

BMWNC, Inc.

Fac/Perm/Co ID #	Date	Doc ID#
60-09I	2/25/09	6887

February 9, 2009

Mr. Larry Frost
NCDENR
Division of Waste Management
Solid Waste Section
2090 U.S. Highway 70
Asheville, NC 28778

APPROVED DOCUMENT
Division of Waste Management
Solid Waste Section
Date **October 8, 2010** By **LY Frost**

Mr. Michael J. Bogart
Solid Waste Services
700 North Tryon Street
Charlotte, North Carolina 28202

Subject: **5 Year Permit renewal**

Dear Mr. Frost and Mr. Bogart:

Per Mr. Frost's letter dated January 29, 2008, but received this morning, attached is the updated site plan, list of Counties serviced by BMWNC in 2008, and our Operating Plan.

Please call me if you have any questions.

Respectfully,

Norman W. Martin, Plant Manager
Cc: Richard Geisser

RECEIVED

FEB 25 2009

SOLID WASTE SECTION
ASHEVILLE REGIONAL OFFICE

LOCATION: MATTHEWS, NC
 UNITS: ALL REPORTED IN TONS
 IN NORTH CAROLINA: REPORTED BY COUNTY
 OUT OF STATE: REPORTED BY STATE
 PERMIT NUMBER: 60-09-1
 REFERENCE: SECTIONS S-14 AND S-15 OF 8/11/03 LETTER FROM MR. BOGART
 PERIOD: JANUARY 1, 2008 TO DECEMBER 31, 2008
 CONTACT: NORMAN W. MARTIN

	Jan-08	Feb-08	Mar-08	Apr-08	May-08	Jun-08	Jul-08	Aug-08	Sep-08	Oct-08	Nov-08	Dec-08	Year Total
CABARRUS	0	0	0	0	0	0	0	0	0	5	0	0	5
GASTON	20	0	8	32	39	20	57	32	16	0	0	0	225
GUILFORD	0	2	2	0	2	2	2	1	0	4	5	0	20
HARNETT	0	0	0	48	24	0	0	0	0	0	0	0	72
MECKLENBERG	0	0	2	0	0	2	4	3	4	5	3	5	29
NORTH CAROLINA STATE TOTAL	20	2	12	81	66	24	63	36	21	14	8	6	352
KENTUCKY	0	0	0	0	5	0	0	0	0	5	0	0	10
MASSACHUSETTS	28	9	26	23	22	20	34	34	28	35	28	18	0
NEW YORK	98	101	112	101	113	110	115	121	109	107	69	59	1,217
PENNSYLVANIA	58	67	71	58	70	64	72	60	64	61	78	59	784
SOUTH CAROLINA	54	35	82	47	63	65	68	64	69	60	102	49	758
TEXAS	0	0	0	0	0	0	0	0	0	39	29	0	69
VIRGINIA	72	150	143	233	183	114	109	143	153	137	124	86	1,648
NON-NC STATE TOTAL	311	362	435	462	457	373	398	424	423	444	429	271	4,485
GRAND TOTAL	331	364	447	543	522	397	461	460	444	458	438	277	4,837

ASH LANDFILLED	91	86	129	127	153	101	111	121	122	112	106	101	1,361
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ROAD

200'

R/W

6.74 ACRES

EIR AT
0+78.00

NIR

S 51°34'19" W 136.26'

L3

S 60°32'20" W 125.42'

L2

188.40'

S 54°57'27" W

L1

EIR

6' CHAIN LINK FENCE

GATE

LIGHT POLE

OVERHEAD UTILITY

POWER POLE

OVERHEAD UTILITY

POWER POLE

OVERHEAD UTILITY

POWER POLE

Property Line

N 65°31'44" E

554.45'

LESTER
DB.
NOW

TRACT LINE FROM BOUNDARY SURVEY OF
6.74 ACRES DATED NOVEMBER 10, 1989

Property Line

#4 Stack

~ 6300 SF

#3 Stack

#2 Stack

#1 Stack

LP GAS TANK

GAS SERVICE
UNDERGROUND
ELEC SERVICE

WELL

LIGHT POLE

FIGURE 2-1 Plant Site
1 inch = 60 feet
BMWNC, Inc.



11110

BMWNC, Inc. Operating Plan

October 16, 2008

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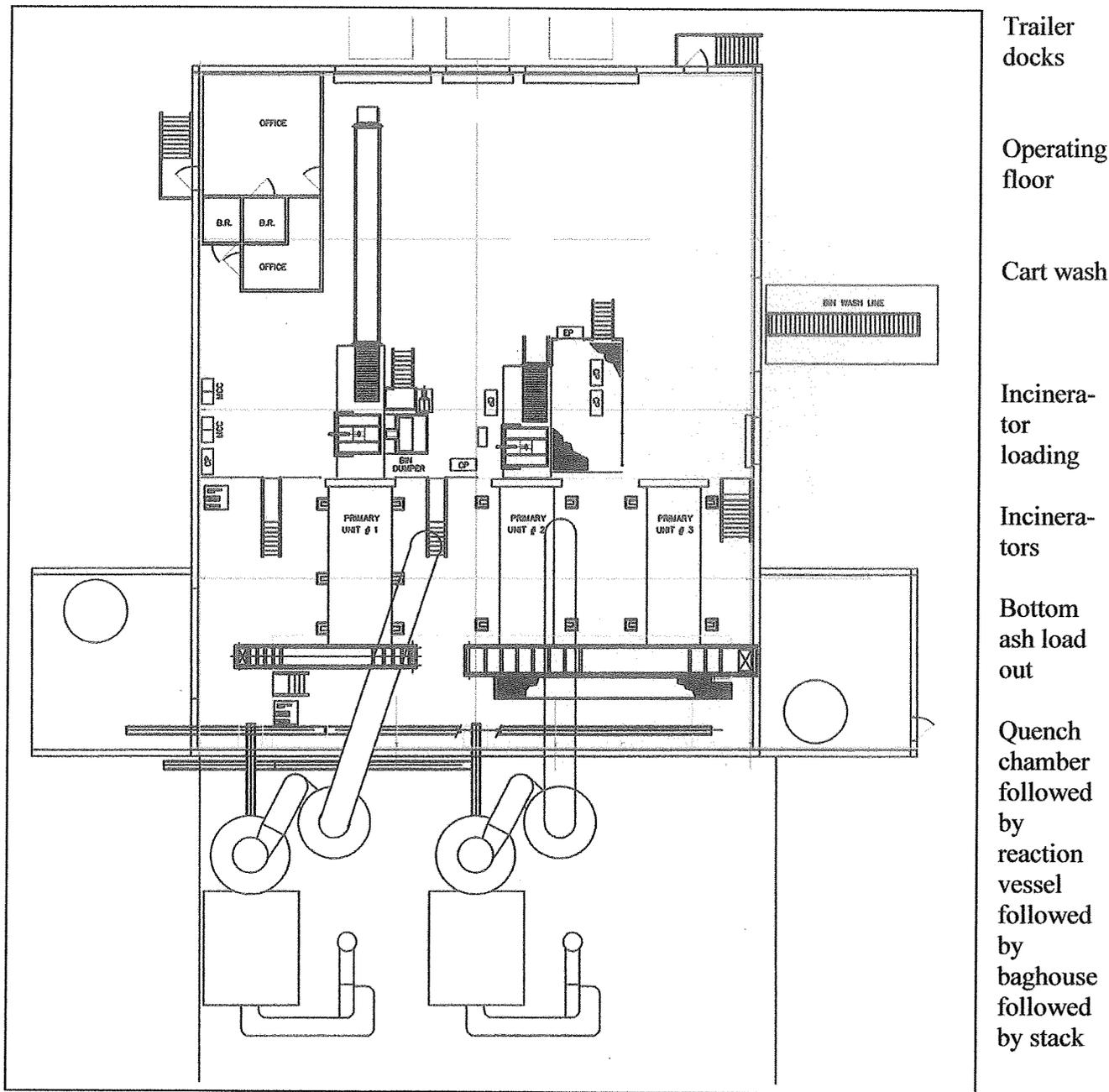
BMWNC, Inc. Operating Plan

October 16, 2008

Objective:

The objective of this operating plan is four-fold. First, it is to insure a basic understanding of the process so that there can be a uniformity of operating approach for each shift. It is also to emphasize the importance of environmental and regulatory compliance, and to put forth methods to achieve this compliance almost automatically. The operating plan also insures both personnel and process safety, as well as optimized performance of the equipment on hand.

Plant Layout:



Types of Operations at BMWNC:

1. Receiving

Medical waste must be unloaded to the operating floor only, and within seven days of trailer receipt. There are no exceptions to this rule.

All boxes and carts are to be individually weighed and logged into the manifest system. Manifests are to be signed twice by the Shift Supervisor.

After weighing and logging into the manifest system, BMWNC will segregate wastes that need treatment by incineration, waste materials that are not permitted to be fed to the incinerator, and waste that is more appropriately treated using alternative technologies.

Wastes that are not permitted to be fed to the incinerator will be returned to the sender.

Wastes that are more appropriately treated using alternative technologies will be re-manifested, reloaded and shipped to a facility specifically permitted for the task.

The number of carts and load bars removed from each trailer are to be logged, and when the bars and clean carts are reloaded back onto each trailer, the carts and load bars are to be recounted and the numbers matched against the logged record.

2. Charging

The BMWNC incinerator system is designed for a particular thermal input rate. The thermal input comes from the waste. Under ideal conditions, the incinerator operates under conditions of a constant thermal input. The thermal release from the "fuel" (the waste in the chamber) is controlled by the charging rate and by controlling the available combustion air. The charging process, thermal input, and combustion approaches a steady state condition as the waste homogeneity increases, the charge loads decrease in size, and the frequency of charges increase. Therefore, a charging scenario of more frequent charges of smaller volume is more desirable than one of a single large charge.

Regardless of production demands, we must plan to consistently meet permit requirements. The primary responsibilities for proper charging operation rest with the operators who must charge the solid waste fuel unit with the loading table. The loader intervals are set at 152 pounds every five minutes so as to achieve maximum energy release and materials processing at the regulated rate of 1834 pounds per hour (pph) MAXIMUM. Under normal circumstances, the interval is sufficient for charging the loading table and performing other tipping floor activities such as mixing and queuing the waste material in reusable carts. The proper charging of the correct amount of material at the required time is very important in assuring steady state conditions within the incinerators. This will assure maximum energy release and proper ash quality. All loader operators should understand their responsibilities in the optimum operation of the facility and their activities should be reviewed frequently by Shift Supervisors.

To homogenize a mixture of low and high heating value waste an effort should be made to charge materials which, through operating floor management, have been mixed as much as possible. For example, a load of wet or inert material, like Stericycle's Bayer filters, and a load of particularly "hot" material should be mixed with other on-hand material so as to buffer their effects as much as possible.

Besides insuring a regular, homogeneous waste supply to the incinerator that does not exceed the regulatory limit, it is also extremely important to control primary chamber temperature and other process variables by means of the charging rate. For instance,

- o Secondary chamber temperature high - stop charging
- o Secondary chamber temperature low - charge
- o Primary chamber temperature high – charge up to limit. If still high, spray the waste in the charging breach
- o Primary chamber temperature low - stop charging
- o Smoke emissions when charging - reduce charge size, increase frequency
- o Smoke emissions when charging - mix charged material to reduce BTU value
- o Poor ash quality - reduce charge rate

For each customer load, each container in that load must be weighed and that weight recorded in the Supervisors' office. Those weight values must be attached to the appropriate manifests and these forwarded for use and ultimate filing in the administration building.

