

# Press Release

**From Councillor Barry Stamp  
Liberal Democrat Prospective Parliamentary Candidate  
Stafford Constituency**

**Date: 19<sup>th</sup> July 2004**

**Use: Immediate**

## **Stafford Constituency Face A Mountain Of Abandoned Car**

Britain is facing a growing mountain of abandon and scrap cars a leading Liberal Democrats warned today.

Barry Stamp, the Liberal Democrat Prospective Parliamentary Candidate for Stafford has slammed the Government for allowing the situation to arise that could mean nationally 45,000 vehicles a week being dumped illegally.

From the end of last week new regulations brought into being by the 1999 Landfill Directive means that it is now illegal to dump hazardous and non-hazardous waste together in the same site. However Government Ministers have left a cloud of confusion over how the residual waste from old vehicles is classified, which means the waste will not be accepted at either type of dump site. This will result in abandoned cars starting to stack up.

"The Government has completely failed to prepare for these recent changes and the effects will make the fridge mountain look like a mole hill. Abandon cars are a growing problem in the Stafford Constituency. I am concerned that as the market for these vehicles dries up the local Councils will have little alternative but to leave them on the streets. While in itself this is a major problem there is also a knock-on effects on the British steel industry which could be starved of recycled metal from these vehicles. Already the industry is warning there may be immediate job losses.

Dealing with this mess must now be a top priority for the Government. The consequences of failing to get the recycling process running again are unthinkable," said Barry Stamp.

Barry Stamp is now seeking an urgent meeting with both Stafford and South Staffordshire Council's to find out how they intend to manage this situation. He has also written to the Secretary of State at DEFRA and the DTI to find out just what the Government is planning to do about the problem.

## Notes to Editors

1. The British Metals Recycling Association (BMRA) has stated that all metal recycling plants in England and Wales that recycle end of life vehicles will have ceased operations almost immediately because legally they can not dispose of the inert residue.
2. The 1999 Landfill Directive specified that as of Friday 16th July hazardous and non-hazardous waste must be disposed of in separate sites. Uncertainty remains over how the residual waste from the processing of end-of-life vehicles should be classified. Operators of both hazardous and non-hazardous landfill sites will not accept it for disposal without knowing its correct classification as they may be in breach of the Directive and could subsequently be fined.
3. The residue from a scrapped car, once the recyclable components have been recovered, constitutes about 27% of its mass. The finely shredded material is inert being mostly rubber and plastics. Under the End of Life Vehicles Directive it is defined as non-hazardous, but the Landfill Directive specifies that all waste going to landfill must be tested. Both the industry and the Environment Agency agree that no suitable test exists for this particular waste stream and that existing tests produce inaccurate readings that could lead to a hazardous classification.
4. There is approximately 850,000 tonnes of residual end-of-life vehicle waste produced each year. Currently only around 350,000 tonnes of hazardous waste landfill capacity has been permitted by the Environment Agency.
5. There are around 45,000 end-of-life vehicles a week in Britain handled by the metals recycling industry - between 2.25 and 2.5 million a year, according to the BMRA.

The pictures shows Barry Stamp with Rupert Carthy (2nd left) - the proprietor of Stafford's Tax Assist Direct. Also pictured are (l - r) Tax Assist Direct staff Maureen Smith and David Atkins, along with Sally Carthy (far right).