

## **EXPLANATORY MEMORANDUM TO**

### **The Smoke Control Areas (Authorised Fuels) (Wales) Regulations 2008**

This explanatory memorandum has been prepared by the Department for Environment, Sustainability and Housing and is laid before the National Assembly for Wales in accordance with Standing Order 24.1.

#### **(i) Description**

These regulations revoke and replace The Smoke Control Areas (Authorised Fuels) (Wales) Regulations 2006 (2006/2979) (W.270), The Regulations amend the Schedule in the 2006 Regulations by adding 7 additional solid smokeless fuels to the existing authorised fuels listed for use in smoke control areas. The fuels have been tested and meet British Standard 3841.

These regulations also amend Schedule 1 to make minor amendments to the addresses of manufacturers for 3 of the fuels already authorised for use.

#### **(ii) Matters of special interest to the Subordinate Legislation Committee**

None.

#### **(iii) Legislative Background**

The power enabling this Instrument to be made is contained in Sections 20(6) and 63(1) of the Clean Air Act 1993.

The SI follows the negative resolution procedure.

#### **(iv) Purpose and intended effect of the legislation**

The Clean Air Act 1993 (a consolidation of 1956 and 1968 legislation) aims to safeguard public health from emissions of smoke. In particular it empowers local authorities to declare smoke control areas in which it is an offence to emit smoke from chimneys. Households in those areas must use an “authorised” smokeless fuel – electricity, gas, or a solid smokeless fuel – or install an “exempt” appliance capable of burning “unauthorised” smoky fuels (house coal or wood, for example) without emitting smoke.

Since 1956 many local authorities have introduced smoke control areas in the major cities and urban areas. The controls which apply in smoke control areas have helped to significantly reduce concentrations of smoke and sulphur dioxide in those parts of the country.

The Act provides the Welsh Ministers with the power to authorise fuels for use in smoke control areas. These are fuels which have been tested against the British Standard test for solid smokeless fuels for domestic use. There are presently 40 authorised solid smokeless fuels.

Following the specified tests by the Welsh Assembly Government's preferred testing centre, AEA Energy & Environment; it is proposed to add 7 more fuels to those which are already authorised. They are:

**1) Ecoal briquettes, manufactured by Coal Products Limited at Immingham Briquetting Works, Immingham, North East Lincolnshire, which -**

a) comprise:

- (i) anthracite fines (as to approximately 40 to 65 per cent of the total weight);
- (ii) petroleum coke (as to approximately 20 to 40 per cent of the total weight);
- (iii) char (as to approximately 0 to 10 per cent of the total weight);
- (iv) bituminous coal (as to approximately 0 to 20 per cent of the total weight);
- (v) biomass (as to approximately 5 to 20 per cent of the total weight); and
- (vi) molasses and phosphoric acid as binder (as to the remaining weight);

b) Ecoal briquettes were manufactured from those constituents by a process involving roll-pressing.

c) Ecoal briquettes are unmarked hexagonal briquettes.

d) Ecoal briquettes have an average weight of 125 grammes per briquette.

e) Ecoal briquettes have a sulphur content not exceeding 2 per cent of the total weight.

**2) Big K Instant Lighting Fire Logs, manufactured by Allspan B.V. at Macroweg 4, 5804 Venray, the Netherlands, which –**

(a) comprise slack wax (as to approximately 58 to 59 per cent of the total weight) and hardwood sawdust (as to approximately 41 to 42 per cent of the total weight);

(b) were manufactured from those constituents by a process of heat treatment and extrusion;

(c) are firelogs approximately 235 millimetres in length and 80 millimetres in depth, with grooves along their faces and have an average weight of 1.1 kilogrammes per firelog; and

(d) have a sulphur content not exceeding 0.1 per cent of the total weight.

