

Griffiths, Toby

From: Griffiths, Toby
Sent: 22 December 2014 14:17
To: 'Griffiths Mathew'
Subject: RE: Cardiff CHP emmsision testing

Hi Matt

That should be fine. The next monitoring after that should return to normal. You'll need to fit in another set of monitoring before the end of 2015 (i.e. 2 in the same calendar year).

Regards

Toby

From: Griffiths Mathew [mailto:Mathew.Griffiths@dwrcymru.com]
Sent: 19 December 2014 15:50
To: Griffiths, Toby
Subject: RE: Cardiff CHP emmsision testing

Hi Toby

From what I understand it could run into February so could we request until end of Feb to cover any potential problems?

Thanks

Mat

From: Griffiths, Toby [mailto:Toby.Griffiths@cyfoethnaturiolcymru.gov.uk]
Sent: 18 December 2014 16:26
To: Griffiths Mathew
Subject: RE: Cardiff CHP emmsision testing

Hi Matt

I can agree to extend it under condition 3.3.1 into the early part of 2015. Do you have an estimate of when it is likely to be carried out?

If you can let me know, I can reply formally.

Regards

Toby

From: Griffiths Mathew [mailto:Mathew.Griffiths@dwrcymru.com]
Sent: 18 December 2014 14:58
To: Griffiths, Toby
Subject: Cardiff CHP emmsision testing

Hi Toby

Just to let you know we have been having a number of difficulties in undertaking the emissions testing at Cardiff CHP site (I have laid out some of the reasons for us being unable to complete the testing below). As a result it is unlikely we will be able to undertake this before the end of the calendar year (as required by the permit). Would it be

possible to agree an extension of this emission testing into the new year? I am not sure how this would work and maybe it would be worth us having a chat early in January.

Historically all three CHP engines has shown signs of extensive wear due to high levels of siloxane in the fuel (biogas), since the site was commissioned. Within the last few years a siloxane filter has been fitted to remove this compound from the gas to protect the engine. But the historic exposure has damaged all three engines and this has meant the engines have been in & out of operation continuously and preventing a representative emission test under steady-state conditions. Recently a major overhaul of CHP3 was completed and CHP1 & 2 also require this overhaul in the near future due to a similar failure mechanism.

Thanks
Mat

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