



## Minutes of Waste Hub Liaison Group

27<sup>th</sup> January 2022, 5.30pm, via Microsoft Teams

### Present:

Paul Cassell, Local Representative	PC
Cllr Graham Orme, Middlewich Town Council	GO
Kevin Melling, MD, Ansa Environmental Services Ltd	KM
Jane Thomason, Deputy MD, Ansa Environmental Services Ltd	JT
Simon McGrory, Local Representative	SM

### Other Attendees:

Megan Bowyer, PA to Kevin Melling	MB
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### Apologies Received:

Cllr Mike Hunter, Cheshire East Ward Councillor	MH
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Agenda Item	Notes	Action
1.	<p><b>Welcome</b></p> <p>KM welcomed attendees declared the meeting open and chaired it throughout. He reported that earlier in the day we had been advised by Middlewich Town Council that a new councillor representative had been appointed to this group – Cllr Garnet Marshall. Unfortunately, due to the short notice he was not able to attend this meeting but invitations to future ones have been issued and KM will be in touch separately to welcome him.</p>	
2	<p><b>Minutes of Last Meeting and Matters Arising</b></p> <p><b>2.1</b> The Minutes from the meeting on 21<sup>st</sup> October 2021 were approved as an accurate and correct record.</p> <p><b>2.2 Matters Arising</b></p> <p><b>Air Quality</b> – GO will contact Ansa to arrange a meeting when time allows.</p> <p><b>Fugitive Emissions</b> – GO advised that Middlewich TC are going to purchase portable devices to measure NO2 and particulates and he will keep the group updated on progress and findings. He is also compiling information from speed indicator devices and a Government website about the increase of traffic in Middlewich and will share that information when it is completed. KM added that Ansa is investigating opportunities to reduce emissions and JT will report on the hydrolysed vegetable oil (HVO) fuel trial later in this meeting.</p> <p><b>Warmingham Lane</b> – gritting routes. KM advised that he had contacted the Council about its policy on gritting. He was advised that the policy will be revisited in Spring</p>	

	<p>2022 to decide what will happen next winter. We have not had many continuous frost events to cause major issues on the roads up to now but there is a lot of community unrest on the policy throughout the Cheshire East Borough not just Middlewich. We will need to wait to see what happens after the review.</p> <p><b>Visit to Hub to view Hydrogen fuel station</b> – this took place in December. PC commented that it had been very interesting. KM confirmed that Ansa will soon start drawing hydrogen.</p>	
<p><b>3</b></p>	<p><b>Operational Update</b></p> <p><b>3.1 Waste Services</b>  JT reported that there had been significant challenges in November and December to Waste Services due to HGV driver shortages, effects of Covid plus bank holidays over Christmas and New Year. Employees from Street Cleansing and Grounds departments helped out, but some routes were temporarily suspended. We pushed back collecting garden waste for an extra week to allow us to catch up in early January, and collections are now back to normal with Covid absences reducing back to more manageable levels.</p> <p><b>3.2 HVO Trial</b>  JT reminded attendees of the HVO trial that had been undertaken by Ansa’s joint venture company in Leek. A trial for 3 months involving four Refuse Collection vehicles (RCVs) using HVO, ran from October to December and is now complete. It proved extremely successful as shown in the report which was published last week. Headline results were as follows:</p> <ul style="list-style-type: none"> <li>• 88.63% reduction in carbon footprint</li> <li>• 31% reduction in tailpipe NO2 nitric oxides</li> <li>• 44% reduction in tailpipe PN particulate emissions</li> <li>• 9.5% reduction in tailpipe CO2</li> <li>• Negligible impact on MPG</li> </ul> <p>There was a cleaner burn so we hope that may mean improved maintenance. We now intend to take the learnings from the trial, work with CEC and aim to introduce to the Ansa fleet in the future. The objective was to find a low-cost way to reduce carbon emissions from our RCVs whilst we wait for new technology e.g., electric RCVs, to be available in the market.  All agreed that these results were fantastic, and that the initiative was really positive.</p> <p><b>3.3 Waste Transfer Station Incident</b></p> <p>KM updated the group on the waste transfer station explosive incident that took place on 30<sup>th</sup> October 2021. He advised that following this update he intends to arrange for Ansa to share a simple summary on the company website. This will give details about the event and the subsequent actions that have been deployed to reduce the risk of anything similar happening in future.</p> <p>Ansa reported the incident to both the Health &amp; Safety Executive (HSE) and Environment Agency (EA). The HSE went through their triage process and advised that it</p>	

