

The Waste Incineration Directive 2000/76/EC

Costs – £1.1m pa to £1.9m ([Regulatory Impact Assessment](#))

£28m to local authorities ([The Quarry Association](#))

Talking Points

Disruption caused to the Road Building Industry

Waste fuel is used in the production of asphalt and other road products. As burning waste oil recovered from garages is considered 'waste', experts predicted that more expensive fuel will have to be sourced, incurring massive costs for the road maintenance industries. ([source](#))

What is it?

A Directive aimed to limit the risks waste incineration has on human health as well as limiting the damage done to air, soil, ground and surface water.

The Directive applies to all waste incineration including the burning of waste for fuel.

[Experimental plants](#) which aim to improve the incineration process and which treat less than 50 tonnes of waste are excluded from the scope of the Directive, as are plants which only treat:

- vegetable waste from agriculture and forestry;
- vegetable waste from food processing, if the heat generated is recovered;
- certain fibrous vegetable waste from pulp paper or paper production if it is co-incinerated at the place of production and the heat generated is recovered;
- certain wood waste;
- cork waste;
- radioactive waste;
- animal carcasses;
- waste resulting from the exploration of oil and gas and incinerated on board off-shore installations

All other plants that burn waste for fuel or disposal at a rate of more than one tonne an hour must obtain a permit from the Environment Agency for their right to operate. Local councils authorise smaller waste incineration units.

For all plants with a permit, the [Directive sets down strict rules on operation](#), such as:

- Temperatures must be set to 850°C for at least two seconds in order for proper incineration
- The level rises to 1,100°C for hazardous waste
- [Annex V](#) of the Directive sets down emissions limits including
  - 50 milligrams per cubic metre of sulphur dioxide
  - 10 milligrams per cubic metre of organic carbon

Third Party Opinions

"The asphalt industry is effectively and safely using a product (waste fuel) which has little in the way of other uses, in a process that contributes to industrial sustainability in a big way. The Government ban will throw that sustainability out of the window and force us into using fuels that release greater emissions into the atmosphere." [The Quarry Association](#).