

## RELEVANT LEGISLATION IN BRIEF

### Landfill Regulations (2002)

- Re-classification of landfill sites;
- End of co-disposal (mixing of wastes);
- Requirement of pre-treatment; and
- Liquid and certain hazardous wastes banned.
- Waste acceptance criteria
- Tyres: Whole banned from 2003  
Shredded banned from 2006

### Duty of Care Regulations (1990)

- Proper storage of waste;
- Descriptions of content, volumes, numbers and corresponding labelling of containers;
- Checking of licenses and destinations;
- Documentation: transfer/consignment notes.

### Hazardous Waste Regulations (due 2005)

- Replacing Special Waste Regulations 1996;
- Incorporating revised Hazardous Waste List;
- To implement procedures for control and monitoring movements of hazardous waste.

### Waste Oil Directive 1975

- Safe management and pollution avoidance;
- Priority to regeneration and otherwise combustion under environmentally acceptable conditions;
- Also relevant: **Oil Storage Regulations.**

### End-of-life Vehicle Directive 2000

European Directive that requires the UK to:

- assure ELVs are treated by authorised dismantlers only;
- implement treatment standards for ELV;
- set recycling, re-use and recovery targets;
- limit the use of heavy metals;
- ensure clean design with recycling in mind.

### Battery Directive 1991

- Separate collection of lead acid batteries.

## LEGISLATION AND REGULATIONS RELEVANT TO END-OF-LIFE VEHICLES

- **Duty of Care Regulations (EPA 1990 Section 34)** (*Issue 2 of Series 1*)
- **Hazardous Waste Regulations and the European Waste Catalogue - EWC (including the Hazardous Waste List) (Due 2005)** (*Issue 3 of Series 1*)
- **Landfill (England and Wales) Regulations 2002** (*Issue 1 of Series 1*)
- **End of Life Vehicles Directive 2000 (ELV)**
- **Waste Oil Directive 1975**
- **Battery Directive 1991/2003**

### SOURCES OF INFORMATION

Environment Agency Wales REGULATOR AND LICENSING

[www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)

NetRegs legislation explained

[www.environment-agency.gov.uk/netregs](http://www.environment-agency.gov.uk/netregs)

Waste Resources Action Plan

[www.wrap.org.uk](http://www.wrap.org.uk)

Envirowise - (free) environmental advice

[www.envirowise.gov.uk](http://www.envirowise.gov.uk)

FSB - Federation of small businesses

[www.fsb.org.uk](http://www.fsb.org.uk)

Motor Vehicle Dismantlers Association

[www.mvda.co.uk](http://www.mvda.co.uk)

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Each week a different sector of industry or waste type will be discussed in these briefing notes, which can be downloaded from the website below.

N.B.: These notes are merely a guidance and should not be considered as advice from any of the parties contained within this leaflet.

BRASS Centre  
54 Park Place,  
Cardiff CF10 3AT  
Tel: 02920 876562  
Fax: 02920 876061

[www.brass.cf.ac.uk/wastesurvey.html](http://www.brass.cf.ac.uk/wastesurvey.html)



## END OF LIFE VEHICLE WASTE MANAGEMENT



In this third and final series of business briefing notes, published by the BRASS Centre, attention is focussed on specific types of waste. General issues concerning the management of specific types of waste are addressed and some basic guidance is provided. Issue 4 of Series 3 highlights the End-of-Life Vehicle Regulations 2003, the management of end-of-life vehicles and wastes arising from the de-pollution and dismantling of these vehicles. This leaflet is based on data gathered from the National Waste Survey 2003-2004.

Series 3/Issue 4

## WASTE FROM END OF LIFE VEHICLES

Every year around 2 million End-of-life vehicles (ELV) are discarded in the UK. If not recycled or recovered these ELVs represent 2.15 million tonnes of waste. The 2.15 million tonnes can be roughly broken down as:

- Ferrous metals 65%
- Non ferrous metals 8%
- Plastics (body parts) 9%
- Tyres and rubber 5%
- Glass 3%
- Other 10%



Fortunately, about 80% of these materials, mainly metals, is recycled or re-used already. Current market prices for metals are high so recycling targets will be met. Scrap metal is an international commodity with fluctuating prices. The price of scrap metal influences recycling and re-use rates.

Rates for plastic, rubber, tyres and glass however are much lower and the 10% other includes hazardous wastes such as lead acid batteries and oil based fluids. To be able to meet the Jan 2006 recycling/recovery targets (set in the EC Directive) these non-metal waste streams need to be addressed too.

