End-of-Life Vehicles Reporting Table and Guidance

SUGGESTED TABLE FOR RECORDING REUSE, RECYCLING AND RECOVERY ACTIVITY
2010 Reporting Year

Row	Description		
1	Number of vehicles you have treated in 2010 (January – December)	number	
2	Number of burn-outs, incomplete, or pre-1980 vehicles to which 75% target applies	number	
3	Total number of vehicles to which 85% target applies	Row 1 less Row 2	
4	Were any of these subsequently exported complete?	number	
5	Total weight of vehicles in kg (971kg average elv weight per vehicle)	Row 3 times 971	
6	Metallic and Fuel (76% automatic assumption in kg)	Row 5 times 0.76	
7	Oils and Fluids (suggest using conversion of 1 litre = 1kg)	kgs	
8	Tyres (number of tyres times 6kg, comprising the non-metallic content)	kgs	
9	Batteries (number of batteries times 4kg, comprising the non-metallic content)	kgs	
10	Depollution sub-total	Add rows 7 to 9	
11	Non metallic spare parts (parts sold converted to kg by reference to parts look-up table) (only complete if relevant, otherwise leave blank)	kgs	
12	Exports of non metallic spare parts % split between domestic/export sales (eg. 80%/20%) (only complete if relevant otherwise leave blank)		
13	Energy recovery (e.g. weight in kg of non-metallic rubber and plastics from engine where sent for smelting) (only complete if relevant, otherwise leave blank)	kgs	
14	Automotive shredder residue materials recovery (only complete if shredder has provided evidence to you of non-metallic ASR recovery, otherwise leave blank)	kgs	
15	Non-metallic materials sent for recycling (e.g. plastic bumpers sent to plastics reprocessor) (only complete if relevant, otherwise leave blank)	kgs	
16	Total Recovery	Row 6 plus Rows 10&11 plus Rows 13 to 15	
17	Total Recovery Rate	Row 16 divided by Row 5 times by 100	

Return completed by: «Licence», «Company»

Return address:
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GUIDANCE FOR COMPLETING TABLE OF REUSE, RECYCLING AND RECOVERY ACTIVITY

Please check that the form clearly shows the correct company name & ATF licence number.

Row	
1	The total number of vehicles accepted for treatment during the calendar year 2010 should be shown. If you have taken in any vehicles, but passed them complete to another ATF for depollution, etc, these vehicles should not be included in the overall number.
2	If you have taken in any burnt-out, seriously incomplete (e.g. missing major components) or pre-1980 vehicles, the number of such vehicles should be shown here. A lower target of 75%, automatically met by the metals protocol, is applied to these vehicles, in recognition that insufficient material may be available to enable the 85% target to be met.
3	The total number of vehicles accepted minus the number of burnt-outs, etc gives the number of vehicles to which the 85% target applies.
4	If any vehicles were exported complete, then please provide the number here
5	BIS undertook a depollution and shredding trial of over 400 typical end of life vehicles. Each vehicle was separately weighed, depolluted and then sent to a shredder, where the resulting material fractions were also recorded. The trial showed that the average weight of an ELV is 971kg, and saves ATFs having to weigh each and every vehicle they treat. The total weight is calculated by multiplying the result of Row 3 by 971.
6	The shredder trial also showed that the average metallic content of an ELV is 75%. A further 1% is residual fuel. Because of the prevailing economics, these can be automatically assumed to have been recovered. The result of Row 5 should therefore be multiplied by 0.76.
7	There are two suggested ways of calculating a figure for the weight of oils and fluids. Information can be taken from Waste Transfer Notes when these materials are removed from site (we suggest using a conversion factor of 1 litre = 1kg), but please ensure that the resulting figure makes sense when compared to the number of vehicles treated. Alternatively, the shredder trial showed an average oils and fluids content of 1.14%, and it is possible to use this figure by multiplying the result of Row 5 by 0.0114.
8	For tyres, you can either take the weight of tyres removed from site or work on an assumption that there are five tyres for each of the vehicles declared in Row 3 at a weight of 6kg per tyre. The weight of 6kg is the non-metallic weight of the tyre, the metal fraction having already been taken into account in the 75% metal protocol.
9	The major weight component of a battery is the lead content, which has also been factored into the 75% metal protocol. The figure here should therefore relate only to the non-metallic content of a battery, which we suggest is 4kg per battery.
10	The depollution sub-total is calculated as follows : Row 7 + Row 8 + Row 9
11& 12	Only include a figure here if you have made spare parts sales. Further guidance is provided on the back of the spare parts table.
13	A limited number of ATFs are removing engines and gearboxes and sending them to a smelter for recovery of the metal. Where this is the case, an allowance can be claimed for the non-metallics still attached (such as rubber hoses) which helps to self-fuel the smelting process. This is 6kg per engine. For the majority of ATFs this row will not be relevant and should be left blank – simply sending engines separately to the shredder because of the differential values of aluminium and steel does not count.
14	This should be completed only if you have been advised a figure by the company shredding/fragmentising your vehicles covering recovery of non-metallic material from the vehicles you have supplied to them. Simply the fact that vehicles have been sent to a shredder does not guarantee that the non-metallic materials will be recovered - in many cases, the resulting automotive shredder residue will be landfilled.
15	Again, this should only be completed if components have been removed and sent for recycling. For example, plastic bumpers sent to a plastics reprocessor. For many ATFs, this row will not apply and should be left blank.
16	The total recovery weight is calculated as follows: Row 6 + Row 10 + Row 11 + Row 13 + Row 14 + Row 15
17	The % recovery rate is calculated as follows: Row 16 ÷ Row 5 x 100