**3) La Hacienda Easy Logs, manufactured by Allspan B.V. at Macroweg 4, 5804 Venray, the Netherlands, which -**

(a) comprise slack wax (as to approximately 58 to 59 per cent of the total weight) and hardwood sawdust (as to approximately 41 to 42 per cent of the total weight);

- (b) were manufactured from those constituents by a process of heat treatment and extrusion;
- (c) are firelogs approximately 235 millimetres in length and 80 millimetres in depth, with grooves along their faces and have an average weight of 1.1 kilogrammes per firelog; and
- (d) have a sulphur content not exceeding 0.1 per cent of the total weight.

**4) Optima Fire Logs, manufactured by Allspan B.V. at Macroweg 4, 5804 Venray, the Netherlands, which -**

- (a) comprise slack wax (as to approximately 58 to 59 per cent of the total weight) and hardwood sawdust (as to approximately 41 to 42 per cent of the total weight);
- (b) were manufactured from those constituents by a process of heat treatment and extrusion;
- (c) are firelogs approximately 235 millimetres in length and 80 millimetres in depth, with grooves along their faces and have an average weight of 1.1 kilogrammes per firelog; and
- (d) have a sulphur content not exceeding 0.1 per cent of the total weight.

**5) Pyrobloc Fire Logs, manufactured by Allspan B.V. at Macroweg 4, 5804 Venray, the Netherlands, which -**

- (a) comprise slack wax (as to approximately 58 to 59 per cent of the total weight) and hardwood sawdust (as to approximately 41 to 42 per cent of the total weight);
- (b) were manufactured from those constituents by a process of heat treatment and extrusion;
- (c) are firelogs approximately 265 millimetres in length and 80 millimetres in depth, with grooves along their faces and have an average weight of 1.3 kilogrammes per firelog; and
- (d) have a sulphur content not exceeding 0.1 per cent of the total weight.

**6) Unicite, manufactured by D.J.Davies Fuels Ltd at Blaenau Fuel Depot, Ammanford, Carmarthenshire, or manufactured by A.I.Simson at Cabby Latch, Logie by Kirriemuir, Angus, which -**

- (a) is a mixture of the following separate fuels -
  - (i) anthracite large nuts, and
  - (ii) Union briquettes of the description in sub-paragraph (d) manufactured by RWE Power A.G. at Cologne, Germany (as to no more than approximately 40 to 42% of Unicite's total weight);
- (b) has an overall sulphur content not exceeding 0.5 per cent of the total weight;
- (c) is declared to be an authorised fuel only in so far as the proportion of Union briquettes combusted in the use of Unicite

does not exceed the percentage range specified in sub-paragraph (a)(ii); and  
(d) in so far as it is constituted by the Union briquettes referred to in sub-paragraph (a)(ii), must consist of compressed lignite with each briquette measuring approximately 75 millimetres wide, 60 millimetres high and 55 millimetres thick.

**7)** Zip Firelogs, manufactured by Allspan B.V. at Macroweg 4, 5804 Venray, the Netherlands, which -

(a) comprise slack wax (as to approximately 58 to 59 per cent of the total weight) and hardwood sawdust (as to approximately 41 to 42 per cent of the total weight);  
(b) were manufactured from those constituents by a process of heat treatment and extrusion;  
(c) are firelogs approximately 235 millimetres in length and 80 millimetres in depth, with grooves along their faces and have an average weight of 1.1 kilogrammes per firelog; and  
(d) have a sulphur content not exceeding 0.1 per cent of the total weight.