## THE END-OF-LIFE VEHICLE REGULATIONS 2003

came into effect on 3 November 2003. In brief, these regulations:

- limit use of certain heavy metals in new vehicles;
- introduce a **Certificate of Destruction**, removing the vehicle from the national vehicle register, the vehicle is then considered to be **waste**;
- require descriptions on certain components that aid recovery and recycling;
- require provision of information on dismantling;
- require a system for the collection of ELVs,
- specify standards that must be met by ELV treatment licensees;
- require that ELVs can only be managed by authorized facilities.

End-of-Life Vehicles (Producer Responsibility) Regulations 2004.

- rising recycling and recovery targets for all economic stakeholders
- responsibilities on finance and the collection of end of life vehicles



## DUTY OF CARE: EUROPEAN WASTE CATALOGUE (EWC) AND ELV WASTE

The dismantling and de-pollutioning of ELVs produces various separated waste streams. The movement and transfer of these waste streams is covered (as all other controlled wastes) by the Duty of Care (DoC) regulations. A transfer or consignment note including the EWC code is required (see issue 1/series 1 on the Duty of Care). A few examples from the EWC are:

- Whole untreated ELV 16 01 04\*
- Whole de-polluted ELV 16 01 06
- End of life tyres 16 01 03
- Oil filters 16 01 07\*
- Brake pads with asbestos 16 01 11\*
- Ferrous metals from ELV (shredded ELV, loose components) 16 01 17
- Similar non-ferrous 16 01 18
- ELV plastic (body parts) 16 01 19
- ELV glass 16 01 20
- Anti freeze 16 01 14\*
- Brake fluid 16 01 13\*
- Lead acid batteries 16 06 01\*
- Battery acid 16 06 06\*
- Catalysts: main sub chapter (more information for exact coding needed) 16 08
- Oils, waste fuel and tank residues: main chapter (more information for exact coding needed) chapter 13\*
- Textile upholstery 20 01 11
- Electrical and electronic components from dismantled ELV (hazardous) 16 01 07\*  
or 16 01 08\*  
or 16 01 21\*
- Similar non hazardous 16 01 22
- Solvents (parts cleaning) chapter 14\*
- Oily or dirty rags 15 02 02\*
- Contaminated absorbents (spills) 15 02 02\*

Above mentioned codes with \* are hazardous wastes (HW). For handling, transfer and/or movement site operators will need to pre-notify with The Environment Agency and consignment notes are compulsory (see Hazardous Waste Regulations issue 3/series 1 and Management of Hazardous Waste issue 3/series 2).

## MANAGING ELV WASTE

Car dismantling has been around for a while and the re-use of tyres, parts and components as a waste management option is well established. With the authorisation of dismantling sites, the dismantlers have to properly manage other no or low value wastes as well. As shown above some of these wastes are hazardous.

**Waste minimisation** This option is limited only to wastes produced to facilitate dismantling and re-use activities. Solvents for parts cleaning can be filtered and re-used thus preventing production of new solvents. Oily rags can sometimes be washed and re-used. Office paper can be used two-sided.

**Re-use** Since the start of car production there has been a lively trade in 2nd hand spares, mainly from premature ELV (write-off). It's an old habit that fits in well with modern environmental practices. A few little things can increase second hand part sales:

- Tyres can be re-treaded;
- Clean other re-usable/saleable parts thoroughly;
- Label parts properly (age);
- Create website, put 2nd hand stock on the net;
- Show customers your licences and credentials;
- Open a shop (clean environment);
- Give good advice and standard guarantee;
- Provide mail-order service (see packaging issue 1/series 3).

**Recycling** There are five main material groups in an ELV that can and should be recycled:

- Ferrous metals: new virgin mild steel;
- Non ferrous: feedstock for primary production;
- Tyres: Can be recycled into aggregates, sports ground surface and road surfacing;
- Glass: After separation from ELV, de-laminating glass can be recycled into quality raw materials;
- Plastics: There are many different types of plastics. Most of them cannot be mixed to be recycled. Are there any recyclers to process this type of plastic? If yes, separate and recycle;
- Oils: Recycling/regeneration into new product.

**Incineration with energy recovery** Tyres, oil and plastic have a high calorific value and can be incinerated with recovery of energy. Tyres are also used as fuel in cement kilns for the same reason.

**Landfill** This is the least environmentally friendly disposal route and with costs set to rise steeply in the future, it will also become the least financially attractive way of disposal (see Issue 1/series 1)