After weighing each container, the containers' weight must be written on each container and the container loaded onto the feed conveyor belt or to the reusable cart dumper. For each reusable cart and container, the control panel operator must enter the weight written on the container into the data acquisition system where the hourly average feedrate to the incinerator is monitored by the control panel operator, the Shift Supervisor, and the Plant Manager. Thus, the data acquisition system is the effective log for all charging of the incinerator, showing times and weights charged down to the minute.

3. Cart washing

The washrack is to be utilized only after its temperature has reached 150°F. After washing, all carts are to be inspected by the person operating the washrack to insure that there is nothing at all inside any cart, and that all the carts are clean and smell disinfected. When levels of additives (detergents and disinfectants) seem questionable, the operator is to ask Maintenance to add the proper amount of additive to the washrack sump.

See Fresh Water Flow Diagram on Page 11. This shows where the cart wash water fits into the overall plant water balance.

Washrack maintenance and preventative maintenance activities, including any instrument calibrations, must be entered into the Operators' Logbook in the Shift Supervisors' office.

The number of carts washed is logged by use of the scale sheet. The scale sheet shows "carts" versus "containers." The scale sheet is attached to the manifest for each load and each customer, and forwarded to the administration office where the carts are tallied and recorded simply by counting the cart weight entries. In this way, the carts washed are effectively logged by administration.

4. Logging and record keeping

Along with the requirements for ash sampling and sorbent screw calibration with appropriate log book entries (see paragraph 8), many other records are to be kept. These include:

- o Logging all customer and trailer numbers

- o Maintaining the data acquisition system and notifying the Plant Manager when it malfunctions
- o Logging reasons for all stack damper openings
- o Logging reasons and person responsible when an over-charge occurs
- o Logging reasons and actions taken for all unscheduled maintenance activities
- o Logging special or unanticipated events, such as fugitive emissions, visits by non-employees and medical concerns

5. General operations of the incinerator controls

The control panel operator, who also has responsibility for charging, must constantly monitor incinerator chamber temperatures and learn to recognize abnormalities. Some of these abnormalities and corresponding actions required follow.

- o Secondary chamber temperatures above 2300°F - stop charging
- o Secondary chamber temperatures below 1800°F - stop charging
- o Lower chamber temperatures above 1800°F - check draft setting and spray
- o Adjust charging rates to control temperature

The control panel operator must also constantly monitor stack gas opacity, which should never exceed 10 percent averaged over six minutes, and stack carbon monoxide (CO), which should never exceed 40 ppm except during brief periods of ash ram movement. Certain actions may be taken by the operator to alleviate opacity or CO problems, such as follows.

- o Opacity and/or CO high soon after charging - check secondary combustion air and adjust charge rate
- o Opacity and/or CO high immediately after charging - check lower chamber temperatures and BTU value of waste
- o Random high opacity and/or CO - check for tumbling of waste bed
- o Opacity and/or CO increasing after several hours of operation - check and increase underfire air and burn rate
- o Inspect the chambers through view ports and recognize temperature by color - look for problem temperatures. Bright yellow is above 1900°F. Dull red is around 1400°F.
- o Ash bed too deep - waste ash smothered - check draft control and air infiltration, increase underfire air, reduce charge rate, adjust ash ram strokes
- o Visible smoke in the upper chamber – increase secondary combustion air flow
- o Spot problem waste

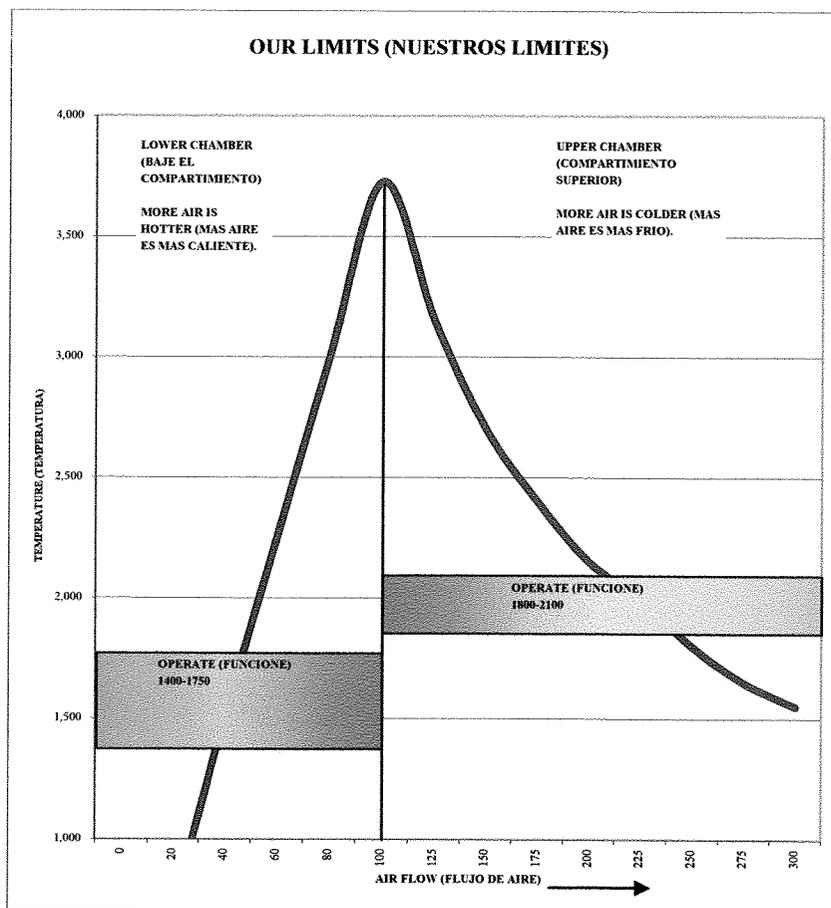
The control panel operator must understand that maintaining the desired operating temperatures within each combustion chamber is critical to proper operation of the BMWNC incinerator. Both upper and lower limits on the temperature range for each chamber are of interest. The desired range of operation is different for the ignition (primary) and combustion (secondary) chambers because the functions of these chambers differ.

The operating ranges for the primary chamber (ignition chamber) range from 1200°F to 1800°F. The lower limit is dictated by BMWNC's permit and is not the actual limit used in the plant as will be discussed subsequently. The ignition chamber must be maintained at a minimum temperature sufficient to sustain combustion, combust the fixed carbon in the ash bed, and kill any microorganisms

in the waste bed so that the remaining ash is sterile. The temperature also must be maintained below a level that will damage the refractory and result in slagging of the waste.

The destruction of the microorganisms including pathogens within the incinerator depends on the temperature and time of exposure. These parameters are affected by many factors, including charging beyond incinerator capacity which reduces retention time. Most literature recommends a minimum primary chamber temperature of 1400°F, which is exactly BMWNC's minimum desired operating range (though higher than the regulated minimum of 1200°F) as shown in the graph below.

From an operational (operating efficiency) standpoint, it is desirable to operate the primary or ignition chamber at a temperature high enough to sustain combustion in the chamber and to generate sufficient volatile combustion gases and heat to maintain the desired secondary combustion temperature without the use of auxiliary fuel. Consequently, the desired primary chamber temperature will depend somewhat on the waste composition. Furthermore, a sufficiently high temperature to effectively combust the fixed carbon in the waste bed is desired. BMWNC's experience indicates that this temperature is in the 1400° to 1750°F range.



As already stated, operators are to use water quenching in the primary chamber to maintain gas temperatures below 1800°F, which is approximately the highest temperature where good quality, ignitable gas can be produced, and to avoid refractory damage. The BMWNC incinerator uses refractory rated at 2800°, but reactions can occur with contaminants in the combustion gas causing the

ash to melt and flux the refractory, making it desirable to expose this refractory to no higher than 2200°F on a continual basis.

Another, perhaps more important, limiting factor for the upper operating temperature of the primary chamber is slagging of the waste. Most ash residues begin to become soft at temperatures in the range of 2200° to 2500°F. While thermocouples in the primary chamber indicate the temperature of the combustion gas exiting the primary chamber, the temperature in the ash bed at the hearth adjacent to the underfire air ports can be consistently higher. Consequently, although the combustion gas temperature can indicate that clinker (fused slag) formation should not be a problem, the ash bed can be hot enough to form clinkers. Experience has shown that a control temperature of 1800°F can be used in most cases with acceptable performance with regard to clinker formation and carbon burnout, but the performance problems due to slagging may begin to occur at primary chamber temperatures as low as 1400°F.

The secondary chamber serves to complete the combustion process initiated in the primary chamber. As with the primary chamber, it is desirable to operate within a lower and upper range. At temperatures that are too low, complete combustion may not occur. At temperatures that are too high, refractory damage may occur, and residence time may be decreased.

A minimum temperature is needed to prevent the discharge of potentially toxic products of incomplete combustion. The threshold temperature found in laboratories for dioxins and furans is 1700°F though BMWNC's regulated minimum is 1800°F.

Sufficient temperature in the secondary chamber is necessary to kill microorganisms entrained in the gas stream from the primary chamber. Most literature suggests a minimum secondary combustion chamber temperature of 1800°F. The limiting factor for the secondary combustion chamber temperature upper operating range is refractory damage. The upper limit is dictated by the refractory, at 2200°F on a continual basis.

A typical draft for controlled-air incinerators is in the range of -0.05 to -0.1 in. water column (w.c.). Excessive draft is not desirable because increased carryover of particulate matter to the secondary chamber can occur, and the higher the draft the higher the amount of tramp air that will enter the incinerator. Tramp air does little to promote combustion within the fuel bed. In fact, the more tramp air that is admitted, the less underfire air that can be used without overheating the primary chamber. With decreased underfire air, combustion within the fuel bed deteriorates, causing more unburned combustibles in the ash residue.

6. Ash movement inside the incinerator, including avoiding stuffing

The operator is to insure that ash moves regularly inside the incinerator. Small ram strokes are more effective than long strokes for carbon burnup. The sequence of events in moving the rams depends upon the quality of the waste, but in general, starts with moving the third ram (the ash ram) first about one foot forward to make space for the waste moved by the second ram, which is moved second. The second ram is also moved about one foot. Then the first ram is moved about one foot. This cycle is repeated every 15 minutes.

Every hour the Supervisor is to view the ash on the ash burnout grate, an area that is moved by the third ram, checking for scorched or partially burned combustibles. If any unburned waste is seen, the Supervisor will manually stir the ash bed until burnup is achieved.

7. Bottom ash examination and operating adjustments

The Shift Supervisor is to regularly inspect the bottom ash at the ash discharge hopper and at the ash dumpsters. Unburned or scorched combustibles are to be removed from the hopper or dumpster, and deposited into a medical waste reusable cart. The cart is weighed and the partially burnt waste is re-burned.

In order to avoid the problem of partially combusted ash residue, there are several courses of action that should be investigated.

- o Insure that the underfire air fan is operating and cleanout the underfire air ports
- o Reduce charge rate, increase temperature, adjust ram strokes
- o Increase the dwell time between charges by increasing the charge size to promote the disintegration of containers on the charging hearth.
- o Increases underfire air
- o Keep the automatic draft setpoint as low as possible without causing a positive condition, a draft of 0.1" w.c. is preferred.
- o Excessive long strokes of the internal ram pushes containers, such as boxes, rapidly through the ash bed. The box insulates its contents until it is destroyed.
- o Unit is charged too frequently preventing destruction of boxes on the charging (first drying) hearth.

High temperatures on top of the pile, if otherwise uncontrollable, can cause an operator to shut off the underfire air system to a minimum air flow position producing a cold pile and unburned combustibles in the ash. To preclude the necessity of stopping the underfire air, several actions should be taken.

