



Office of Environmental Enforcement  
 Environmental Protection Agency,  
 Regional Inspectorate,  
 Seville Lodge,  
 Callan Rd.,  
 Kilkenny

17<sup>th</sup> September 2010

Licence Ref. No: W0184-01

Dear Ms. Fogarty,

Under our existing Waste Licence W184-01, Schedule G sets out the specification of the fuel we recover from waste oils. While there is no such restriction in our licence, Enva currently restrict all sales of our recovered fuel oil (called 11LS) to the asphalt sector on a voluntary basis. However, the asphalt sector is currently experiencing a significant reduction in output with the approaching completion of most new road projects under the National Development Plan. As such Enva foresee an imminent, significant decline in the demand for fuel from the asphalt production sector.

As the Agency may be aware, the Environment Agency in the United Kingdom has recently published a Quality Protocol for Processed Fuel Oil (PFO) which provides for use of the fuel (recovered from waste oil) in wide substitution for virgin fuel oil (ie not restricted to the asphalt sector). The specification of PFO is within (i.e. tighter than) the specification provided in Schedule G of our licence (see table 1.). Enva thus propose to produce and supply recovered fuel oil meeting the PFO specification to suitable applications other than the asphalt sector. These new applications would be steam raising boilers used in the commercial and industrial sectors.

Table 1.

Parameter	Limit in Schedule G (mg/kg)	PFO limit (mg/kg)
Cadmium	25	5
Nickel	100	5
Chromium	50	5
Vanadium	100	5
Lead	800	25
Chlorine	3000	150
Sulphur	10000	10000
Ash	15000	2000
PCBs	10	5



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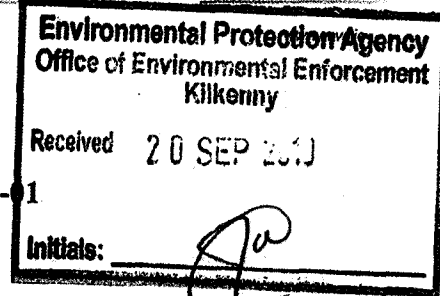
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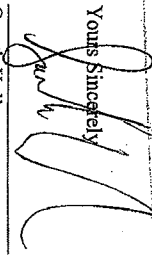


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Enva would also continue to produce 11LS (under the current specification provided for in Schedule G) solely for the asphalt sector but as this sector is experiencing a significant downturn in demand, the level of supply would be reduced from current levels.

It would appear that this approach is permissible within the existing licence as the PFO specification is tighter than the existing specification in schedule G and the current licence does not provide for any restriction in the use of the fuel. Although the proposal appears permissible within the existing licence, we would like confirmation from the Agency that our interpretation is correct or whether the Agency consider a technical amendment may be required.

The matter is of some urgency due to the reduction in road building and I would hope that the Agency can progress the matter as such.

Yours Sincerely  


Gareth Kelly  
Chief Operating Officer