, as the proposed activities are not for the purposes of an establishment to which the European Communities (Control of Major Accident Hazards Involving Dangerous Substances) Regulations, 2000 (S.I. No. 476 of 2000) apply. Also, there are no Seveso sites located near the Application Site.



#### **A.1.t Control of Discharge of List I and List II substances to Groundwater**

**This section relates to Article 12(1)(t)**

It is envisaged that there will be no discernible discharge of List I and List II substances and no cumulative concentration of non-List I contaminants in the groundwater at the Site beyond their respective Drinking Water Standards.

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## H.1 WASTE TYPES AND QUANTITIES – EXISTING & PROPOSED

The types of waste proposed for acceptance are shown in Table H.1(i), below.

Hi-Volt Ireland Limited have been importing Acid-Lead batteries to the facility at Ballyduff, Thurles, Co. Tipperary under Waste Permit WP/TN/53 for the past 3 years. Hi-Volt propose to expand their facility to accept waste oils, garage waste (including soil contaminated with oil) garage waste for storage at the facility and export off-site for recovery.

The following waste is proposed to be accepted at the facility:

- Waste batteries (5,000 tonnes/annum) for storage at the facility and export for recover off-site. These batteries will be placed in appropriate sealed containers on entry to the facility, stored in the said containers at the facility and exported off-site in these containers;
- 2,000 tonnes of waste oil per annum. This oil will be stored in bunded oil tanks (four in total, each 25 m<sup>3</sup> in size), bulked up and exported in ISO container tanks (IMO 0) holding up to 24,000 litres;
- 500 tonnes oil filters per year. These filters will be shredded and emptied of all oil, before being exported off-site for recovery;
- 500 tonnes of contaminated soil (i.e. oil contaminated) and groundwater remediation wastes;
- 1,000 tonnes of general garage waste including rags, clutch plates and brake drums/disks pads, waste garage fluids will be accepted and stored at the facility and removed for recovery off-site; and
- 12,000 tonnes waste tyres, waste metals and non-hazardous oils.

Incoming material to the Hi-Volt Facility will be limited to the wastes listed in Table H.1(i). Prior to acceptance of waste from a specific source, basic characterisation of the waste will be carried out at the source of the waste. Waste oils will be checked for water content and flashpoint (either at the point of collection or on entry to the Facility). Waste that does not fit the criteria will be refused entry. Contaminated soil (i.e. with oil) will be tested before arrival at the Facility in accordance with the WAC (EC Waste Acceptance Criteria). All other waste streams are identified on entry to the Facility.



**TABLE H.1(i): WASTE - Hazardous Waste Recovery/Disposal**

Waste material	EWC Code	Main source <sup>1</sup>	Quantity		On-site Recovery/Disposal (Method & Location)	Off-site Recovery, reuse or recycling (Method, Location & Undertaker)	Off-site Disposal (Method, Location & Undertaker)
			Tonnes / month	m <sup>3</sup> / month			
<b>Batteries</b>	16 06 01* / 16 06 02* / 16 06 03* / 16 06 06*	Garages & others bulking	420	Not Applicable	Storage	Contracts to be put in place.	Not Applicable.
	05 01 05* / 12 01 06* / 12 01 07* / 12 01 08* / 12 01 09* / 12 01 10* / 13 01 01* / 13 01 04* / 13 01 05* / 13 01 09* / 13 01 10* / 13 01 11* / 13 01 12* / 13 01 13* / 13 02 04* / 13 02 05* / 13 02 06* / 13 02 07* / 13 02 08* / 13 03 01* / 13 03 06* / 13 03 07* / 13 03 08* / 13 03 09* / 13 03 10* / 13 04 01* / 13 04 02* / 13 04 03* / 13 05 01* / 13 05 02* / 13 05 03* / 13 05 06* / 13 05 07* / 13 05 08* / 13 07 01* / 13 07 02* / 13 07 03* / 13 08 01* / 13 08 02* / 13 08 99* / 14 06 02* / 14 06 03* / 16 07 08* / 19 08 10*	Garages & others for bulking	165	Not Applicable	Storage	Contracts to be put in place.	Not Applicable.

