

Quick guide

Consignments of vehicle parts for reuse

17 October 2011, Version 1

Background

The reuse of parts from end-of-life vehicles (ELVs) has economic and environmental benefits. Many of the parts intended for reuse will be exported, often to countries outside the Organisation for Economic Co-operation and Development (OECD). The reasons for this include the age profile of the vehicles in those markets, the high cost and often low availability of new parts, and higher failure rates associated with challenging driving conditions.

Used vehicle parts that are in working order and intended for reuse overseas for their original purpose are not currently a monitoring priority for us.

Purpose of this quick guide

We want to foster a common understanding of the reasonable steps operators can take to distinguish working vehicle parts intended for reuse from waste that requires greater controls. We are unlikely to view shipments of reusable parts as waste where these parts have been competently assessed as working and we are satisfied they are intended for reuse for their original intended purpose. **Other competent authorities overseas may take a different view and may insist on such parts being notified as waste or may prohibit their import altogether. Where they do so, we are obliged to respect their wishes and control the export of such parts from England and Wales accordingly.** Therefore, it is important that exporters and operators of dismantling sites seek advice from us in advance of intended shipments being made.

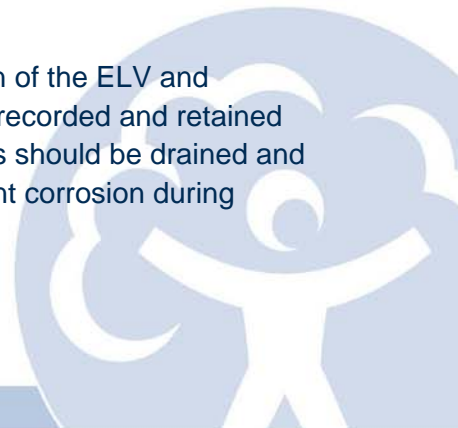
Operators and exporters within Scotland or Northern Ireland should seek advice from SEPA and the Northern Ireland Environment Agency (NIEA) respectively.

Preparing parts for reuse

We have developed the following procedures in partnership with experienced operators. They are not compulsory but are considered a helpful and practical means of fostering a common understanding between operators of authorised treatment facilities (ATFs) for end-of-life vehicles (ELVs) and our staff. Operators who follow these procedures will be best able to satisfy regulators here and overseas that they are exporting reusable parts for reuse.

Assessment

- Engines should be assessed as suitable for re-use prior to depollution of the ELV and removal of the engine. The following details of the engine should be recorded and retained – marque of ELV, engine size (cc), fuel, and engine number. Engines should be drained and banded prior to export, retaining no more oil than necessary to prevent corrosion during



storage and transit. Engines that leak oil in transit are a pollution risk and carry a significant risk of being detained or repatriated.

- Tyres intended for reuse should be assessed as suitable for re-use, having regard to tread wear, foreign objects and damage to the side walls as per part-worn tyre requirements. Tyres that would not be road legal in the UK are regarded as waste regardless of the whether or not they would be road legal in the destination country.
- All other parts intended for reuse should be assessed by the operator to ensure that they are suitable for re-use without modification or repair.

Information about the parts

To support the claim that the parts are intended for reuse without further treatment, the following information should accompany each consignment of parts:

For engines

- Donor vehicle marque
- Engine size
- Engine number
- Unit value

Other parts

- Item description, for example, door panel, wing mirror, rear light, and so on.
- Quantity of item, for example, six doors panels
- Unit value

Other information to accompany the consignment

Statement that –

“All items listed originate from de-registered UK vehicles and are sold as working used parts for reuse only”.

Details of the seller, including:

- Full company name
- Full company address
- VAT number
- ELV ATF permit number
- Telephone number
- Fax and email details if available
- Contact name

Details of the purchaser, including:

- Full company name
- Full company address
- Telephone number
- Fax and email details if available
- Contact name
- Regulation Authority reference if applicable

Seller's company stamp signed over by the company's authorised person and dated.

Paperwork to include

- Total number of containers in consignment
- Shipping container seal number if applicable

Further information

Guidance on the international shipment of waste can be found on our website at:

<http://www.environment-agency.gov.uk/wasteshipments>

or you can contact our International Waste Shipments Team on 01925 542265
e-mail shipments@environment-agency.gov.uk

customer service line
03708 506 506

incident hotline
0800 80 70 60

floodline
0845 988 1188

www.environment-agency.gov.uk