- o Investigate and control draft to reduce air infiltration as has been mentioned.
- o Always maintain minimum underfire air flow in the air tubes, to keep the pile burning on the bottom. A minimum of +0.5" W.C. air pressure should be maintained in the air tubes during operation with waste on the tubes. Heat must filter upwards through the pile.
- o Check charging door down, charge door seals, access door seals, ash discharge water seal for air infiltration.
- o Avoid charging large loads of wet or low Btu. materials in a single charge. Mix with other material to raise the Btu level and reduce the moisture content of the charge.
- o Increase the frequency and length of the internal ram strokes to reduce the pile depth to allow the heat to penetrate.

8. Ash sampling and sorbent screw calibration

Every shift is to collect tow pounds of ash at end of shift and put it in the ash collection drum. The action is to be logged in the Operator's Log.

Every Friday the Shift C Supervisor is to dump the drum, mix up the week's ash with a shovel, and take a two pound composite sample from the ash. The remainder of the ash from the drum is to be returned to the ash hopper. The sample is to be labeled and keep it in the Supervisor's office. This action is also logged in the Operator's Log.

Now the drum is empty, and each shift is to keep putting a two pound ash sample into it, making an entry in the Operator's Log.

The last Monday of each month, B Shift Supervisor is to take the four weekly ash samples and mix them on the floor with a shovel. From this mixture, a four pound sample is taken and put it in one of the cans in the Plant Manager's office, properly labeled. This monthly sample is also logged in the Operator's Log. At the end of each three-month period (quarterly), the three most recent monthly sample cans' contents are mixed into a single batch and a four pound sample is taken from the composite.

This sample is sent to a laboratory for analysis of TCLP metals, pH and free liquids by Paint Filter Analysis. As soon as the laboratory analysis is received at BMWNC, it is faxed to the County Solid Waste Services Officer.

Every Wednesday, A Shift Supervisor is to calibrate both lime screws to 86 lb/hr each, and the carbon injection screw to 4 lb/hr. When done, the Supervisor is to make entry in Operator Log Book, dated.

9. Baghouse monitoring

The baghouse automatically pulse cleans itself according to the pressure drop across the bags. However, the operator must continuously observe the pressure drop, just as he does the chamber temperatures, to make sure that the cleaning cycle is effective. Sometimes manually pulsing the bags, in addition to the automatic cycle, is necessary to achieve the maximum design pressure drop of 10 inches w.c.

In addition, every hour the Supervisor must go back to the compressor room and check to see that the air pressure is holding steady at 100 psig. This is necessary in case one of the baghouse pulse solenoids "hangs up" in the open position, bleeding air from the system at a rate that cannot be made up by the air compressors. If such a situation is left unchecked, air pressure will decrease to a point where the stack damper will open, a situation that is to be avoided to the maximum extent possible.

If a situation of low air pressure arises, and all compressors are running, the Supervisor is to check the pressure gauge designated by the dotted arrow on Page 12, which is the Compressed Air Flow Diagram. If the gauge reads less than 40 psig, the Supervisor is to shutoff the ball valve at the air receiver on the baghouse second platform. The Supervisor is to wait until the pressure increases to 100 psig, then crack the ball valve slowly letting air in until the receiver is full. Then the Supervisor is to listen to the baghouse pulsers for a leak. Then fix the leak by tapping the solenoid valve. Finally, the Supervisor can fully open the ball valve at the receiver.

10. Quench chamber monitoring

See the Quench Water Flow Diagram on Page 13. It is very important that the Shift Supervisor and the control panel operator monitor the exit gas temperature from the quench tank, which should be steady at about 370°F. If the temperature grows steadily above that point, it means that a temperature excursion, which will cause the stack damper to open, is impending. All possible efforts must be made to avoid this situation. If the quench exit temperature is rising, the first thing for the Supervisor to check is the water pressure drop across the water filters in the compressor room. If this pressure drop exceeds a few psi, the Supervisor needs to reroute the water flow through the parallel filter using the valving shown on the diagram, and clean the dirty filter.

If the filters are found to be clean, and quench exit temperature is still rising, the trash pump is most likely fouled. The Supervisor or maintenance personnel if on hand, should then switch to the parallel

backup trash pump. The fouled pump should then be cleaned and put back in place for service again when the backup pump becomes fouled.

If the quench temperature still continues to rise, the only remaining reason can be the quench water nozzles at the top of the quench tank. These need to be removed and replaced with spare nozzles.

11. Maintaining zero water discharge

No water is to be discharged from the plant onto the plant grounds, nor into the sanitary sewer system except the toilets used for personal use by employees. All waste water from various locations around the plant is routed to the pit (See Quench Water Flow Diagram on Page 11). All cleanup water from floor washing operations is to be squeegeed to the pit. All of the waste water in the pit is eventually used in the scrubbing system as quench water.

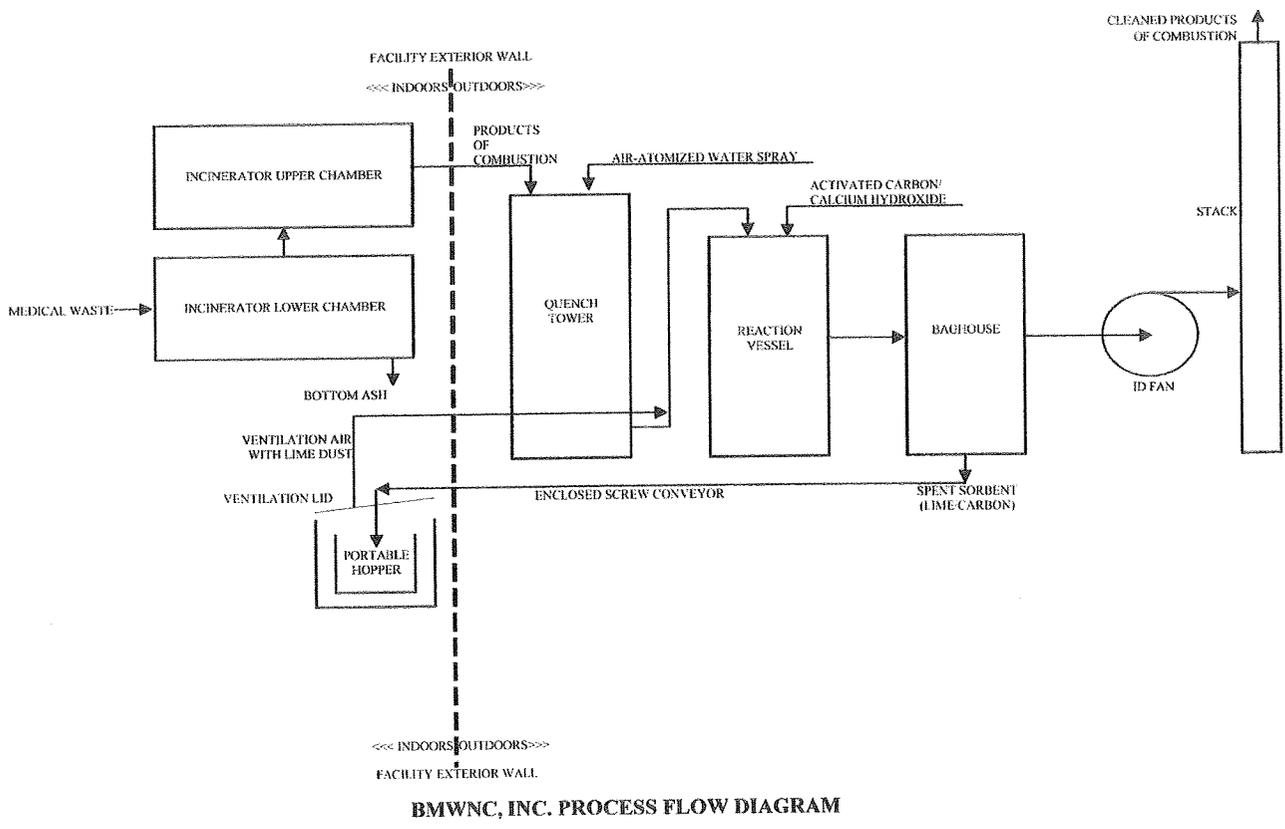
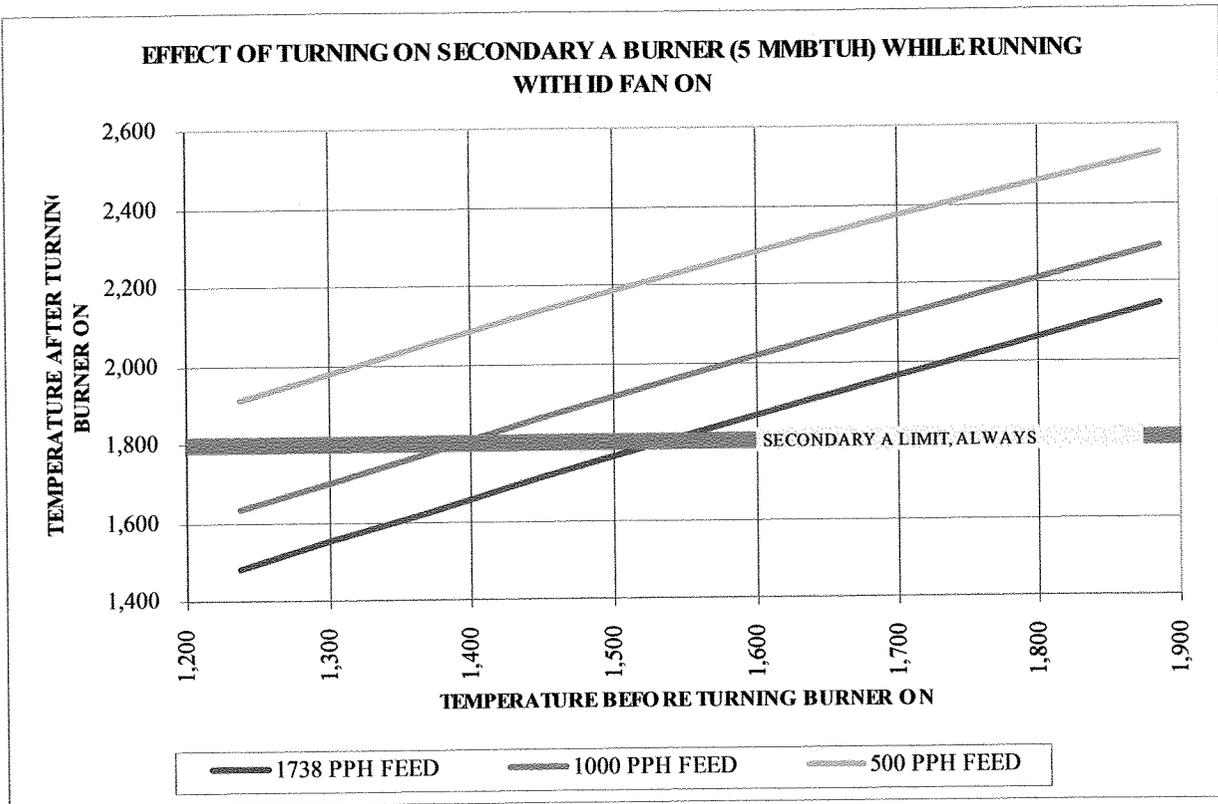
12. Compliance monitoring