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Waste material	EWC Code	Main source <sup>1</sup>	Quantity		On-site Recovery/Disposal <sup>1</sup> (Method & Location)	Off-site Recovery, reuse or recycling (Method, Location & Undertaker)	Off-site Disposal (Method, Location & Undertaker)
			Tonnes / month	m <sup>3</sup> / month			
<b>Waste Rags (oily)</b>	15 01 10 / 15 02 02* / 15 02 03 /	Garages & others bulking	25	Not Applicable	Sorting and Storage (baling in the case of oily rags)	Contracts to be put in place.	Not Applicable
<b>Oil Filters</b>	16 01 07*	Garages & others for bulking	40	Not Applicable	Sorting and Storage	Contracts to be put in place.	Not Applicable
<b>Garage Waste &amp; degreasing waste</b>	16 01 11* / 11 01 13* / 11 01 14 / 16 03 05* / 05 01 03* / 05 01 17 /	Garages & others for bulking	40	Not Applicable	Sorting and Storage	Contracts to be put in place.	Not Applicable
<b>Garage Fluids</b>	16 01 13* / 16 01 14* / 16 01 15 /	Garages, bulking	20	Not Applicable	Sorting and Storage	Contracts to be put in place.	Not Applicable
<b>Contaminated Soils and groundwater remediation wastes</b>	17 05 03* / 17 05 05* / 17 05 07* / 19 13 01* / 19 13 03* / 19 13 05* / 19 13 07* / 19 13 01* / 19 13 03* / 19 13 05* / 19 13 07*	Spill sites	40	Not Applicable	Sorting and Storage	Contracts to be put in place.	Not Applicable

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**TABLE H.1(ii): WASTE - Other Waste Recovery/Disposal**

Waste material	EWC Code	Main source <sup>1</sup>	Quantity		On-site Recovery/Disposal (Method & Location )	Off-site Recovery, reuse or recycling (Method, Location & Undertaker)	Off-site Disposal (Method, Location & Undertaker)
			Tonnes / month	m <sup>3</sup> / month			
<b>Waste Tyres</b>	16 01 03	Various	850	Not Applicable	Storage	Contracts to be put in place.	Not Applicable
<b>Waste Metals</b>	16 01 17 / 16 01 18 / 16 01 22 / 16 01 99 / 17 04 01 / 17 04 02 / 17 04 03 / 17 04 04 / 17 04 05 / 17 04 06 17 04 07 / 17 03 01* / 17 03 02	Garages and C&D wastes	100	Not Applicable	Storage	Contracts to be put in place.	Not Applicable
<b>Waste Oil (Non-Haz)</b>	19 08 09	Industrial for bulking	50	Not Applicable	Storage	Contracts to be put in place.	Not Applicable

1 A reference should be made to the main activity / process for each waste.

2 The method of disposal or recovery should be clearly described and referenced to Attachment H.1.

## H.3 WASTE HANDLING

### H.3.a Waste Reception

All wastes will arrive via the Site entrance. Upon arrival, all delivery vehicles will be directed to the Facility check-in office where the arrival of each load will be recorded. All documentation accompanying the waste and the waste carrier will be inspected, and the nature of the waste will be confirmed by the Check in Person. The details of the load delivery time, date, tonnage, and carrier's details will be taken and recorded.

An inspection of the haulier's consignment documents will be made by the Check in Person. If paper work is incomplete the Check in Person will not accept the load until further information is provided. When the Check in Person is satisfied with the paper work and the origin of the wastes he/she will inform the driver of relevant Site Safety information and direct the driver to the discharge area.

#### Reception and Registration Procedure:

- Date and time of arrival;
- Waste Collection Permit Number of carrier;
- Nature and type of waste (EWC code);
- Quantity (weight if possible).
- Consignment note is verified; and
- Waste handler is verified (holds valid Waste Collection Permit), in accordance with article 34 of the Waste Management Acts (1996-2003) and the Waste Permit Regulations.

If any of the above is not verified, the vehicle will be refused. Waste material found to be unacceptable after entry at the Facility will be moved to the quarantine area and removal from site arranged.

All components of the wastes on-site will be removed from site on a regular basis by approved, permitted waste carriers and/or recovery companies.

