

NORTHERN IRELAND END OF LIFE VEHICLE SURVEY 2000

EXECUTIVE SUMMARY

Viridis was commissioned by the Environment and Heritage Service Northern Ireland (EHS NI) to conduct a survey of all those businesses and organisations involved in the processing of End of Life Vehicles (ELVs) in Northern Ireland. This was carried out in order to obtain data and information regarding ELV arisings, treatment, and disposal in 2000. The results were used to develop a model that allowed the total number and tonnage of ELVs arising in Northern Ireland to be estimated. In addition, this model was used to estimate ELV arisings in Northern Ireland by region and by vehicle marque, and the level of reuse and recycling of various materials achieved in the context of Northern Ireland's Waste Management Strategy targets. The methodology developed as part of this study is designed to be used in support of National and European waste reporting requirements.

Key findings:

- The total number of ELVs arising in Northern Ireland in 2000 is estimated to be 69,791, equating to 56,903 tonnes of ELV derived material.
- Of these 69,791 ELVs, 11.3% were premature ELVs, 4.1% were abandoned natural (old) ELVs and 84.6% were non-abandoned natural ELVs
- The collection of abandoned ELVs in 2000 cost Local Authorities in Northern Ireland a total of £117,902.
- The average age of a premature ELV was found to be 4.2 years, whilst the average age of a natural ELV was 11.9 years.
- The Belfast area saw the largest number of ELVs arising, accounting for around 14% of the total number of ELVs arising in Northern Ireland in 2000.
- Almost 40% of the ELVs arising in 2000 were manufactured by Ford or Vauxhall.
- In 2000, ELVs were processed by approximately 100 dismantlers and scrap yards in Northern Ireland removing an estimated 2,664 tonnes of material and components.
- All ELVs that arise in Northern Ireland are eventually processed by Clearway, the only shredder facility in Northern Ireland. In 2000, Clearway recovered an estimated 31,200 tonnes of metal from ELVs that arose in Northern Ireland. It has been estimated that Clearway recovered a further 7,800 tonnes of metal from ELVs exported to Northern Ireland from the Republic of Ireland. All of the metal recovered was sent for reprocessing in Great Britain and abroad.
- Approximately 11,000 tonnes of non-metallic shredder residue from ELVs were landfilled in 2000, of which 8,800 tonnes were estimated to be from ELVs that originated in Northern Ireland.
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- tonnes of shredder residue from ELVs exported to Northern Ireland from the Republic of Ireland were also landfilled.

Currently, it is not possible to accurately determine the number of cars that reach the end of their lives each year directly from records kept by Driver and Vehicle Licensing Northern Ireland (DVLNI). Therefore a predictive model was developed using vehicle licensing data, export data, and information on stolen vehicles. The vehicle licensing statistics were also used for estimating the breakdown of arisings by region and by vehicle marque, and in calculating the average ages of ELVs. In the future, waste management legislation and the End-of-Life Vehicles Directive will require that a Certificate of Destruction be issued once an ELV has been received by an Authorised Treatment Facility (dismantler or shredder). This will mean that in future it will be possible to accurately determine the number of ELV arisings in a given year.

Insurance company and District Council surveys were used to estimate the proportions of natural and premature ELVs and the costs involved in collecting abandoned vehicles.

It was not possible from the data survey to determine the amount of ELV material reused and recycled so this was estimated using the results of an ELV processing study carried out previously in Aberdeenshire, adjusted to take account of differing market conditions in Northern Ireland. The study also provided estimates for the average weights of ELVs. Again, the implementation of waste licensing legislation and the ELV Directive will mean that more accurate data will be required from all processors and reprocessors of ELV material, in order that compliance with the Directive can be monitored. The specific format of the data required has yet to be determined.