These regulations also make some minor amendments to fuels authorised in Schedule 1 of SI2006/2979. These changes do not affect the smokeless nature of the fuels.

a) In paragraph 1, after “County Durham, ”, insert “or manufactured by Oxbow Carbon & Minerals UK Limited, Windsor House, Cornwall Road, Harrogate, North Yorkshire, ”

b) In paragraph 2, after “North East Lincolnshire, ”, insert “or manufactured by Oxbow Carbon & Minerals UK Limited, Windsor House, Cornwall Road, Harrogate, North Yorkshire, ”

c) In paragraph 24, after “United States of America, ”, insert “or manufactured by Oxbow Carbon & Minerals LLC, 330 Golden Shore, Suite 210, Long Beach, California 90802, the United States of America,

## **(v) Implementation**

It is intended that the proposed instrument will come into force on 31 December 2008. If the Welsh Ministers were not to authorise Fuels under sections 20(6) and 63(1) of the Clean Air Act within a reasonable time, then there is a risk of criticism and possible representations from manufacturers, who will in practice be unable to market and sell their products effectively within smoke control areas in Wales.

## **(vi) Consultation**

It was not deemed necessary to consult as the Regulations do not amend the regime of smoke control within Wales, but will merely ensure the regime is brought up to date, by adding a further 7 fuels to those which are already authorised, for use in smoke control areas. In addition, the Regulations do not affect policy relating to air quality control.

## **(vii) Regulatory Impact Assessment**

### **a) Options**

#### Do nothing

This would mean that the Welsh Assembly Government decides not to authorise tested and approved fuels for use in smoke control areas.

#### Make Legislation

This would entail making Regulations to add specified fuels to the list of authorised fuels for the purposes of Section 20 of the Clean Air Act 1993. The Smoke Control Areas (Authorised Fuels)(Wales) Regulations 2008 do not affect the nature of the regime of control imposed by the 1993 Act: they merely ensure that the regime as effected in Wales responds appropriately to new fuels developed by the manufacturers.

### **b) Benefits**

#### Do nothing

There are no benefits implicit in this option.

#### Make the Legislation

The benefits of this option are as follows:

- Increasing the variety of authorised fuels will encourage compliance with restrictions in smoke control areas;
- Products will be available to consumers throughout Wales without inappropriate discouragement to those consumers in smoke-control areas;
- Manufacturers of authorised products will not have a restriction on marketing their products within smoke-controlled areas; and
- Cleaner air.

### **c) Costs**

#### Do nothing

If the Welsh Ministers were not to add approved fuels for the purposes of Section 20 of the Clean Air Act then there is the risk of criticism and possible representations from manufacturers who will in practice be unable to market and sell their product effectively in a smoke control area in Wales.

#### Make the Legislation

The only interested parties are the manufacturer and potential customers. However, no compliance costs will be imposed on either of these groups as a result of the proposed Regulations being made. The only cost linked to these Regulations results from the testing and approval process.

#### **d) Competition Assessment**

The competition filter has been applied to the proposed Regulations and it is clear that they will not have a detrimental affect on competition. The intended Regulations will merely add tested and approved fuels to the list of authorised fuels. By not updating the legislation in this way the Welsh Ministers would be preventing a business from effectively marketing their product uniformly throughout the UK.

#### **e) Consultation**

It was not deemed necessary to consult as the Regulations will not amend the regime of smoke control within Wales, but will merely ensure the regime is brought up to date, by adding further fuels to those which are already authorised for use in smoke control areas. In addition, the Regulations will not affect policy relating to air quality control. Those fuels proposed for authorisation in these Regulations have been subject to a detailed and quantitative emissions testing protocol.

#### **f) Post implementation review**

No review of the Regulations will be necessary: when a fuel has been tested and approved it is appropriate to authorise it permanently. The descriptions of fuels and the conditions imposed on their use are detailed, so that if a manufacturer were to amend the specification of the fuel, it would no longer be authorised. The amended fuel would have to be resubmitted for approval and (if successful) new Regulations would have to be made. The structure of the Act's control regime therefore provides an automatic review process.

#### **g) Summary**

The costs and benefits of making the Regulations accrue to the manufacturer of the fuel. Once a fuel has been tested and approved, a manufacturer can, in effect, only market their product in a smoke control area once Regulations have been made adding their product to the list of authorised fuels. The Regulations will ensure that the application of the smoke control regime intended by the Act is updated to reflect the development of new fuels.