### H.3.b Waste Handling Procedures

#### **Waste Batteries:**

Waste batteries will be placed in the appropriate sealed containers following acceptance on entry to the facility, stored in said containers at the facility and exported off-site in these containers.

#### **Waste Oil:**

Waste oil will be stored in banded oil tanks (four in total, each 25 m<sup>3</sup> in size), bulked up and exported in ISO container tanks (IMO 0) holding up to 24,000 litres.



Oil deliveries will be sampled by checking water content and flashpoint, and a representative sample withdrawn from the incoming load to be held until the oil in its bulked up form is accepted by the oil reclaiming. However a pre-acceptance procedure will be put in place until on-site testing equipment has been commissioned, please see table 1 below, outlining this procedure.

Waste Oil arriving in barrels will be forklifted off the incoming vehicle (80 barrels = maximum truck load), samples taken and stacked in the barrel holding area which has approximately 300 barrel (2 high) capacity, adequate operational access space and is bunded sufficiently to contain any spillage or barrel failure. The bulk oil tanks and drum storage area will be covered with a canopy to shed rainwater. These will be horizontal cylindrical in format and have access manholes at either end for de-sludging (and through ventilation during personnel access). They will be each 25,000 litre capacity, and be equipped with pipework connections for loading and unloading. They will be bunded to 110% volume specification.

Drums fit for emptying will be brought by forklift to the pump out station specifically provided with barrel pumps and other devices for drum emptying. The large drums will be returned to service with the waste oil provider. The pumps and all electrics around the drum and tank areas will be to the appropriate zoning regulations for electrical supplies and lighting. The apron in front of the tanks and drum area will be a designated area on the site laid to falls and draining to an underground tank for the reception of potentially oily water. The area is for tanker drivers to lay down their flexible pipelines when servicing tanks etc. and to provide a walkway in front of the tank/drum areas.

#### **Waste Oil Filters:**

Oil filters will be delivered to site in 45 gal (205 litre) drums or other suitable containers that may be lifted and discharged by a rotary head attachment to the forklift or similar device. They will be discharged into a hopper feeding a conveyor to a shredder mounted over a reception tank for the released oil. The shredded remains will be conveyed to a metal baler and the filters baled for economic transport off site. The drained oil will be pumped to the bulk tanks on a batch basis using IBC 1 tonne (non-spill) crated containers.

#### **Other Garage Wastes:**

Oily rags will be baled and strapped for export and brake/clutch parts put into a suitable container for transportation to the scrap yard.

#### **Waste Tyres:**

Waste tyres will be accepted at the Facility and stored in Area B for removal off-site for recovery.

#### **Contaminated Soil:**

Contaminated soil will be accepted at the facility in sealed containers and will be stored on-site in these containers until removed off site. Contaminated soil (i.e. with oil) will be tested before arrival at the Facility in accordance with the WAC (EC Waste Acceptance Criteria).



### H.3.c Waste Handling Practice

The site and the waste reception areas will be manned at all times when waste deliveries take place. Waste reception staff at the weighbridge will inspect waste on a random basis or where there is a suspicion that the waste may not be as described. With new clients all waste is inspected until a reliable pattern of behaviour has been established.

A second phase of waste inspection will take place at the point of deposition or unloading where every load of delivered waste will be inspected upon discharge, by the supervising site operative, and unacceptable loads will be rejected and appropriate action taken before the delivering vehicle leaves site.

Vehicles delivering waste to the site will be from local third parties or the Company's own vehicles. Hi-Volt's own vehicle drivers inspect the waste at the point of collection prior to its arrival at the facility and will deal with any problems of unacceptable waste at source so that the appropriate disposal route is adopted.

If unacceptable waste is persistently found in loads from a particular third party contractor, then representation is made following investigations, to the Haulier concerned, his manager and the Licensing Authority informed.

In some cases the vehicles from third party operators may be unsuitable for the task, in which case the site management will advise the driver and where there is a persistent breach, the driver's management; leading to a vehicle ban in severe cases. Hi-Volt's vehicles are purpose built waste handling vehicles and operated in conformity with accepted codes of practice to a high standard

Third parties delivering wastes and recycled materials to the site will be logged in and also given a copy of the " house rules" on their first visit which will be accompanied and monitored by the operations manager responsible. Failure to comply with house rules may result in access being denied on subsequent occasions.