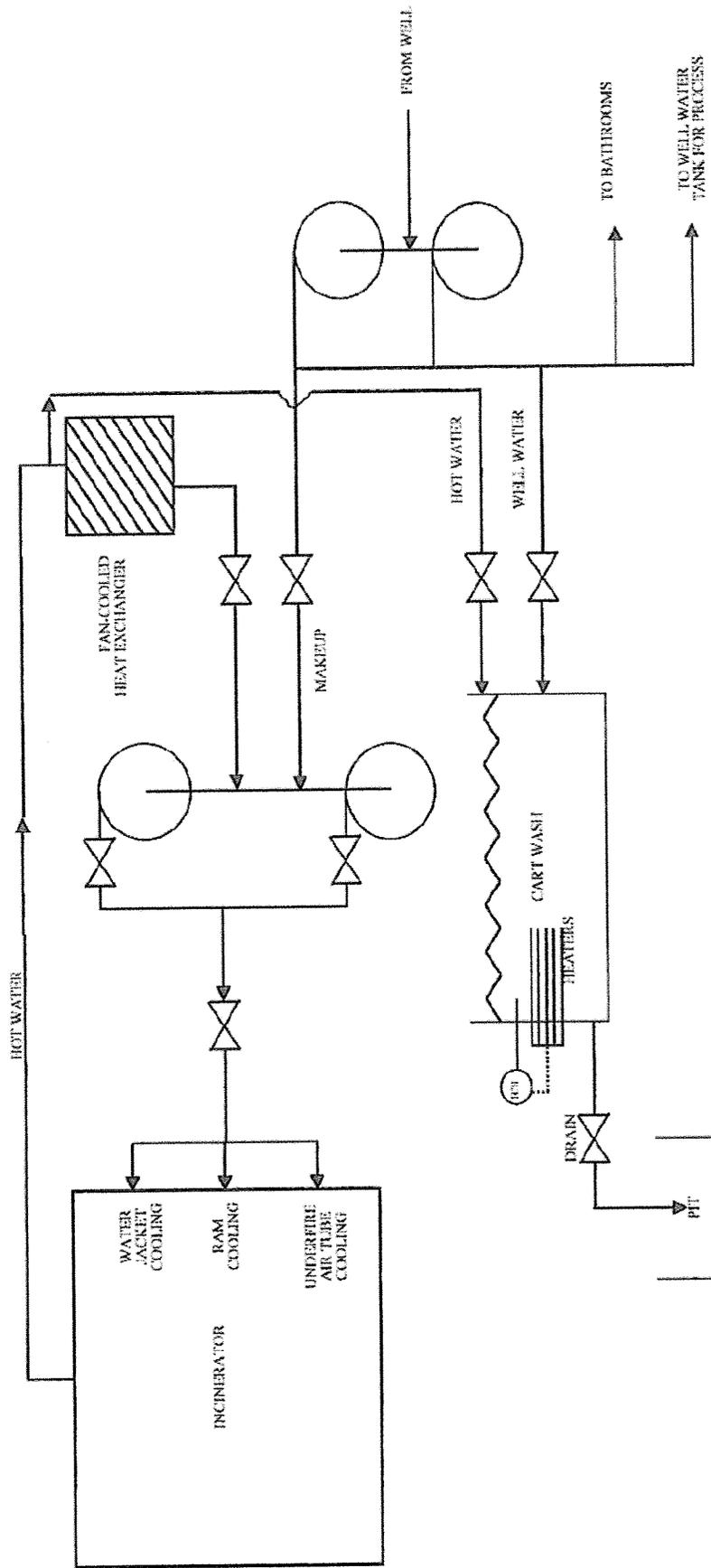
All personnel are required to do everything within their abilities to insure that BMWNC consistently meets the combined requirements of its solid waste and air permits. When personnel become aware of a breach or potential breach, they are required to notify management immediately, regardless of the time of day. The specific stipulations of the permits require the following:

- o 1834 pph charge limit maximum
- o 1200°F minimum in primary chamber
- o 1800°F minimum secondary chamber
- o No feed until secondary at 1800°F, primary at 1200°F
- o Wood may be used during startup after secondary at 1800°F minimum
- o Do not shutdown until two hours after last waste charge
- o Secondary at 1800°F minimum, primary at 1200°F minimum for two hours after last charge
- o 10 percent opacity limit, 40 ppm CO
- o Maximum baghouse inlet 353°F
- o Minimum lime feed 76 pph and minimum carbon feed four pph
- o LUESA ash samples taken every shift
- o Shift ash sample composite every week
- o Weekly ash samples composited into monthly sample every month
- o Wash tank 150°F minimum

The graph below shows that if the operator loses temperature in the secondary and the burner just will not make it to 1800°F, the operator can still get back up to 1800°F by decreasing feed rate a large amount. For instance, if the chamber is at 1400°F before turning on the burner and feeding 1834 pounds per hour, the operator can only get up to 1630°F. But if the operator then drops to 1000 pph

feed rate, then the burner will produce 1800°F. This assumes the upper chamber blower is on automatic control.

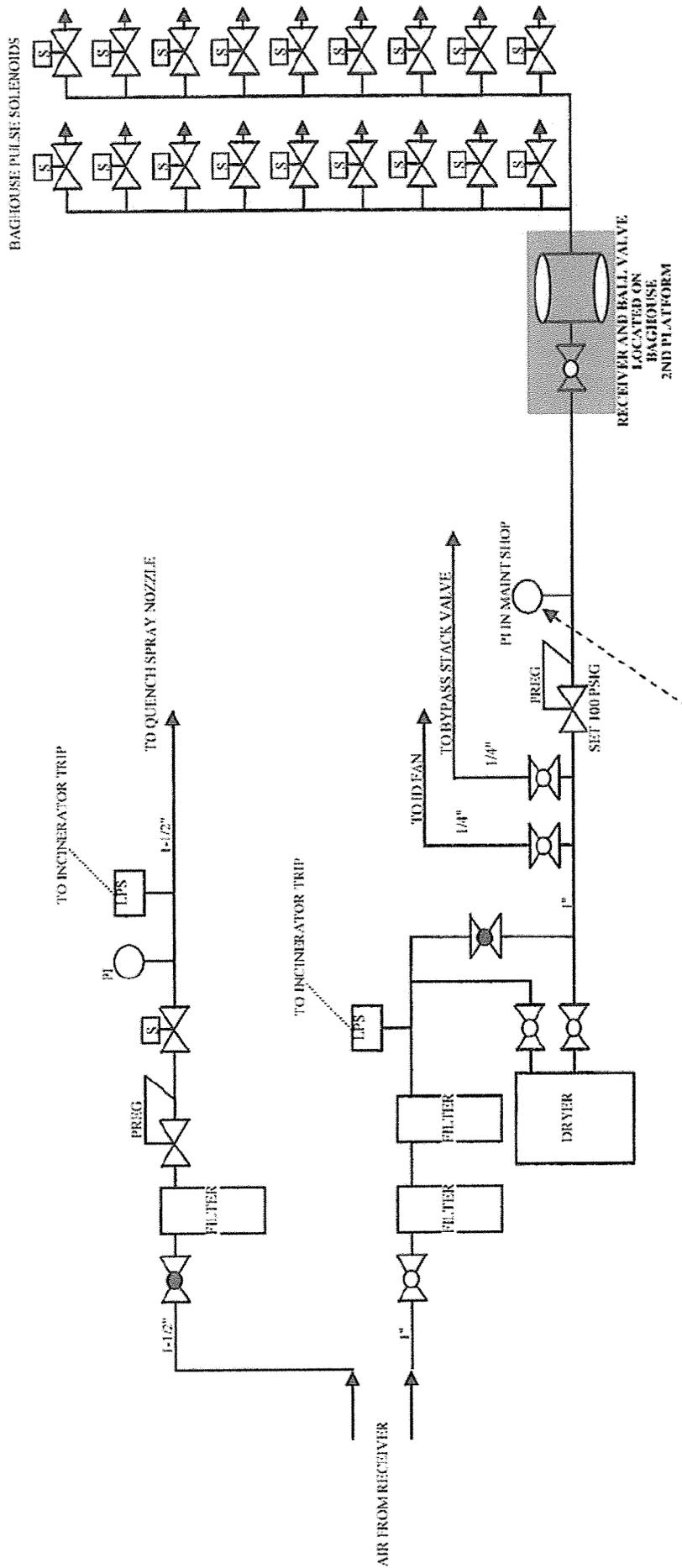




FRESH WATER FLOW DIAGRAM

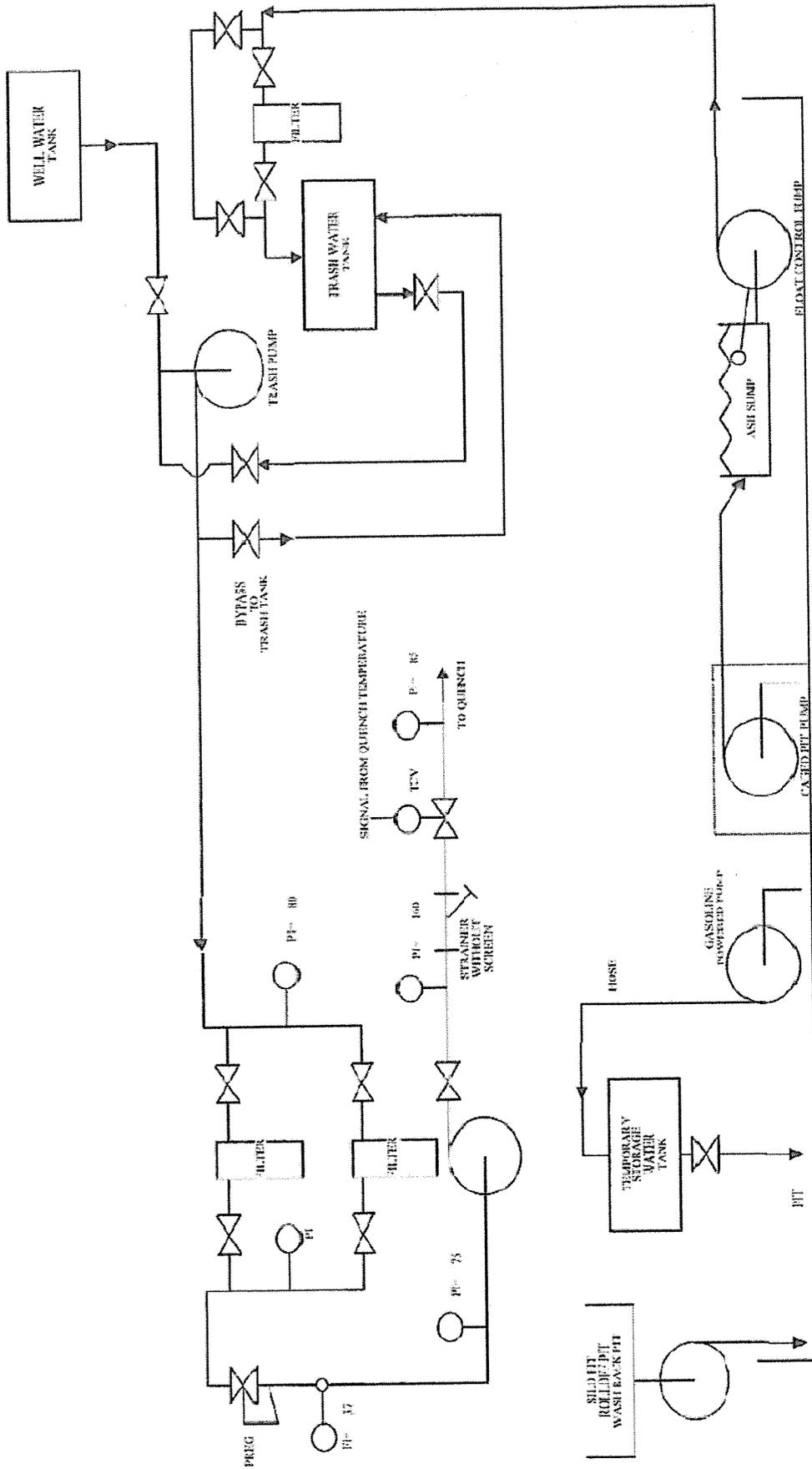
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BMWNC, INC.