SPARE PARTS TABLE

Non-Metallic Parts	Average Weight (Kgs)
Mirror (door)	1.00
Headlight	1.75
Light (rear)	1.00
Engine (rubber hoses/plastic)	6.00
Indicator Unit (front)	0.25
Door Front (glass content)	2.50
Switch	0.25
Bumper (rear)	5.00
Grille	1.30
Door Glass (front)	2.50
Bumper (front)	6.00
Wheel Trim	0.50
Qtr Light	0.75
Parcel Shelf	3.50
Speedo Head	1.25
Screen (front)	9.00
Screen (rear)	4.75
Door Glass (rear)	2.50
Door Rear (glass content)	2.50
Seat	6.00
Sun Roof	4.00
Fuel tank (plastic)	9.00
Glovebox (plastic)	2.50
Tyre (exc.metal content)	6.00
Catalytic converter (ceramic core)	1.00

Spare Parts – Guidance

Please remember that all the metallic content of the ELV, including that present in spare parts, is already taken full account of in the 75% metal protocol. Therefore, the figures you provide for spare parts should cover their non-metallic fraction only (e.g. primarily the glass and plastics). This means that if you sell an engine for reuse, the weight of the block and cylinder head do not count, but the still-attached ancillaries, such as the rubber hoses, plastic distributor cap, etc, do. A suggested typical weight of these non-metallic components is 6kg per engine.

The weights shown in the table were produced by BIS from information provided by a number of major vehicle dismantlers. It is a table of average weights, and is intended to be used alongside the average ELV weight of 971kg which resulted from the BIS shredder trial. The use of these average weights is intended to reduce the burden on ATFs, which would otherwise need to weigh vehicles, and their component parts, individually to produce the required annual return.

It is also worth highlighting that the part-sales claimed should broadly reflect the number of vehicles treated in 2009. If this is not the case, you should explain why. We recognise, for example, that some parts sold in 2009 may well have been removed from ELVs taken in by your ATF prior to 2009, and similarly you will have treated vehicles in 2009 from which you are yet to remove any parts. Over the course of a year, most of this should roughly balance out, but there will be instances where either the number of vehicles treated, or the level of parts sales, is significantly different between reporting periods. We will examine closely returns which show particularly high levels of parts sales per vehicle.

Not all ATFs keep detailed records of their part-sales. If you are unable to calculate an annual figure based on your existing records, we would suggest that you sample sales over a sufficient time period to produce a representative figure. That time period may be a week or may be a month, but we would suggest that most ATFs should have a good feel for the level of their part sales.

Whether your figures are based directly on annual sales or derived from a representative sample, you should be capable of justifying these figures. As part of our auditing of target returns we may ask for further evidence.

Also included in the table an additional row to enable differentiation of home and export part sales. We fully recognise that precise figures on this are unlikely to be available, but we would ask that if you are able to estimate the broad split between your home and export part sales you do so by completing row 12 of the main table. For example figures of 80%/20% would indicate that 80% of sales were for the home market and the balance of 20% for the export market.

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