Unauthorised waste inadvertently received will be quarantined in a designated area and the Licensing Authority informed. The Quarantine area will be suitably enclosed to prevent the escape or distribution of the contents and will be subdivided to ensure no unwanted mixing of wastes.



**Table 1**

**Waste Oil Pre-acceptance Procedures\***

This requires a system that has, as an initial stage, a screening step or pre-acceptance procedure, involving the provision of information and representative samples of the waste. This will allow Hi-Volt to determine the suitability of the waste for the activity before arrangements are in place to accept the waste. The second stage, acceptance procedures when the waste arrives at the site, will serve to confirm the characteristics of the waste, without the time pressure and potential hazard of checking a waste at the gate.

The following information will be obtained: the nature of the process producing the waste and the composition of the waste (chemicals present and individual concentrations); *and ensure:*

- a representative sample(s) of the waste should be taken from the production process and analysed;
- for each new waste enquiry, a comprehensive characterisation of the waste and identification of a suitable treatment method is undertaken

The information must be recorded and referenced to the waste stream so that it is available at all times. The information must be regularly reviewed and kept up to date with any changes to the waste stream. The waste producer has obligations under the Duty of Care requirements to provide information on the: composition of the waste; its handling requirements; its hazards; and EWC code.

**Please see the steps to be adopted by Hi-Volt once waste oil can be accepted:**

1. From the waste disposal enquiry Hi-Volt will obtain information in writing relating to:
  - the type of process producing the waste;
  - the specific process from which the waste derives;
  - the quantity of waste;
  - chemical analysis of the waste (individual constituents and as a minimum their percentage compositions);
  - the form the waste takes (solid, liquid, sludge etc);
  - hazards associated with the waste;
  - sample storage and preservation techniques
2. Unless a sample and analysis has already been completed by a third party and Hi-Volt has sufficient written information from them, then Hi-Volt will in every case obtain representative sample(s) of the waste from the production process/current holder and compare it against the written description to ensure that it is consistent
3. The Hi-Volt will ensure that the sample is representative of the waste and has been obtained by a person who is technically competent to undertake the sampling process
4. The type of information that would demonstrate the reliability of the sample includes:
  - location of sampling point, for example, effluent tank;
  - capacity of vessel sampled (for samples from drums an additional parameter would be the total number of drums);
  - method of sampling, e.g. sampling tap (mid flow), "top" sample;
  - number of samples and degree of consolidation
  - operating conditions at time, e.g. normal operation, shut-down, maintenance and/or cleaning; and preservation techniques.



### Waste Oil Pre-acceptance Procedures\* (continued)

5. Samples will be clearly labelled and any hazard identified.
6. Sample tracking systems within the installation will be established and be auditable.
7. Analysis will be carried out by a laboratory with robust quality assurance and quality control methods and record keeping.
8. Analysis required will vary depending upon the nature of the waste, the process to be used and what is known about the waste already. Results of analysis should be kept within the tracking system. These details should include:
  - check on constituents declared by waste producer/holder to ensure licence compliance, treatment plant specification and final disposal;
  - all hazardous characteristics;
  - physical appearance;
  - colour;
  - pH; and
  - presence, strength and description of odour assessment
9. Further analysis may include other parameters relevant to the treatment method or waste stream e.g.:
  - presence of oxidants
  - acidity and alkalinity
  - COD
  - ammonia
  - flashpoint
  - presence of sulphide
  - presence of cyanide; and/or
  - List I and List II substances
10. Also, for example in the case of oil recovery: chlorine, sulphur, metals, and PCBs.
11. Installations accepting waste oil should have the facility to hold and test loads for PCBs or a surrogate test for chlorine at a level of detection to assess compliance with the requirements of the Waste Oils Directive.
12. There will be a clear distinction between sales and technical staff roles and responsibilities. If non-technical sales staff are involved in waste disposal enquiries, then a final technical assessment prior to approval should be made. It is this final technical checking that should be used to avoid build-up of accumulations of wastes.
13. All records relating to pre-acceptance should be maintained at the installation for cross-reference and verification at the waste acceptance stage. These records will be kept for a minimum of 3 year