COMPRESSED AIR FLOW DIAGRAM

PRINTED 4/2/2004



QUENCH WATER FLOW DIAGRAM

Emergency Response Plan:

Building Name: BMWNC Incineration
Plant Building Address: 3250 Campus Ridge Road, Matthews, NC 28105
Coordination Control Officer: Each Shift's Shift Supervisor
Shift Supervisor Phone Number: 704-821-4766
Designated Meeting Site(s) for Building is: By the Front Gate
Plan Prepared By: Norman W. "Rusty" Martin, Plant Manager
Date: 10/16/2008

EMERGENCY NUMBERS

Fire 911
Medical 911
City Police 911

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Area Evacuation Plan

Section I: Purpose and Objectives

Potential emergencies at the BMWNC Plant, such as fire, explosion, spill, chemical releases and all other emergencies require employees to evacuate the building. An Emergency Evacuation Plan (EEP) and adequate occupant familiarity with a building minimize threats to life and property. In addition, the Occupational Safety and Health Administration (OSHA) Emergency Action Plan standard, found at 29 CFR 1910.38(a), requires that the BMWNC Plant have a written Emergency Evacuation Plan (EEP). This plan applies to all emergencies where employees may need to evacuate for personal safety.

This EEP is intended to communicate the policies and procedures for employees to follow in an emergency situation. This written plan should be made available, upon request, to employees and their designated representatives by the Shift Supervisor for the building.

Under this plan, employees will be informed of:

- The plan's purpose,
- Preferred means of reporting fires and other emergencies,
- Emergency escape procedures and route assignments,
- Procedures to be followed by employees who remain to control critical plant operations before they evacuate,
- Procedures to account for all employees after emergency evacuation has been completed,
- Rescue and medical duties for those employees who perform them.

Each shift's Shift Supervisor is the Coordination Control Officer for this facility and has overall responsibility for the preparation and implementation of this plan.

Norman W. "Rusty" Martin, Plant Manager is the Alternate for Shift Supervisors.

The Shift Supervisor will review and update the plan as necessary. Copies of this plan will be maintained in the Shift Supervisor's Office.

Section II: General Guidelines

The following guidelines apply to this EEP:

1. All personnel must be trained in safe evacuation procedures. Refresher training is required whenever the employee's responsibilities or designated actions under the plan change, and whenever the plan itself is changed.
2. The training may include use of floor plans and workplace maps which clearly show the emergency escape routes included in the EEP. Color-coding aids employees in determining their route assignments. Floor plans and maps should be posted at all times in main areas (Production Floor, Maintenance Shop, near the Wash Rack) of the Plant to provide guidance in an emergency.
3. No employee is permitted to re-enter the building until advised by the Fire Department.
4. Items that should not be stored near exit routes include chemicals, cardboard, paper, furnishings, and decorations.
5. Exit routes are identified on the "Emergency Evacuation Routes" map posted around the building. Exits are also marked "EXIT."
6. Ways to notify others of an emergency are telephone, shouting, and radio.
7. Once you exit the building, you go to the Front Gate and wait.
8. You need to practice evacuation routes so often that you can do it with your eyes closed. This is because it can be completely dark, or filled with smoke.
9. No one is allowed to respond to a chemical or possible biological spill unless they have been properly trained.
10. If you see a fire, you should notify the supervisor. He will then decide to extinguish it, call 911, and decide whether or not to evacuate the building.
11. If an earthquake strikes, hide under a desk, table or doorframe, and then evacuate the building after the earthquake stops.
12. In a severe windstorm, take shelter in under the old unused incinerators.

13. To be prepared for an emergency at home you should always have on hand a first-aid kit, flashlight, radio, food, water, blankets, toiletries, and cash.

Section III: Responsibilities of Shift Supervisors

The Shift Supervisor is responsible for:

1. Obtaining and posting floor plans and route evacuation maps.
2. Overseeing the development, communication, implementation and maintenance of the overall EEP.
3. Ensuring the training of building occupants, and notifying all personnel of changes to the plan.
4. Maintaining up to date lists of building occupants, critical operations personnel, and any other personnel with assigned duties under this plan. Lists are included in Appendix I.
5. In the event of a fire or other emergency, relaying applicable information to emergency personnel and occupants.
6. Establishing a Designated Meeting Site for evacuees.

The Shift Supervisors are also responsible for:

1. Familiarizing personnel with emergency procedures.
2. Acting as liaison between management and their work area.
3. Ensuring that occupants have vacated the premise in the event of an evacuation, and for checking assigned areas.
4. Knowing where their Designated Meeting Site is and for communicating this information to occupants.
5. Having a list of personnel in their area of coverage, so a head count can be made at their Designated Meeting Site.
6. Ensuring that disabled persons and visitors are assisted in evacuating the building.
7. Evaluating and reporting problems to the Plant Manager after an emergency event.
8. Posting the "Area Evacuation Plan" (Appendix III) in the work area, communicating plan to occupants, and updating the plan annually.

Section IV: Alerting or Signaling Building Occupants in Case of Fire or Other Emergency

1. In case of a fire, employees should make a telephone call to the local Fire Department at 911.
2. It will be necessary to shout the alarm. This can be done while exiting.
3. Persons discovering a fire, smoky condition, or explosion should shout the alarm. Any pertinent fire or rescue information should be conveyed to the Fire Department. All emergency telephone numbers are listed at the beginning of this EEP.
4. To report the emergency, dial 911 and state you name, your location, and the nature of the call. Speak slowly and clearly. Wait for the dispatcher to hang up first. On occasion the dispatcher may need additional information or may provide you with additional instructions.

Section V: Evacuation Procedures for Building Occupants

1. When the fire alarm is shouted, all personnel should ensure that nearby personnel are aware of the emergency, quickly shutdown operating equipment, close doors and exit the building.
2. All occupants should proceed to the Designated Meeting Site and await further instructions from their Shift Supervisor.

3. All personnel should know where primary and alternate exits are located, and be familiar with the various evacuation routes available. Floor plans with escape routes, alternate escape routes, exit locations and the Designated Meeting Site are located in Appendix II and are posted in the building.

Notes and Precautions:

Small fires can be extinguished only if you are trained to use a fire extinguisher. However, an immediate readiness to evacuate is essential.

All fires, even those that have been extinguished, must be reported to 911 immediately.

Never enter a room that is smoke filled.

Never enter a room if the door is warm to touch.

Fire:

- **R - Rescue:** When you discover a fire, rescue people in immediate danger if you can do so without endangering yourself. Exit via safe fire exit. Close doors to room with fire.
- **A - Alarm:** Sound the alarm by shouting and call 911, from a safe distance with a cell phone, to notify of precise location of fire.
- **C - Confine:** Close all doors, windows and other openings.
- **E - Evacuate:** Evacuate the building.

Section VI: Disabled Occupants

If a disabled occupant is unable to exit the building unassisted, the Shift Supervisor must notify the emergency response personnel of the person's location. Unless imminent life-threatening conditions exist in the immediate area occupied by a non-ambulatory or disabled person, relocation of the individual should be limited to a safe area in close proximity to an evacuation exit.

Section VII: Critical Operations Shutdown

Critical Operation Shutdown: Critical operations, including equipment that must be shut off and persons designated to complete these actions are identified in Appendix I of this EEP. Procedures for rapid shutdown should be predetermined for life safety and loss control purposes, as well as ensuring complete evacuations in a timely manner.

The Critical Operations Shutdown procedure to be followed by those employees who have been assigned to care for essential building operations include:

Operation	Responsibility
Incinerator operation	Shift Supervisor
Wash rack operation	Shift Supervisor
Trailer unloading/loading	Shift Supervisor
Maintenance work	Shift Supervisor

Persons involved in the Critical Operations Shutdown listed above shall be notified by management of this responsibility in advance, identified in the EEP, and will be appropriately trained for the particular situation. Personnel assigned to critical operations responsibilities are listed in Appendix I.

Section VIII: Accountability Procedures for Emergency Evacuation

Designated Meeting Sites: Groups working together on or in the same area should meet outside the building in the prearranged Designated Meeting Site. A list of the primary and alternate Designated Meeting Sites are listed on the floor plans in Appendix II.

The Shift Supervisor and will conduct head counts once evacuation has been completed.

The Shift Supervisors are to be trained in the complete workplace layout and the various primary and alternate escape routes from the workplace. All trained personnel are made aware of employees with disabilities that may need extra assistance, and of hazardous areas to be avoided during emergencies. Before leaving, the Shift Supervisors are to check rooms and other enclosed spaces in the workplace for other employees who may be trapped or otherwise unable to evacuate the area, and convey this information to emergency personnel. A list of Shift Supervisors for the Plant appear in Appendix I.

Once each evacuated group of employees have reached their Designated Meeting Site, each Shift Supervisor:

1. Assembles his/her group in the Designated Meeting Site.
2. Takes head count of his or her group.
3. Assumes role of management contact to answer questions.
4. Instructs personnel to remain in area until further notice.
5. Reports status to the Plant Manager.
6. Instructs personnel to remain at Designated Meeting Site until further notice.

Section IX: Rescue and Medical Duties

- The Fire Department, or Emergency Medical Technicians (EMT) will conduct all rescue and medical duties.
- Do not move injured personnel. Keep the person lying down, covered and warm.

Section X: Resource and Responsibilities Lists

EEP Organization: The lists in Appendix I include the names of employees, managers, staff or other personnel and their job titles, job positions and relative EEP collateral duties. The purposes served by the lists are:

1. To tell employees who to see for additional information on the EEP.
2. To provide emergency response personnel with a list of department personnel which may be needed in order to provide additional information about the fire, a chemical, a hazardous waste location, a shipment of chemicals, etc.
3. The lists should be updated by the Shift Supervisor on an as-needed basis.

Section XI: Training and Communications

Each occupant should know that evacuation is necessary and what his/her role is in carrying out the plan. Employees should also know what is expected of them during an emergency to assure their safety. Training on the EEPs content is also required by OSHA 29 CFR 1910.38(a).

A method of training building occupants in the requirements of the emergency evacuation plan is to give all employees a thorough briefing and demonstration. The department will have all managers and supervisors present this plan to their staffs in staff meetings. Annual practice drills are to be implemented and documented by the Shift Supervisor.

A Training Attendance Record Sheet is included in Appendix I. This record should be maintained by the Shift Supervisor for a period of five (5) years.

