IED Exempt Wood

Ultimate analyses for the IED Exempt Wood is set out in the tables below.

IED Exempt Wood shall only be collected and ultimately delivered in a ready chipped form.

Table 1 – IED Exempt Wood					
Ultimate Analysis	**Unit**	**Typical**	**Maximum weekly average**	**Maximum (Rejection limit for individual trucks)**	**Super Maximum weekly average**
Nitrogen	wt % (dry)	0.80	≤1.40	≤2.0	N/A
Sulphur	wt % (dry)	0.05	≤0.09	≤0.15	N/A
Chlorine	wt % (dry)	0.07	≤0.10	≤0.18	≤0.17
Moisture Content*	wt %	24.0	35.0	40	37
Ash	wt % (dry)	3.0	≤5.0	5.0	N/A
LHV	MJ/kg, as received	13.24	N/A	N/A	N/A
LHV	MJ/kg (dry)	18.20	N/A	N/A	N/A
Initial ash deformation temperature	°C.	>1050	>1050	>1050	>1050

* The moisture content of a single delivery vehicle shall not exceed 40.0 wt %

The total ash, tramp and metal content of the IED Exempt Wood will typically be 3.0% (wt % dry basis) and will not exceed 5.0% (wt % dry basis).

Inerts (tramp only materials) i.e. non wood elements (sand grit and rocks but excluding ferrous and non-ferrous metals) shall be ≤ 3.2% (wt % dry basis).

Ferrous metal shall be ≤0.6% (wt % dry basis) and non-ferrous metal ≤0.2% (wt % dry basis).

For IED Exempt Wood, the Purchaser may reject individual loads on the basis that the inerts component above 63mm (comprising stones, brick, concrete, sand, glass, grit, cement, plaster & plasterboard fragments, etc.) will be <0.85%, Ferrous Metals <0.3% and non-ferrous metals <0.1%.

1.1. Fuel physical properties

Sawmill Chips and IED Exempt Wood are will be delivered as a ready chipped product.

The ready chipped Delivered Fuel size will be as Table 2 below.

Table 2 – IED Exempt Wood fuel dimensions					
Parameter	**Unit**	**Main Fraction**	**Fines Fraction**	**Coarse Fraction**	**Max Particle size**
Particle size (*)	Mm	3.15≤P≤100	<3.15	≥100mm	<350mm
Percentage	w-%	minimum 82	≤8	≤10	100
The numerical value (P-class) for dimension refers to the particle size (at least 82% w-%) passing through the mentioned round hole sieve size. *The remaining two sides of the coarse fraction will have a cross sectional area less than or equal to 6cm^2. All dimensions shall be measured in accordance with BS EN ISO 17225 (2014) and ISO 17827-1 on an as received sample basis.					

1.2. Metals

Please refer to Section 1.1.

1.3. Inerts

See Section 1.1 for the presence of inert material in IED Exempt Wood.

1.4. Rejection

A delivery of Delivered Fuel may be rejected on a visual basis if it is not reasonably believed to meet the specification for Delivered Fuel set forth in this Specification, and if a delivery of IED Exempt Wood does not meet the criteria stated in the DIRECTIVE 2010/75/EU of 24 November 2010, Article 3, Paragraph 31, sub-paragraph (b) (v), by containing any of the following:

i. Halogenated organic compounds;
ii. Heavy metal as a result of treatment with wood preservatives or coatings or;
iii. Wood waste originating from construction and demolition waste,
iv. Plastic, except for sporadic and insignificant amounts evaluated to be not harmful to the Plant.
v. Paint, except sporadic and insignificant amounts forming part of the natural sourcing of such fuel (for example cable drums or pallets which have been painted with identifier marks) evaluated to be not harmful to the Plant.
vi. Wood treated with penthachlorphenol; and
vii. Excess large particle size inert materials (eg. stones, brick, concrete, sand, glass, grit, cement, plaster & plasterboard fragments, etc.) or metals (eg. hinges, handles, fasteners, etc.), where large particle size shall mean particles that do not pass through a 63mm sieve.

viii. Containing foreign elements such as excessive amount of inert materials as referred to in Section 1.1 of this document

ix. Not complying with the dimension limitations as referred to in Section 1.2 of this document

x. Appearing to exceed moisture content of a single delivery vehicle specific to that material

xi. Containing excessive vegetative matter.

If the Purchaser wishes to reject a load the Delivery Vehicle shall be directed to an area of the site to await sampling. The Purchaser will request the Fuel Supplier to be present at the sampling point. If the Supplier and the Purchaser agree that Load is not in accordance with the specification then the Load will be rejected. If the Supplier does not agree, then a representative sample will be taken from the load. The samples shall be tested in accordance with the procedures set forth in this schedule and the Delivery shall be removed from the site by the Fuel Supplier.

The Fuel Supplier will, 24 hours prior to delivery, provide the Purchaser with a waste transfer note detailing the source of each Load, the waste code and all other relevant details which are consistent with normal industry practice for such a waste transfer note. The Purchaser may at that time query any details of the waste transfer note and the origin of the Loads. If there are any material inconsistencies between the details on the waste transfer note and the waste code the Buyer may reject the Load. Furthermore, having rejected a Load, the Buyer may in these circumstances make further queries with the Seller with regards to source of the material and undertake an audit of the waste processor and/or the source of the Load.

For (ix) above, no sampling and testing shall be required and photos alone can document the visual rejection if it is clear from such pictures that the fuel is not in compliance with the specification.

If the Fuel Supplier is not present at the sampling point within 120 minutes after having been requested to be there, the Purchaser will photograph the fuel that has caused the delivery to be rejected as evidence in addition to the above mentioned sampling and they shall if one party wish it, in common take representative samples. The Delivery will be removed from the site by the Fuel Supplier pending resolution of whether the Delivered Fuel meets above stated criteria or not.

1.5. Immediate Notification

Where the Purchaser is obliged to notify the Fuel Supplier immediately, it shall do so as soon as is reasonable. Where the notification pertains to the rejection of a load, notification should be before the delivery vehicle leaves the Site where possible.

Immediate notification shall:

1. Be achieved by telephone in the first instance; and

2. Where an attempt to notify by telephone is unsuccessful, the Purchaser shall send an immediate email to the Fuel Supplier.

1.6. Purchaser Additional Costs

Costs associated with the following activities shall be borne by the Fuel Supplier:

1. Loading rejected Delivered Fuel onto a vehicle for removal from site, unless it is later shown by the agreed testing procedures that the load was wrongly rejected;

2. Movement of disputed Delivered Fuel (which is subsequently rejected) or rejected Delivered Fuel from its unloading point to another point within the site, unless it is later shown by the agreed testing procedures that the load was wrongly rejected;

3. Removal of rejected Delivered Fuel from the Site, unless it is later shown by the agreed testing procedures that the load was wrongly rejected;

4. Disposal costs of rejected Delivered Fuel (providing always that the disposal has been previously agreed with the Fuel Supplier), unless it is later shown by the agreed testing procedures that the load was wrongly rejected.