*\*The UK's Sector Guidance Note IPPC S5.06: Guidance on the Recovery and Disposal of Hazardous Waste and Non-Hazardous Wastes, outlines the pre-acceptance procedures to accept waste oil at a facility. Hi-Volt Ireland Limited (Hi-Volt) have expanded the waste handling section of the application to include these procedures and enhance the waste handling practices.*



## L.2 FIT AND PROPER PERSON

The WMA in Section 40(4)(d) specifies that the Agency shall not grant a licence unless it is satisfied that the applicant (if the applicant is not a local authority) is a fit and proper person. Section 40(7) of the Waste Management Acts 1996 to 2008 (the Act) specifies the criteria that is to be regarded in relation to deciding if a person is “fit and proper”.

As Hi-Volt Ireland Limited is the Applicant and the proposed licensee, the determination is shown below. The relevant information in regard to the three criteria specified in the Act are:

- a) Hi-Volt Ireland Limited and none of its directors have been convicted under the Waste Management Acts 1996 to 2008, the EPA Act 1992 and 2003 and the Local Government (Water Pollution Acts) 1977 and 1990 or the Air Pollution Act 1987;
- b) Hi-Volt Ireland Limited have held a Waste Permit WP/TN/53 for the past three years at the facility and hold a number of Waste Collection Permits and are therefore have the required technically knowledge to conduct waste activities at the facility.

The transport drivers at Hi-Volt have undertaken an ADR Driver Training in accordance with the A.D.R. (ROAD) European Agreement concerning the International Carriage of Dangerous Goods by Road. Please see the attached training certificate for the drivers (David Patterson, Stephen Patterson and Christian Van Der Westhuizen) as issued by the Health and Safety Authority. Also attached in the details on the course content.

Once the licence is issued, Antoinette Russell will act as the on-site point of contact for all waste streams that enter and exit the facility. Antoinette has work in the manufacturing, automobile and insurance sectors for over 8 years and has experience dealing with all types of facilities. She holds a bachelor of Business Studies (Hons) in Small and Medium Enterprise.

During the last two years, Antoinette has working with Hi-Volt, dealing with the collection, storage and transboundary shipment of waste batteries. She has applied and received TFS approval for export of waste batteries and records the collection of waste batteries in the Annual Environmental Reports to various local authorities.

Antoinette has completed a safety course and is currently planning to undertake the Dangerous Goods Safety Advisors (DGSA) course. She will have completed this course before acting as the main point of contact at the facility. Please see the attached details on the DGSA course proposed. Other employees of Hi-Volt will also complete this course as it has been proposed to invite the facilitator to the facility to train other staff.

- c) Hi-Volt Ireland Limited has been successfully trading since 1998 at the Ballyduff Facility, Thurles, Co. Tipperary and are financial secure.



TRAINING CERTIFICATE FOR DRIVERS OF  
VEHICLES CARRYING DANGEROUS GOODS

Certificate Number 13674

Distinguishing sign of issuing State:  
**IRL**

in tanks	Valid for Class(es) other than in tanks
1	1
2	2
3	3
4.1, 4.2, 4.3	4.1, 4.2, 4.3
5.1, 5.2	5.1, 5.2
6.1, 6.2	6.1, 6.2
7	7
8	8
9	9

Valid until : 10-APR-2013

*Consent of copyright owner required for any other use.*

Surname: **Patterson**

First name: **David**

Date of birth: **05-OCT-1987**

Nationality: **IRISH**

Signature of holder: *David Patterson*


Issued by: **Health & Safety Authority**

Date: **10<sup>th</sup> April 2008**

Signature: *[Signature]*

Renewed until:

By:



For inspection purposes only.  
Consent of copyright owner required for any other use.