Appendix I

EMERGENCY EVACUATION PLAN RESPONSIBILITIES LIST BMWNC

Building Name BMWNC, Inc. Incinerator Plant

Address 3250 Campus Ridge Road

Title Shift Supervisors

Name Melvin Morrison, Jim Wright, Nevada Rowell, Jose Fabella, Andrew McLendon

Location: Supervisors' Office

Telephone 704-821-4766

Total Number of Employees 4 per shift + 2 maintenance men + Plant Manager + Manager of O&M

PERSONNEL ASSIGNED TO CRITICAL OPERATIONS RESPONSIBILITIES

Critical Operation	Required Shutdown	Name	Job Position
Incinerator Operation	Yes	Melvin Morrison	Shift Supervisor
Incinerator Operation	Yes	Jim Wright	Shift Supervisor
Incinerator Operation	Yes	Nevada Rowell	Shift Supervisor
Incinerator Operation	Yes	Jose Fabella	Shift Supervisor
Incinerator Operation	Yes	Andrew McLendon	Shift Supervisor

(continued on next page)

PLANT EMPLOYEE LIST

Emp. #	Name	Home Phone #	Alternate #	Cell Phone
1002	Mary McIntosh			704-905-0660
4780	Rusty Martin	321-0920		704-957-7828
3002	Melvin Morrison			704-771-9438
4039	Jimmy Wright	882-6569		704-617-0808
4075	Ervin Edwards	821-7922		
4170	Nevada Rowell	399-4493		
4248	Jose Cisneros	225-8534		
4269	James Helms	827-3491		
4305	Darrell Cureton	392-3904	704-821-7825	
4335	Roberto Cisneros	225-8534		
4340	Ernie Wikander	531-8452	704-265-0992	
4410	Fernando Ocampo	218-5278		
4450	Analy Huesca	238-8259	704-207-9425	
4840	Franciso R. Salas			
4590	Gerardo C Fabela	225-8534		
4800	Charles Scott	399-5138	704-505-0136	
4730	Jennifer Wright	882-6569		
4250	Carlos M. Adame	225-8534		
4291	Andrew McLendon	219-6114	704-245-1295	
4810	Juan Huesca	238-8259	704-207-9425	
4820	Eluid Landa	238-8259	704-207-9425	
4830	Jesus A. Andrade M	238-8259	704-207-9425	

UTILITIES EMERGENCY MAINTENANCE

PERSONNEL TO CONTACT IN THE EVENT OF AN EMERGENCY

Utility	Name/Job Title	Location	Telephone
Any Emergency	Norman Martin, Plant Manager	In Plant	Cell 704-957-7828
Electricity	Ernie Wikander, Manager of O&M	In Plant	Page 704-265-0992
Water	Ernie Wikander, Manager of O&M	In Plant	Page 704-265-0992

Gas	Ernie Wikander, Manager of O&M	In Plant	Page 704-265-0992
Oil, Hydraulic Fluid	Ernie Wikander, Manager of O&M	In Plant	Page 704-265-0992
Plumber			
Shutdown (procedure)	Ernie Wikander, Manager of O&M	In Plant	Page 704-265-0992
Custodian	Ernie Wikander, Manager of O&M	In Plant	Page 704-265-0992
For further information contact	Norman Martin, Plant Manager	In Plant	Cell 704-957-7828

BMWNC TRAINING ATTENDANCE RECORD

Training Program: Emergency Preparedness/Evacuation

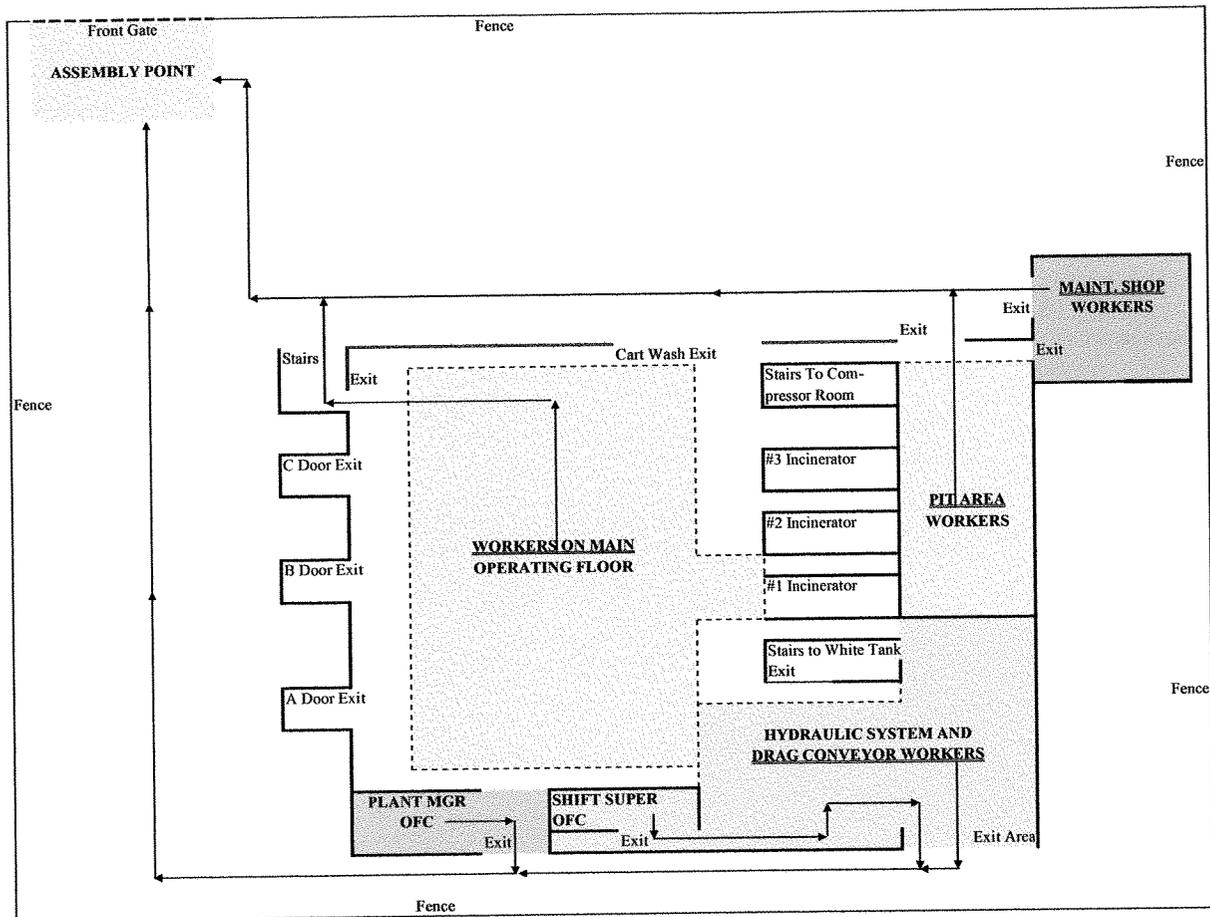
Signatures are on file in admin office.

Name (Printed)	Date of Quiz	Quiz Grade	Comments
1. Melvin Morrison	3/28/04	90%	_____
2. Analy Huesca	3/28/04	90%	_____
3. Alfredo Martinez	3/28/04	100%	_____
4. Eliud Landa	3/28/04	90%	_____
5. Jim Wright	3/28/04	100%	_____
6. Francisco Salas	3/28/04	100%	_____
7. Andrew McLendon	3/28/04	100%	_____
8. Juan Huesca	3/28/04	100%	_____
9. Nevada Rowell	3/25/04	80%	_____
10. Jennifer Wright	3/25/04	90%	_____
11. James Helms	3/26/04	80%	_____
12. Darrell Cureton	3/26/04	80%	_____
13. Jose Fabella	3/25/04	90%	_____
14. Roberto Fabella	3/25/04	100%	_____
15. Carlos Adame	3/25/04	90%	_____
16. Gerardo Fabella	3/25/04	100%	_____
17. Norman Martin	3/26/04	100%	_____
18. Ernie Wikander	3/29/04	100%	_____
19. Ervin Edwards	4/2/04	90%	_____
20. Charles Scott	4/2/04	100%	_____

Appendix II

In this Appendix, the Shift Supervisor is to insert Site Specific:

- Building Floor Plan
- Primary and Secondary Emergency Evacuation Routes
- Designated Meeting Sites
- Exits



Appendix III Area Evacuation Plan

Department/Area: BMWNC, Inc. Plant

Date: 3/16/2004 Completed By: Norman Martin, Plant Manager

(1.) Each work area should establish, in advance, a primary and a secondary evacuation route (in case the primary route is blocked) in the event of fire, flood, blackout, earthquake, etc.

Primary Evacuation Route: As shown in Appendix II

Secondary Evacuation Route: The primary evacuation route is through the trailer parking yard, several acres in size. The secondary route would be through the same yard, but modified as conditions of the instant dictate.

(2.) Establish an outdoor meeting place where evacuees, out of harm's way, can account for all staff and visitors. A short distance from the building, on the same block, should suffice.

Designated Meeting Site: By the front gate to the yard.

(3.) Designate a position/alternate who will take charge in the event of fire or another emergency.

Shift Supervisor for the building: Alternate can be the Plant Manager or the Manager of O&M.

Check list of Responsibilities for the Shift Supervisor:

1. Ensure that R.A.C.E. is followed if smoke or flame are discovered in your work area:
 - o rescue,
 - o alarm,
 - o close all doors,
 - o evacuate.
2. "Sweep" every room in your area to make sure that everyone has evacuated.
3. Ensure that people follow the appropriate evacuation route, and that they are directed to a safe, post-evacuation meeting place.
4. Account for all staff and visitors at the Designated Meeting Site.
5. Identify yourself as the Shift Supervisor to emergency responders.
6. Notify the Plant Manager and emergency responders of any personnel who remain trapped in the building, are performing critical operations shutdown, or are unaccounted for.

Special Needs

- Be aware of impaired staff and visitors who may need to be alerted or assisted.

Maintenance Areas

- Prepare to shut off piped gases and compressed gas cylinders at the valve, which may feed a fire.

Log entries made at BMWNC:

LIME AND CARBON DELIVERY LOG

HYDRATED LIME DELIVERIES

FGD CARBON DELIVERIES

DATE Friday, December 12, 2003
 DATE Thursday, January 15, 2004
 DATE Monday, February 02, 2004
 DATE Saturday, February 28, 2004
 DATE Monday, March 22, 2004
 DATE

Friday, January 02, 2004
 Wednesday, March 24, 2004
 Thursday, April 15, 2004

Ash Sampling Log

ASH SAMPLING RESPONSIBILITIES

SHIFT C	NEVADA	NK	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
SHIFT D	JOSE	JC	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
Sunday, March 14, 2004			
SHIFT B	MELVIN	MJ	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
SHIFT D	JOSE	JC	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
Monday, March 15, 2004			
SHIFT A	JIM	JW	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
SHIFT B	MELVIN	MJ	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
Tuesday, March 16, 2004			
SHIFT A	JIM	JW	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
SHIFT B	MELVIN	MJ	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
Wednesday, March 17, 2004			
SHIFT A	JIM	JW	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
SHIFT B	MELVIN	MJ	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
SHIFT C	NEVADA	NK	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
Thursday, March 18, 2004			
SHIFT C	NEVADA	NK	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
SHIFT D	JOSE	JC	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
Friday, March 19, 2004			
SHIFT C	NEVADA	NK	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
SHIFT D	JOSE	JC	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
Saturday, March 20, 2004			
SHIFT C	NEVADA	NK	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
SHIFT D	JOSE	JC	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
Sunday, March 21, 2004			
SHIFT B	MELVIN	MJ	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
SHIFT D	JOSE	JC	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
Monday, March 22, 2004			
SHIFT A	JIM	JW	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
SHIFT B	MELVIN	MJ	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
Tuesday, March 23, 2004			
SHIFT A	JIM	JW	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME
SHIFT B	MELVIN	MJ	ADD 2 SHOVELS BOTTOM ASH PLUS 1/3 SHOVEL OF SPENT LIME

Safety and Training Log

SHIFT SUPERVISORS: PLEASE GET ME THE QUIZZES IN RED.

