

Schedule 5 - Notification

These pages outline the information that the operator must provide.

Units of measurement used in information supplied under Part A and B requirements shall be appropriate to the circumstances of the emission. Where appropriate, a comparison should be made of actual emissions and authorised emission limits.

If any information is considered commercially confidential, it should be separated from non-confidential information, supplied on a separate sheet and accompanied by an application for commercial confidentiality under the provisions of the EP Regulations.

Part A

Permit Number	EPR/NP 3030BJ
Name of operator	EnerSys Ltd
Location of Facility	Stephenson Street Newport
Time and date of the detection	30 September 2021

(a) Notification requirements for any activity that gives rise to an incident or accident which significantly affects or may significantly affect the environment	
To be notified Immediately	
Date and time of the event	9 April 2021
Reference or description of the location of the event	Outside the Oxide Mill Cell 1B
Description of where any release into the environment took place	From tanker pumping red lead oxide onto road surface outside Oxide Mill Cell 1B.
Substances(s) potentially released	Red lead oxide
Best estimate of the quantity or rate of release of substances	250kg
Measures taken, or intended to be taken, to stop any emission	Measures taken at the time of the incident As soon as we found the incident, the lorry driver was called from his cabin. The pump was shut down immediately. The EnerSys incident team and full incident procedures were deployed. We found the root cause of the incident straight away – the O ring that goes in the coupling snapped causing the failure

of the connection hence the spill of red lead oxide.

Then the spill kits were initiated. Rubber mats were deployed to cover the drain covers. The interceptor was shut down. EnerSys contacted RMBD Ltd who came on site with a clean up crew.

The Mills and Cell 2 were evacuated as these are located adjacent to Oxide Mill Cell 1B.

RMBD Ltd worked on site on the day of the incident (9 April) and the Saturday (10 April) alongside EnerSys' incident team, carrying out a thorough clean-up operation to remove any red lead oxide. Smaller amounts were also vacuumed up with EnerSys vacuums.

A tarpaulin was put down on the floor where all protective equipment used by the incident team was deposited. This was then disposed of correctly as hazardous waste. Any plastic from the transfer point for the red lead oxide was also removed and disposed of correctly.

Tanker reversed into wash down zone and decontaminated by contractor personnel prior to being authorised to leave site.

Sampling of water in interceptor was tested on the 12 April 2021. The sample read 0.43ppm. Normal readings for our interceptor are around 0.07ppm. The interceptor functioned well to trap any residues of lead and was then emptied. Therefore, we believe that no red lead oxide went off site or beyond the spill area.

The interceptor was kept closed between the date of the incident until the contractor who did the clean-up collected the contents of the interceptor on the 16 April 2021. The interceptor did not exceed capacity.

Description of the failure or accident.	O – Ring from fixed tanker discharge pipe failed causing red lead oxide lead to spill onto road surface outside mills and internal floor of the mills. Tanker driver and tanker company admitted responsibility.

(b) Notification requirements for the breach of a permit condition	
To be notified immediately	
Emission point reference/ source	
Parameter(s)	
Limit	
Measured value and uncertainty	
Date and time of monitoring	
Measures taken, or intended to be taken, to stop the emission	

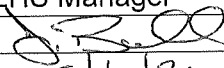
Time periods for notification following detection of a breach of a limit	
Parameter	Notification period

(c) In the event of a breach of permit condition which poses an immediate danger to human health or threatens to cause an immediate significant adverse effect on the environment:	
To be notified immediately	
Description of where the effect on the environment was detected	
Substances(s) detected	
Concentrations of substances detected	
Date of monitoring/sampling	

Part B - to be submitted as soon as practicable

Any more accurate information on the matters for notification under Part A.	Tanker driver and tanker company admitted liability. Localised spill. Believed to be no entry to controlled waters via site drainage system or to unprotected ground. Current EHS Management was unsure if previous EHS Management Team reported the incident to NRW. Therefore, the current EHS Manager and General Manager reported the incident to NRW on the 12 October 2021.
Measures taken, or intended to be taken, to prevent a recurrence of the incident	When tankers come onsite there is a designated person from EnerSys with the lorry driver from the start of the process until the tanker is emptied. EnerSys purchased more O-rings to ensure that we have spares on site. Replaced all the plastic sheeting that was removed, and all vacuum cleaners used in the clean-up.
Measures taken, or intended to be taken, to rectify, limit or prevent any pollution of the environment which has been or may be caused by the emission	We believe no pollution or harm was caused to the environment. The interceptor was closed following the spill and later emptied.

	analysis. EnerSys will then receive weekly ambient air monitoring reports. EnerSys will use these reports to compile the annual Fugitive Emissions Report.
The dates of any unauthorised emissions from the facility in the preceding 24 months.	Unknown if fugitive emissions were over the legal limit as the data for fugitive emissions was not recorded, we believe, since July 2019. The matter is still under internal investigation.

Name*	Jeff Bull
Post	EHS Manager
Signature	
Date	15/10/21

* authorised to sign on behalf of the operator

