B4-1: We will not accept any waste that cannot be identified.

Table 1a:

Hazardous waste treatment capacity: 100 tonnes at one time

Hazardous waste annual throughput: 300 tonne

Non-Hazardous waste treatment capacity: 600 tonnes at one time

Non-Hazardous waste annual throughput: 8000 tonnes

Table 1b:

|  |  |
| --- | --- |
| **Waste Code** | **Description of the waste** |
| 16 06 01 | Batteries – Lead acid |
| 16 01 21 | Catalytic converters |
| 16 01 04 | Vehicles – whole, containing engine oil, brake fluids etc. |
| 16 01 03 | Tyres |
| 19 12 03 | Aluminium wheels |
| 16 01 20 | Metals – Ferrous (from dismantling of ELV’s) |
| 16 01 18 | Metals – Non-ferrous (from dismantling of ELV’s) |
| 16 01 06 | Vehicles – de-polluted |

Table 2 – Emissions: The yard has two interceptor tanks that are managed by an automatic pump system. These drains discharge into the landlord’s interreceptor tank (Robert Gibbs), which then discharges into the sewers. From our site, we have no direct discharge into the sewers. Our interceptor discharge is checked on a regular monthly basis for contamination through visual inspection and is also periodically emptied by a licenced waste carrier with consignment notes. The Landlord’s discharge is checked by Thames Water. The site has an upstand around the perimeter.

Table 3A: BAT-1 via certification to ISO 14001:2015: JH Metals Ltd.’s environmental management system had been assessed and registered by NQA against the provisions of ISO 14001: 2015 in March 2022 – Certificate No: 176112. All documentation in relation to the EMS was up to the standards of the ISO14001, in which will be monitored by NQA and management at JH Metals will ensure that it is maintained. All relevant documentation in relation to the EMS is accessible and up to date.

BAT-2:

1. Only vehicles destined for ELV treatment will be accepted
2. Vehicles are checked on arrival for contaminants (e.g. rubbish in the boot)
3. Vehicles and any parts & fluids removed are accounted for throughout the processing cycle (e.g. registration no’s of vehicles obtained, numbers/day, where they are in the processing life cycle, level of fluids kept on site)
4. The quality of output is checked for vehicles (e.g. no fluids, batteries, tyres). All fluids extracted are retained in extracted. ISO 14001:2015 EMS system used to manage process based environmental risks.
5. Waste is segregated at all times. Fluids stored in double-skinned tanks, drip rays etc. Car batteries are stored in sealed containers, tyres are stacked together. Hazardous waste is never mixed.
6. Waste is never mixed together during storage and when sent on for onward processing.
7. All items removed from vehicles are segregated (e.g. batteries in one place, tyres in another place, etc.)

BAT-4:

1. The entire yard is covered paved and covered by an interceptor tank. Fluids to be stored in appropriately sized drip trays, double-skinned tanks.
2. The tanks containing fluids emptied when nearly full, yard limitations are adhered to in terms of vehicle storage.
3. All fuel stored in purpose-built containers, there are no hot works on the yard. Vehicles are moved by forklifts operated by trained operatives, fluids extracted into oil drums specifically used only for that type of fluid and decanted.
4. No packaged hazardous materials are handled on site.

BAT-5:

* All operatives are trained in the job they are required to undertake and are watched by a foreman who has over 40 years’ experience of running scrap yards and ELV sites
* Documentation such as WTN, consignment notes are used to track waste movement and confirm receipt/processing at destination.
* Wastes are segregated at all times and not mixed.

BAT-21:

* Emergency conditions have been assessed as part of the yard activities and emergency procedures created (e.g. fire, spill).

B4-2: We wish to obtain a bespoke permit for ELV – Authorised treatment Facility. Please see Site Plan showing activity and storage areas. It is ensured that different wastes are segregated at all times during the storage when awaiting collection for onward processing and when collected, to avoid any contamination. The operations and processes are discussed within the document: Non-technical Summary – JH Metals Ltd. The aspects & impacts register also discusses what procedures are in place to avoid risks arising from work activities undertaken. The ISO 14001 accredited to JH Metals required a thorough assessment of its environmental management system.