BMWNC TRAINING AND SAFETY LOG

3.04

EMPLOYEE	CART UNSTAPK METHOD	OSHIA SAFETY 1	OSHIA SAFETY 2	OSHIA SAFETY 3	OSHIA SAFETY 4	OSHIA SAFETY 5	LACK-OUT QUIZZED	CP CERT QUIZZED	BLOOD BORNE QUIZZED	PPE		HAZ COM		EMER SVAC		SHIFT OVRER-ALL
										QUIZZED	GRADE	QUIZZED	GRADE	QUIZZED	GRADE	
MELVIN		11/3/03	11/16/03	11/19/03	11/25/03	12/08/03	12/17/03	EXEMPT	14/04	1/19/04	90%	2/8/04	76%	3/28/04	90%	84%
ELIUD		JUST EMPLOYED					1/13/04	EXEMPT	17/04	1/18/04	77%	2/15/04	76%	3/28/04	90%	
ANALY		11/3/03	11/16/03	11/19/03	11/25/03	12/08/03	12/17/03	EXEMPT	17/04	1/18/04	97%	?	?	3/28/04	90%	
ALFREDO					JUST EMPLOYED		12/29/03	EXEMPT	17/04	1/18/04	80%	2/15/04	73%	3/28/04	100%	LEFT
JIMMY			11/12/03	11/19/03	11/25/03	12/3/03	12/30/03	EXEMPT	14/04	1/18/04	87%	2/15/04	73%	3/28/04	100%	86%
FRANCISCO							1/13/04	EXEMPT	26/04	2/22/04	76%	2/17/04	70%	3/28/04	100%	
ANDREW			11/12/03	11/19/03	11/25/03	12/3/03	12/30/03	EXEMPT	14/04	1/18/04	87%	2/15/04	70%	3/28/04	100%	
JUAN			11/12/03	11/19/03	11/25/03	12/3/03	12/30/03	EXEMPT	14/04	1/18/04	97%	2/16/04	73%	3/28/04	100%	84%
NEVADA		ENGLISH	11/13/03	11/20/03	11/26/03	12/10/03	12/18/03	EXEMPT	13/04	1/17/04	93%	2/13/04	76%	3/25/04	80%	
DARRIEL		SPANISH	11/13/03	11/20/03	11/26/03	12/10/03	12/18/03	EXEMPT	17/04	1/17/04	93%	2/13/04	76%	3/26/04	80%	
JAMES	11/2/03	STARTED	11/13/03	11/20/03	11/26/03	12/4/03	12/18/03	EXEMPT	17/04	1/17/04	93%	2/14/04	76%	3/26/04	80%	91%
JENNIFER	11/2/03		11/13/03	11/20/03	11/26/03	12/10/03	12/18/03	EXEMPT	?	?	?	2/14/04	73%	3/25/04	90%	
JOSE			11/13/03	11/20/03	11/27/04		12/18/03	EXEMPT	13/04	1/16/04	97%	2/12/04	91%	3/25/04	90%	
CARLOS							12/18/03	EXEMPT	13/04	1/16/04	97%	2/12/04	73%	3/25/04	90%	96%
GERARDO			11/13/03	11/20/03	11/27/04		12/18/03	EXEMPT	13/04	1/16/04	97%	2/12/04	73%	3/25/04	100%	
ROBERTO			11/13/03	11/20/03	11/27/04		12/18/03	EXEMPT	13/04	1/16/04	97%	2/12/04	88%	3/25/04	100%	
RUSTY			11/13/03	11/20/03	11/25/03	12/3/03	12/9/03	EXEMPT	13/04	1/16/04	100%	2/6/04	100%	3/26/04	100%	96%
ERNE			11/13/03	11/20/03	11/25/03	12/3/03	12/9/03	EXEMPT	12/04	1/24/04	100%	2/16/04	100%	3/29/04	100%	
CHARLIE			11/13/03	11/20/03	11/25/03	12/3/03	12/9/03	EXEMPT	12/04	1/22/04	97%	2/5/04	82%	4/2/04	100%	
ERVIN			11/13/03	11/20/03	11/25/03	12/3/03	12/9/03	EXEMPT	12/04	1/22/04	97%	2/19/04	82%	4/2/04	90%	94%
JAMES DAVIS			JUST EMPLOYED 3/31/04				3/31/04	EXEMPT	FIRED							
LEFT:								EXEMPT	LEFT							
JESSIE		11/3/03	11/16/03	11/19/03	11/25/03	12/9/03	12/12/03	EXEMPT								94%
JESSICA		11/3/03	11/16/03	LEAVING	GONE		12/12/03	EXEMPT								
BERNABO			11/13/03	11/20/03	11/25/03	12/3/03	12/17/03	EXEMPT	LEFT	1/29/04	97%	LEFT				
JANARO				11/19/03	11/25/03	12/3/03	12/17/03	EXEMPT	14/04	1/19/04	97%	LEFT			94%	
KEVIN			TEMPORARY EMPLOYEE STARTED 2/6/04					EXEMPT	28/04							
LUIS			11/13/03	11/20/03	11/27/04	LEFT		EXEMPT								
FIRED:								EXEMPT								94%
JOHN		1/4/03	11/16/03	11/20/03	11/25/03	12/3/03	12/17/03	EXEMPT	FIRED							
ANDRE		11/3/03	11/16/03	11/19/03	11/25/03	12/9/03	12/17/03	EXEMPT								
										AVG	93%				79%	

Operations Log Book

en
p (Jose)
K on
at 6:56 AM
(NJR)
red

3-27-04 fire door caught fire ptry to put it
out did not work called Ervin no answer
page Charles had called back got
(Door OK) NEVADA

K on
2
en

3-27-04 Fixed Hole in DUCT WORK Time 7:30 to 8:30 ERVIN
AN Jose

3-27-04 HAD TO get #1 DOWN TO FULL FROM
6:00 TO 6:35 NO LOADS Jose
3-28-04 Put in New water Pump in de Pit Jose

at 3:32 am
3:31 pm

3-28-04 welded Duct work HAD 16" BY 27" HOLE in side
ERVIN DOWN Time 3 hours AN A HALF Mike

ere
some (Jose)
start: 3:52

3-28-04 Fixed AIR Line on Id FAN ERVIN
3-28-04 open BAGHOUSE WAS SLAM FULL OF LINE

(3:30)

it
line was
h
nter
ne

THATS WHY SMOKE WAS FILLING UP IN PLANT
ERVIN Jimmy FROM 9:00^{pm} Till = 3:00 am
on the sides is like a ROCK we tryed
to brack it ~~up~~ up but we
~~could~~ didnt move it at all. we
got all the lime out but not
the rocks (PW)

ack up
d
was

3-29-04 put in water pump FOR Quench EW:MM
3-30-04 Replace Left side Fire door 12:15-12:40 (PW)
3-31-04 Lime setting 425 = 3.8
3-31-04 Carbon setting - 75 = 1.9

stop
reliv
it
Ay

4-1-04 At 11:01 we Stoped so Ervin could fix some
loose bolts in the back of the machine (MR)

4-1-

Trailer Log Book

Driver	Date	Company	Control	Trailer	Driver
[Signature]	1-21-04	HICWS	/ Stericycle	3281	T. Korb
[Signature]	1-22-04	A. W. I		618662	[Signature]
[Signature]	1-22-04	Stericycle		29312	[Signature]
[Signature]	1-22-04	Stericycle		21880	[Signature]
[Signature]	1-23	AMERICAN WASTE		618722	[Signature]
[Signature]	1-23-04	A. W. I		618662	[Signature]
[Signature]	1-23-04	AMERICAN WASTE		618722	[Signature]
[Signature]	1-23-04	A. W. I		618662	[Signature]
[Signature]	1-23-04	SME/DTF	8632	46322	Robb
[Signature]	1-23-04	HICWS	/ Stericycle	2937	T. Korb
[Signature]	1-23-04	HICWS		3455	[Signature]
[Signature]	1-23	HICWS		9209194	[Signature]
[Signature]	1-24	AMERICAN WASTE		618722	[Signature]
[Signature]	1-26	AMERICAN WASTE		618722	[Signature]
[Signature]	1-27	AMERICAN WASTE		618722	[Signature]
[Signature]	1-28	AMERICAN WASTE		618722	[Signature]
[Signature]	1-28-04	SAFEWASTE	1414	376394	[Signature]
[Signature]	1-28-04	DTF		4243	G. Lewis
[Signature]	1-28-04	SAFEWASTE	1415	90947	[Signature]
[Signature]	1-29-04	A. W. I		618662	[Signature]
[Signature]	1-28	AMERICAN WASTE		618722	[Signature]
[Signature]	1-28	SME/DTF	8644	48768	Robb
[Signature]	1-29	AMERICAN WASTE		618722	[Signature]
[Signature]	1-29-04	HICWS		30182	[Signature]
[Signature]	1-29-04	Stericycle		400	[Signature]
[Signature]	1-29-04	Stericycle		27874	[Signature]
[Signature]	1-29-04	Stericycle		32931	[Signature]
[Signature]	1-29-04	A. W. I		618662	[Signature]
[Signature]	1-29-04	Sci Med		18	[Signature]
[Signature]	1-29-04	Chemical Waste		918337	[Signature]
[Signature]	1-30-04	A. W. I		618662	[Signature]
[Signature]	1-30-04	A. W. I		618662	[Signature]
[Signature]	1-30-04	DTI		4441	[Signature]

Receiving Report

24.

BMWNC, Inc.

Treatment Plant:: 3250 Campus Ridge Road, Matthews, NC 28105
 Business Office: 3212 Campus Ridge Road, Matthews, NC 28105
 Telephone: 704-821-1461 plant 704-821-4766 fax 704-821-1463

RECEIVING REPORT AND EPA FORM

DATE: 4-7-04

SHIFT C

SUPERVISOR Nevada

GENERATOR	WEIGHT	REUSEABLE CONTAINER COUNT	BOX COUNT
Name: American Waste Location: 508 E Indian River Rd Norfolk Virginia, 23523	1,059	8	18
Control Number: 2489	Received By: Jennifer Wright	Date Received	Transporter & Trailer # AWI (0186602)
Date Burned: 4-7-04	Signed J Wright	Ø	Discrepancies Ø (Continue below if space needed)

SIGNED: J Wright

Date: 4-7-04

Other Comments: Ø

Service Receipt and Manifest

BMWNC, Inc.

Manifest Number

REGUALTED MEDICAL WASTE, 6.2, UN 3291, PGII, 2489 Cu Ft.

Service Receipt & Manifest

GENERATOR

Account No. _____

Drums. Fiber

Pick Up

Deliver

Generator Name American Waste Industries

Address 508 East Indian River Road

Other

Norfolk, Virginia 23523

Total

Telephone 1-800-872-2876

Weight Total

Comments: 01706, 01702, 01669, 01698, 1699, 1700, 1704, 1695, 01684

GENERATOR CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by proper shipping name and are classified, packed, marked and labeled and are in all respects in proper condition for transport, according to applicable international and national governmental regulations.