TRAINING CERTIFICATE FOR DRIVERS OF  
VEHICLES CARRYING DANGEROUS GOODS

Certificate Number 14928

Distinguishing sign of issuing State:

**IRL**

Valid for Class(es)	
in tanks	other than in tanks
1	1
2	2
3	3
<del>4.1, 4.2, 4.3</del>	4.1, 4.2, 4.3
<del>5.1, 5.2</del>	5.1, 5.2
<del>6.1, 6.2</del>	6.1, 6.2
7	7
8	8
9	9

Valid until : 29-APR-2014

Surname: **Patterson**

First name: **Stephen**

Date of birth: **12-SEP-1977**

Nationality: **IRISH**

Signature of holder: ... *Stephen Patterson*

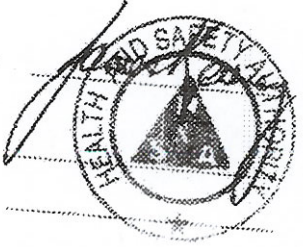
Issued by: **Health & Safety Authority**

Date: **30<sup>th</sup> April 2009**

Signature: \_\_\_\_\_

Renewed until: \_\_\_\_\_

By: \_\_\_\_\_





TRAINING CERTIFICATE FOR DRIVERS OF  
VEHICLES CARRYING DANGEROUS GOODS

Certificate Number 14930

Distinguishing sign of issuing State:

IRL

Valid for Class(es)	
in tanks	other than in tanks
1	1
2	2
3	3
4.1, 4.2, 4.3	4.1, 4.2, 4.3
5.1, 5.2	5.1, 5.2
6.1, 6.2	6.1, 6.2
7	7
8	8
9	9

Valid until : 22-APR-2014

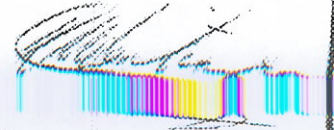
Surname: Van Der Westhuizen

First name: Christian

Date of birth: 09-JAN-1968

Nationality: SOUTH AFRICAN

Signature  
of holder:



Issued by: Health & Safety Authority

Date: 23 April 2009

Signature:

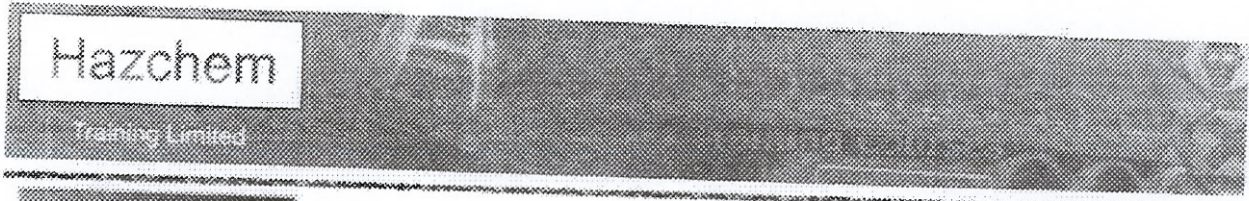


Renewed  
until:

By:

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- Hazchem Course
- DCCA Course
- Chemical Awareness
- CPC Course
- ADR, IDMG Security
- First Aid Course
- Tankograph Course

- HOME
- INFO REQ FORM
- LINKS

ADR Driver Training / Hazchem Course

**Why train?**

The training of drivers involved in the carriage of dangerous goods is a legislative requirement, both nationally and as members of the EU. Non compliance with this legislation can result in substantial fines for all concerned in the transport of hazardous chemicals/goods.

**Legislation-National:**

The Carriage of Dangerous Goods by Road Act 1998  
 Carriage of Dangerous Goods by Road Regulations - S.I. 29 of 2004  
 The Safety, Health and Welfare at Work Act 2005

**Legislation- International:**

A.D.R. (ROAD) European Agreement concerning the International Carriage of Dangerous Goods by Road

**Purpose of the training:**

To give drivers a thorough understanding of the hazards presented by dangerous goods and to acquaint them with the rules and regulations involved. It is the responsibility of the employer to ensure that the driver is properly trained and certified.

**Who should attend this course?**

Drivers of vehicles who transport Hazardous Materials  
 Others who require knowledge of chemicals, their hazards and transportation.