	<p>was a non-notifiable event. The EA as the regulatory body that oversee Ansa’s environmental permit engaged with Ansa to gain a clear understanding of the incident.</p> <p>The cause of the incident was found to be a cylinder which had found its way into the shredder hopper and was pierced. It was a rusty old, acetylene cylinder, the colour of which made it difficult to identify from the surrounding waste. There was no damage to the hopper in which it was contained, but when the cylinder was punctured the pressure was released. There was a flash ignition and an explosive noise resonated through the building. A small area on the floor adjacent to the shredder ignited but was extinguished almost immediately. By the time the Fire Service attended everything was extinguished.</p> <p>KM explained that investigations regarding exactly where the object had come from had proved inconclusive even after a thorough review of cctv footage on site and at Household Waste Recycling Centres.</p> <p>Following the incident, Ansa compiled a comprehensive schedule of future actions to learn from this episode and make operations tighter. We reviewed our fire plan, operating techniques and how materials are loaded into the shredder. We have also launched press releases and a campaign encouraging people to dispose of these types of items in a secure way. We have reviewed our permit conditions and carried out training refreshers including fire training and PPE. Importantly, we engaged with the EA to confirm they are happy with our actions and take on-board any observations to ensure that we have covered all avenues to manage such situations.</p> <p>SM thanked KM for his comprehensive summary to address concerns which he considered positive. He expressed concern as to how the item got into the waste transfer station as it is large and heavy and can we guarantee it won’t happen in future. KM advised that there can never be a guarantee, but he is confident that with the steps now in place the risk is reduced significantly. Ansa brought in critical friends from within the industry to check the improved processes and they had nothing more to add and site was seen as functioning correctly. It is also reassuring that the EA found nothing wrong with our operation or the steps to prevent future occurrences.</p> <p>PC mentioned comments and rumours circulating locally that someone had been hospitalised and windows had been blown out. He asked if they were true. KM confirmed there had been no hospitalisation and no damage to the structure of the building although a window in the side door of an adjacent machine had shattered. The biggest shock was the noise.</p> <p>SM said that he was happy with the way the issue has been addressed. The event was outside Ansa’s control so the company can’t stop it happening, but stronger preventative measures are now in place.</p> <p>GO commented that everyone had been extremely lucky, and it could have been much worse.</p>	
4	<b>Middlewich Community Matters</b>	

	<p><b>Odour Plan</b> Following a query from GO, KM clarified that olfactory testing at the top of the stack was performed in December 2021. We also arranged for an Ansa employee to undertake specialist training and we now have a ‘calibrated nose’ on site to conduct sniff testing.</p> <p>We had asked Camfil (the supplier) to come to site to investigate as the period between needing to change the carbon pellets which absorb odours has been reducing and that shouldn’t be the case. The pellets were last changed in November 2021 and it is expected that a further change will be needed in Spring 2022</p> <p>Camfil explained that there is further testing that can be performed, and we requested that it is done. Equipment is arriving on site imminently to sample the environment in the waste transfer station over a period of time. Once that has been done and analysed, they can modify the carbon pellets to tailor them specifically to suit what is found in the environment to make them more effective. This is vital in our view. The findings should be available by March before the warmer weather, and we will keep group members informed of progress. The odour plan will be remodelled depending upon the findings.</p> <p><b>Vehicle Routing</b> There had been issues reported with vehicles taking shortcuts through local estates, but both GO and PC confirmed this has now abated.</p> <p><b>Missed bins/call handling</b> GO had attempted to report a missed bin in December but the phone line was poor, and he found it difficult. He asked if the service could be improved. JT advised that the contact is with the Cheshire East Contact Centre not Ansa. The Council takes the details and then sends the information through to Ansa. We can feedback on residents’ behalf, but we aren’t in control. A lot of people don’t realise that. In November and December when Ansa was struggling with waste collections information was put on social media and, on the Cheshire East website in a bid to inform residents and that will continue should future problems arise.</p> <p><b>Viridor Cleaning</b> Following a report from GO at the previous meeting about being behind a Viridor vehicle which was emitting a foul smell, JT had double-checked with the supplier, and she confirmed that the vehicles are still having regular deep, antibacterial cleanses at Lymm Truck Stop and this hasn’t been withdrawn.</p>	
5	<p><b>AOB</b></p> <p><b>5.1 Hydrogen – Site Visit</b></p> <p>PC thanked Ansa for the site visit in December to view the hydrogen vehicle and said it had been great to speak to the mechanic who was very knowledgeable. Following a request from GO, KM confirmed that we will try to schedule a further visit in the Spring and by then we should have data on performance. <b>Action KM</b></p> <p><b>5.2 Vehicle Movement Monitoring</b></p> <p>SM asked if Ansa is regularly monitoring movement of vehicles on and off the site to satisfy the planning conditions and in what capacity. KM confirmed that all the larger</p>	KM

	<p>vehicle movements are monitored through the weighbridge and this is monitored constantly. Additionally, there has been a formal count undertaken to make sure that daily movements are within the permitted values. This was in response to a resident's query and the information was passed to the planning department. The number is a constraint on the site, and we abide by it.</p> <p>PC queried whether the garden waste collection vehicles have to come back to Cledford to be weighed. JT confirmed that is not the case and they are weighed at Leighton Grange.</p>	
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**The meeting closed at 18.45. Next Meeting to be held on 28th April 2022 at 17.30**