[Signature]
Generator Authorized Agent's Signature

Donald Myrtle
Printed Name

2/17
Shipment Date

TRANSPORTER

Transporter Name American Waste Industries

Emergency Response Telephone Number

Address 508 East Indian River Road

1-800-234-0051

Norfolk, Virginia 23523

I hereby certify that the above named material was picked up at the generator site listed above

Phone Number 1-800-872-2876

[Signature]
Driver Signature

DESTINATION FACILITY

BMWNC, INC.
3250 Campus Ridge Road
Matthews, NC 28105

Phone Number: 704 821-1461

I hereby certify that the above named material has been received at the destination facility

I hereby certify that the above named material has been incinerated at the destination facility

Name of Authorized Agent for Receipt J Wright

Date: 4-7-04

Name of Authorized Agent for Destruction J Wright

Date: 4-7-04

TRAILER PRODUCTION REPORT

Tel: 704-000-0000 Fax: 704-000-0000

DATE: 04/07/04

CUST ID: 2489
TRAILER #: 618662

TIME	PKG	B/C	GROSS	TARE	NET	S/T
14:40	1	C	145.4	44	101.4	
14:44	2	C	90.2	44	46.2	
						147.6
14:47	3	C	152.8	44	108.8	
14:48	4	B	21.8	0	21.8	
14:48	5	B	16.4	0	16.4	
						147
14:51	6	B	23.6	0	23.6	
14:51	7	B	24.8	0	24.8	
14:51	8	B	24.8	0	24.8	
14:51	9	B	20.4	0	20.4	
14:52	10	B	23.6	0	23.6	
14:52	11	B	27.8	0	27.8	
						145
14:53	12	B	18.4	0	18.4	
14:53	13	B	17.8	0	17.8	
14:53	14	B	25.2	0	25.2	
14:53	15	B	20	0	20	
14:53	16	B	24.4	0	24.4	
14:53	17	B	10.2	0	10.2	
14:54	18	B	27.4	0	27.4	
						143.4
14:54	19	C	114.4	44	70.4	
14:55	20	C	114.4	44	70.4	
						140.8
14:56	21	C	109.6	44	65.6	
						65.6
14:57	22	C	197.4	44	153.4	
						153.4
14:59	23	C	114.4	44	70.4	
15:02	24	B	17.4	0	17.4	
15:02	25	B	21.6	0	21.6	
15:02	26	B	7.2	0	7.2	
TOTALS			26	1411	352	1059

	QTY	GROSS	TARE	NET
BOXES:	18	*****	0	372.8
CONTAINERS:	8	1038	352	686.6

Sorbent Screw Calibration Log

BMWNC LIME SCREW CALIBRATION LOG

AS-FOUND PPH BEFORE CALIBRATION TO 83 LIME, 4.0 CARBON			
DATE	LIME A	LIME B	CARBON
30-Oct-03	84.0	84.0	
6-Nov-03	87.0	90.0	
13-Nov-03	88.0	88.0	
19-Nov-03	86.0	88.0	
26-Nov-03	85.0	87.0	
4-Dec-03	87.6	84.0	
10-Dec-03	85.2	82.8	
23-Dec-03	82.8	88.8	
31-Dec-03	87.6	85.2	
7-Jan-04	88.8	85.2	
14-Jan-04	84.0	82.8	
21-Jan-04	85.2	82.8	
4-Feb-04	85.0	83.0	
18-Feb-04	84.0	84.0	
25-Feb-04	83.0	not used	
3-Mar-04	86.5	not used	4.4
10-Mar-04	77.4	not used	4.2
17-Mar-04	72.8	not used	4.0
24-Mar-04	84.2	not used	4.0
31-Mar-04	86.5	not used	4.2
7-Apr-04	79.7	not used	3.8

**BMW - North Carolina
Shift Report
February 13, 2004**

Shift	Start and End Times	Scale					Primry Min	Sec A Min	Quench		Bag In Max	CO Max	Opacity Max	Bypass Stack	Lime Screw	Lime Blower
		Total	Min	Max	Avg	Count			Min	Max						
D	Thu 2/12/04 6:00 PM Fri 2/13/04 5:59 AM	12,613	94	157	143	88	1,493	1,819	395	403	347	204	16	0	720	720
C	Fri 2/13/04 6:00 AM Fri 2/13/04 5:59 PM	18,785	13	250	142	132	1,586	1,910	397	405	350	204	12	0	720	720

BMW - North Carolina

All 1-Minute Report

February 13, 2004

Summary	Scale	Primary	Sec A	Sec B	Quench	Bag In	Bag Out	Opacity	CO	Screw Running Minutes	Blower Running Minutes	Bypass Open Minutes
Minimum	13	1118	1767	1785	395	337	313	2.2	-29			
Maximum	250	2085	2179	2019	405	350	330	13.3	204	1428	1440	0
Average	144	1818	1938	1880	400	344	321	6.5	-16			
Total Pounds	31,600											
Total Loads	220											

Date / Time	Charge Weight	Primary DegF	Sec A DegF	Sec B DegF	Quench DegF	Baghouse In DegF	Baghouse Out DegF	Opacity %	CO PPM	Line Screw	Line Blower	Bypass Stack
02/13/04 0:00	146	1776	2028	1947	400	342	318	8.1	-15	ON	ON	CLOSED
02/13/04 0:01		1776	2013	1939	400	342	318	8.2	-15	ON	ON	CLOSED
02/13/04 0:02		1787	2002	1933	401	342	318	7.9	-16	ON	ON	CLOSED
02/13/04 0:03		1797	2042	1946	400	342	318	8.1	-16	ON	ON	CLOSED
02/13/04 0:04	144	1769	2056	1955	400	342	318	8.1	-16	ON	ON	CLOSED
02/13/04 0:05		1766	2052	1955	400	342	318	8.1	-16	ON	ON	CLOSED
02/13/04 0:06		1804	2077	1965	401	342	318	8.0	-15	ON	ON	CLOSED
02/13/04 0:07		1816	1999	1947	399	342	319	8.2	-16	ON	ON	CLOSED
02/13/04 0:08		1824	1969	1925	401	342	318	8.4	-15	ON	ON	CLOSED
02/13/04 0:09		1828	1929	1908	400	342	318	8.5	-15	ON	ON	CLOSED
02/13/04 0:10		1832	1898	1892	400	342	318	8.4	-16	ON	ON	CLOSED
02/13/04 0:11	152	1833	1869	1877	400	342	318	8.3	-16	ON	ON	CLOSED
02/13/04 0:12		1835	1840	1862	400	342	318	8.3	-16	ON	ON	CLOSED
02/13/04 0:13		1835	1816	1850	400	342	318	8.2	-15	ON	ON	CLOSED
02/13/04 0:14	152	1825	1843	1856	401	342	318	8.2	-15	ON	ON	CLOSED
02/13/04 0:15		1818	1831	1848	400	342	318	8.4	-15	ON	ON	CLOSED
02/13/04 0:16		1825	1816	1841	400	342	318	8.0	-16	ON	ON	CLOSED
02/13/04 0:17		1804	1839	1842	400	342	318	7.7	-15	ON	ON	CLOSED
02/13/04 0:18		1699	1974	1895	402	342	319	7.8	-14	ON	ON	CLOSED
02/13/04 0:19		1666	1991	1915	399	342	319	8.0	-14	ON	ON	CLOSED
02/13/04 0:20		1692	1981	1917	400	342	319	7.9	-15	ON	ON	CLOSED
02/13/04 0:21		1710	1976	1915	400	342	319	8.1	-15	ON	ON	CLOSED
02/13/04 0:22	154	1720	1981	1918	400	342	319	7.9	-14	ON	ON	CLOSED

BMW - North Carolina

Daily HMIWI Report

Date / Time	CO PPM		Primary DegF		Sec A DegF		Sec B DegF		Quench DegF		Bag In DegF		Bag Out DegF		Scale		Line Screw	Line Blower	Bypass Stack
	1-Hr	3-Hr	1-Hr	3-Hr	1-Hr	3-Hr	1-Hr	3-Hr	1-Hr	3-Hr	1-Hr	3-Hr	1-Hr	3-Hr	1-Hr	3-Hr	Running Minutes	Running Minutes	Open Minutes
02/13/04 0:20	-15	-17	1867	1852	1946	1952	1903	1916	400	400	342	343	319	319	1738	1700	60	60	0
02/13/04 1:20	-15	-16	1843	1848	1866	1869	1910	1917	400	400	342	343	318	319	1453	1609	60	60	0
02/13/04 2:20	-21	-17	1854	1858	1916	1943	1868	1893	399	400	339	341	315	317	430	1210	60	60	0
02/13/04 3:20	-11	-15	1825	1844	1925	1936	1854	1881	398	399	339	340	316	316	0	631	60	60	0
02/13/04 7:22	-23	-18	1860	1850	1962	1934	1898	1877	399	399	340	339	316	316	1305	578	60	60	0
02/13/04 8:22	-19	-18	1840	1842	1896	1928	1850	1873	401	399	342	340	316	317	1439	915	60	60	0
02/13/04 9:22	-16	-19	1784	1828	1916	1925	1858	1875	400	400	343	342	321	319	1712	1485	60	60	0
02/13/04 10:22	-15	-17	1843	1823	1919	1911	1854	1863	400	400	345	343	322	321	1738	1630	60	60	0
02/13/04 11:22	-16	-16	1784	1804	1911	1916	1856	1863	400	400	346	345	324	323	1586	1678	60	60	0
02/13/04 12:22	-13	-16	1847	1858	1931	1920	1869	1869	400	400	347	345	326	324	1738	1897	60	60	0
02/13/04 13:22	-12	-13	1913	1882	1803	1915	1849	1864	401	400	346	346	324	325	1676	1867	60	60	0
02/13/04 14:22	-10	-12	1813	1691	1946	1927	1885	1874	400	401	347	347	325	325	1695	1700	60	60	0
02/13/04 15:22	-12	-11	1893	1873	1925	1925	1973	1870	400	400	349	347	328	328	1682	1681	60	60	0
02/13/04 16:22	-11	-11	1932	1880	1943	1939	1982	1881	400	400	348	348	326	327	1738	1702	60	60	0
02/13/04 17:22	16	-2	1871	1699	1903	1924	1849	1868	400	400	348	348	325	327	1738	1720	60	60	0
02/13/04 18:22	-24	-6	1946	1916	1919	1922	1855	1852	400	400	348	348	325	325	1334	1604	60	60	0
02/13/04 19:22	-27	-12	1684	1834	1933	1916	1860	1855	400	400	346	347	324	325	1738	1604	60	60	0
02/13/04 20:22	-22	-24	1805	1812	1932	1926	1863	1860	400	400	345	346	322	324	1739	1603	60	60	0
02/13/04 21:22	-26	-25	1721	1737	1977	1947	1891	1872	400	400	347	345	323	323	1604	1663	60	60	0
02/13/04 22:22	-26	-24	1768	1765	1948	1952	1858	1884	400	400	347	345	324	323	1738	1693	60	60	0
02/13/04 23:22	-21	-24	1686	1726	1952	1959	1884	1884	400	400	345	347	324	324	1738	1693	60	60	0

BMW - North Carolina HMIWI Violation Report

Parameter: Bypass Stack

Reporting Period: April 6, 2004

Report Criteria: Bypass stack in use (except during startup, shutdown, or malfunctions)
OR
Incinerator is charged while bypass stack is in use

There are no violations to report for this time period.

BMW - North Carolina HMIWI Violation Report

Parameter: Baghouse Inlet Temperature

Reporting Period: April 7, 2004

Report Criteria: Baghouse Inlet Temperature > 400 Deg F (3-hour rolling average)

There are no violations to report for this time period.

BMW - North Carolina HMIWI Violation Report

Parameter: Secondary A Temperature

Reporting Period: April 7, 2004

Report Criteria: Secondary Chamber Temperature < 1800 Deg F (3-hour rolling average)

There are no violations to report for this time period.

BMW - North Carolina HMIWI Violation Report

Parameter: Primary Chamber Temperature

Reporting Period: April 7, 2004

Report Criteria: Primary Chamber Temperature < 1400 Deg F (3-hour rolling average)

There are no violations to report for this time period.

BMW - North Carolina HMIWI Violation Report

Parameter: Charge Rate

Reporting Period: April 7, 2004

Report Criteria: Charge rate > 1738 Lbs/hour (3-hour rolling average)

There are no violations to report for this time period. ✓

Amendment 1: Rolloffs Delivered Inside Trailers

From time to time, rolloffs may be delivered to BMWNC inside trailers. It is expected that each trailer will hold two of these rolloffs. BMWNC will remove the rear steel container using a rolloff truck.

The rolloff truck will then dock at the operating floor with the first rolloff in the usual manner. The trailer still containing the second rolloff will also dock at the operating floor in the usual manner.

This company delivering the trailer must insure that when the rolloffs are loaded into the trailer, the rear door of the first rolloff must face toward the front of the trailer, and the door of the second rolloff must face toward the rear of the trailer.

Each rolloff will be unloaded to the infeed conveyor for the incinerator, except any bagged waste will be put into 100 or 200 gallon reusable carts which will be dumped into the incinerator loading breech the same way that reusable carts are dumped now.

After both rolloffs are empty, BMWNC will reload the first rolloff back into the trailer behind the second rolloff (which was never removed from the trailer).