**Course Duration:**

The Course lasts either 3 or 5 days.  
 The Basic 3 day course deals with the carriage of dangerous goods in packages.  
 The 5 day course gives a driver the additional Specialisation Training required to carry dangerous goods in tank vehicles

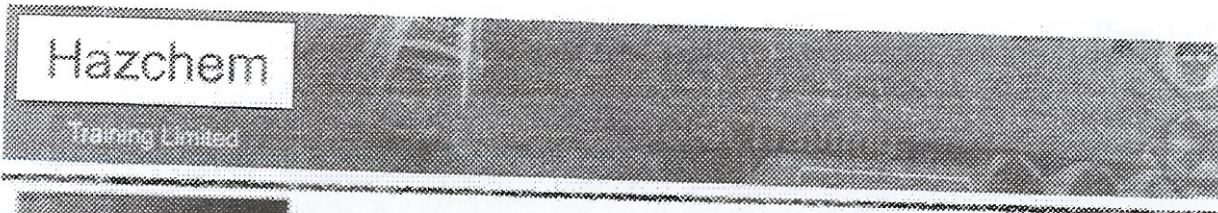
Day 1	General Requirements, Documentation, Law, Personal Protective Equipment, Spillage
Day 2	Chemical Hazards
Day 3	Transport of Packages, First Aid, Fire Fighting, Dealing with Emergencies
Days 4 & 5	Tanker Specialisation.

**Examination:**

Following completion of the course and a minimum 2 week interval the driver will be examined by the Chartered Institute of Logistics and Transport.

**Bookings:** HazChem Training Ltd. present courses at various venues throughout the country. For course dates, venues and a booking form contact Michelle at 01-6291800.





- [Hazchem Course](#)
- [DGSA Course](#)
- [Chemical Awareness](#)
- [CPC Course](#)
- [ADR 33/03 Security](#)
- [First Aid Course](#)
- [Telegraph Course](#)

- [HOME](#)
- [INFO REQ FORM](#)
- [LINKS](#)

**DGSA Training**

**Why train?**

European Council Directive 96/35/EC requires undertakings whose activities include the transport or related loading or unloading of dangerous goods by road, rail or inland waterway, to appoint one or more Dangerous Goods Safety Advisers, ( DGSA's)

**Legislation-National:**

The Carriage of Dangerous Goods by Road Act 1998  
 Carriage of Dangerous Goods by Road Regulations - S.I. 266 of 2007  
 The Safety, Health and Welfare at Work Act 2005  
 European Communities (Safety Advisers for the Transport of Dangerous Goods by Road)(ADR Miscellaneous Provisions) Regulations 2007 - S.I. 289 of 2007

**Legislation- International:**

A.D.R. (ROAD) European Agreement concerning the International Carriage of Dangerous Goods by Road - 2005

**Purpose of the training:**

This course is designed to prepare persons who wish to become DGSA's for the qualifying examinations. The examinations are "open book" exams, meaning they are not based on knowledge of the regulations. They are based on the candidate's ability to locate and determine the relevant requirements in the ADR and the appropriate Irish regulations and to quote them in an answer. This course trains candidates in the efficient and effective use of ADR and Irish regulations.

**Who should attend this course?**

Personnel with management responsibilities in relation to the loading unloading and/or transport of Dangerous Goods

- Consignors of Dangerous Goods.
- Freight Forwarders and Shipping company personnel.
- Environmental, Health and Safety officers and managers.
- Consignors of Hazardous Waste.
- Owner/drivers who transport Dangerous Goods
- Persons wishing to act as Consultant DGSA's

**Course Duration:**

The Course - 5 days.  
 We also provide exam preparation tutorials (no extra cost)

**Course Content:**

Classification & Identification of Chemical Classes.	Marking and Labeling of Packages.
Transport Documentation.	Marking and Placarding of vehicles and tanks.
Limited Quantities	Requirements for Vehicles
Package and Tank: Selection & Use of.	Transport categories and exemptions
Package and Tank: Construction and Testing	Mock Examination

**Examination:**

Organised and run by The Chartered Institute of Logistics and Transport on behalf of the HSA. Three examination papers are to be completed testing the candidates' ability to use and understand the ADR and Irish Regulations.

**Course Fees:**

All course fees include the ADR Manuals and relevant Irish legislation, all course materials, study aids, lunches and tea/coffee at breaks, additional tutorials etc.

**Bookings:**

HazChem Training Ltd. present courses at various venues throughout the country. For course dates, venues and a booking form contact Michelle at 01-6291800.