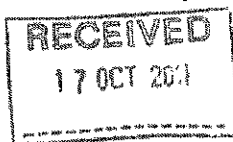


LETTER FROM TRANSPORT AND TECHNICAL SERVICES DEPARTMENT,
JERSEY, REGARDING THE EXPORT OF WASTE

Transport and Technical Services Department
 Chief Officer
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States
of Jersey

13 October 2011

[REDACTED]
 Deputy Chief Officer
 Public Services Department
 Sir Charles Frossard House
 St Peter Port
 Guernsey
 GY1 1FH

Our ref: [REDACTED] 39/8/6

Dear [REDACTED]

Further to your e-mail dated the 30 September I can confirm that our position has not changed with regard to the potential receipt of Guernsey Waste.

As we have previously discussed any agreement would be subject to the ratification of both islands governing bodies.

The parameters as agreed were:

- A three year agreement with an option to extend.
- Quantity of up to 30,000 tonnes per annum
- The type of waste will be based on our waste license, waste acceptance criteria.
- The APC residue proportional to the Guernsey Waste quantity may need to be exported from Jersey for disposal
- Bottom ash in proportion to the Guernsey waste quantity may need to be exported to Guernsey for recycling and or disposal
- Charging based on current information will be between £90 and £130 per tonne dependant on the agreement, risk and ash solutions adopted.

The new EFW is coming to the end of a successful commissioning phase and we are confident that the plant will have the capacity as we originally specified and the plant operates as per the specification.

To this end we are gathering actual data regarding the costs of gas cleaning chemicals, maintenance, and income from electrical generation. This information will allow the gate fee to reflect the real costs and not estimates as previously utilised.

On a final point the biggest influence on the final cost will be dependant on the service level agreed between the islands and where the risks remain regarding plant availability, waste acceptance criteria and the guarantees on quantities and qualities of waste.

Our position on RDF is a philosophical one in that the plant in Jersey is designed to deal with normal municipal and commercial waste. Input of a high calorific value 'fuel' would potentially offer process issues with the plant and the cost of processing a waste into a 'RDF' would not improve capacity issues.

The capacity of any EFW is limited by physical and thermal parameters, our total capacity of 105,000 tonnes is set at an average calorific value. Therefore, although the RDF waste will be lower in quantity the increased thermal capacity within the waste will lower the throughput by weight.

I hope this letter goes some way to assisting you in providing a solution for Guemsey and I suggest that we get together in the near future to discuss how we can continue to help and assist each other on this and other issues.

Yours sincerely



John Rogers
Chief Officer

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