

Authority	RDF Estimate	Additional information
Cheshire	85-120kt	<ul style="list-style-type: none"> • Prefer rail transport and have planning permission for a rail enabled MBT facility at Lostock. • Viridor appointed as preliminary preferred bidder in Q4 2010 but PFI credits were withdrawn by DEFRA on the basis that the project is not needed to meet 2020 targets. Future direction is unclear, but clarity is expected soon. • If this project proceeds, INEOS assumes that RDF would be transported by rail. • Currently the Lostock railhead and MBT is not under development and so, is not available to provide rail transport for other waste sources
Warrington	25- 40kt	<ul style="list-style-type: none"> • This contract was originally predicated on the Authority having its own facility within the Borough. This has recently changed. • The contract has not yet been procured and Warrington's RDF is a possible fuel source for Runcorn EfW and so it is used as an example in the Transport Carbon Assessment. • No suitable sites for treatment plants with direct rail access have been identified and although a Warrington rail transport example is provided in the transport study, transport by road would be a more sustainable option. • Existing contractual positions prevent the volume of material from Warrington from being accommodated within the existing permitted road allowance
Merseyside (incl Halton)	4-500kt	<ul style="list-style-type: none"> • Runcorn EfW has sufficient capacity to receive waste from Merseyside. • Bids involving the Runcorn EfW were deselected at an early stage of procurement, so this RDF has been excluded from the Transport Carbon Assessment. • If waste was secured from Merseyside, to be delivered by rail it would need to travel south past Runcorn to Crewe and then north again to access the Folly Lane junction that serves Runcorn EfW. This routing would add more than 40 miles to the journey (refer to rail network map)
N Wales consortium	110k-150kt	<ul style="list-style-type: none"> • Originally forecast as 150, 000 tonnes, this Waste contract is not yet awarded so is used as a possible Runcorn EfW RDF source in the Transport Carbon Assessment. • The treatment site proposed by the authority is in Mold, which is not rail connected. • The nearest railhead is at Shotton but this is private and may not be accessible to third parties and road transport is likely to be preferred by the Authority
Wrexham	31kt	<ul style="list-style-type: none"> • Seeking cheapest solution and is currently transporting waste by road to WRG at Allington
Cumbria	140-165kt	<ul style="list-style-type: none"> • This contract is let for Anaerobic Digestion. Potential for future RDF treatment exists, however, treatment sites geographically fragmented and not close to railhead (Barrow), which connects to main N /S line.
Lancashire (inc Blackpool)		<ul style="list-style-type: none"> • Contract let to Global Renewables and does not involve thermal treatment • Blackpool has comparatively small waste (and therefore RDF) volume. • Rail connection would require significant investment and is impractical as sources are spread across a wide geographical area
Blackburn & Darwen	25- 45kt	<ul style="list-style-type: none"> • Contract in procurement but the Authority views GMWDA solution as expensive. • Runcorn deselected at an early stage.
GMWDA	285kt	<ul style="list-style-type: none"> • Rail transport to Runcorn EfW
Wigan	85-135kt	<ul style="list-style-type: none"> • In procurement

Figure 2 for Appendix I

Note: RDF volumes can vary depending on the available residual waste volumes and the chosen treatment technology

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