

Clearway Disposals Fire Investigation Form

Incident Details

Date of Incident: 24/05/2026

Time of Incident: Circa 1300

Site: Belfast

Contact Number:

Location within Site: Frag Feed at New Frag

Site Address:

East Twin Road

Did the Fire Service Respond? Yes ☒ No ☐

Was the local authority contacted?

Yes ☒ No ☐

If yes, which fire service?

Date of contact: 24/05/2026

Time called: 13:00 Time arrived: 13:08

Injuries? Yes ☐ No ☒Fatalities? Yes ☐ No ☒

If yes, description of injuries suffered:

Was first aid required? Yes ☐ No ☒

Details of first aid:

Fire Details

Property Classification: Mixed metals + ELVS Fire Origin: Most likely ELVS.

Material First Ignited: Estimated to be a Li-Ion batt. mixed.

Possible Cause of Fire:

Thermal runaway of a Li-Ion battery within the stockpile.

Schedule 6 - Notification

This page outlines the information that the Operator must provide.

Units of measurement used in information supplied under Part A and B requirements shall be appropriate to the circumstances of the emission. Where appropriate, a comparison should be made of actual emissions and authorised emission limits.

If any information is considered commercially confidential, it should be separated from non-confidential information, supplied on a separate sheet and accompanied by an application for commercial confidentiality under the provisions of the PPC Regulations.

Part A

Permit Number	P0483/15A
Name of Operator	Clearway Disposals Ltd
Location of Installation	East Twin Road, Belfast BT3 9EN
Time and date of the detection	24/05/2026

(a) Notification requirements for any malfunction, breakdown or failure of equipment or techniques, accident, or fugitive emission which has caused, is causing or may cause significant pollution	
To be notified within 24 hours of detection	
Date and Time of the event	
Reference or description of the location of the event	Irish Grid Reference J 3633 7632
Description of where any release into the environment took place	Musgrave Channel
Substances(s) potentially released	Potentially contaminated firewater
Best estimate of the quantity or rate of release of substances	Extraordinary water volumes exceeded normal drainage/interceptor capacity
Measures taken, or intended to be taken, to stop any emission	Controls and recovery actions now being implemented.
Description of the failure or accident.	Potential environmental incident arising from emergency firefighting water deployment following major fire at East Twin Road, Belfast Harbour.

(b) Notification requirements for the breach of a limit	
To be notified within 24 hours of detection unless otherwise specified below	
Emission point reference/ source	
Parameter(s)	
Limit	
Measured value and uncertainty	
Date and time of monitoring	
Measures taken, or intended to be taken, to stop the emission	

Time periods for notification following detection of a breach of a limit	
Parameter	Notification period
None specified	

(c) Notification requirements for the detection of any significant adverse environmental effect	
To be notified within 24 hours of detection	
Description of where the effect on the environment was detected	
Substances(s) detected	
Concentrations of substances detected	
Date of monitoring/sampling	

Part B to be supplied as soon as practicable

Any more accurate information on the matters for notification under Part A.	
Measures taken, or intended to be taken, to prevent a recurrence of the incident	
Measures taken, or intended to be taken, to rectify, limit or prevent any pollution of the environment which has been or may be caused by the emission	
The dates of any unauthorised emissions from the installation in the preceding 24 months.	

Name*	
Post	SHEQ Manager
Signature	
Date	26/05/2026

* authorised to sign on behalf of Aughrim Landfill Ltd

Fw: Fire at Clearway Belfast

From: [REDACTED]@clearway-group.co.uk>
Date: Sun 24/05/2026 19:43
To: emergency-pollution@daera-ni.gov.uk <emergency-pollution@daera-ni.gov.uk>
Cc: [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@daera-ni.gov.uk [REDACTED]@daera-ni.gov.uk>; [REDACTED]@daera-ni.gov.uk [REDACTED]@daera-ni.gov.uk>

Good evening

Apologies for not sending the message to the out of hours service. I am on holiday in France at present so [REDACTED] will assist you on environmental and H&S matters and [REDACTED] on operational matters.

[REDACTED]

Sent from Outlook for Android

From: [REDACTED]@clearway-group.co.uk>
Sent: Sunday, May 24, 2026 5:36:28 pm
To: [REDACTED]@daera-ni.gov.uk>; [REDACTED]@daera-ni.gov.uk [REDACTED]@daera-ni.gov.uk>
Cc: [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>
Subject: Fire at Clearway Belfast

Good afternoon

I regret to inform you that a major fire broke out at the Clearway site at East Twin Road. I am on holiday at present with limited internet connection. I spoke with [REDACTED] over an hour ago and he indicated that while the fire was intense but looked like it was under control. However, any combustible materials are likely to continue to burn, albeit under a degree of control by NIFRS.

[REDACTED]

Sent from Outlook for Android

Re: Fire at Clearway

From: [REDACTED]@belfast-harbour.co.uk>
Date: Sun 24/05/2026 19:45
To: [REDACTED]@clearway-group.co.uk>; Safety <safety@belfast-harbour.co.uk>
Cc: [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>

Thanks [REDACTED]

All necessary communications established on the ground promptly this afternoon.

Enjoy the rest of your holiday,
Regards
[REDACTED]

Sent from Outlook for iOS

From: [REDACTED]@clearway-group.co.uk>
Sent: Sunday, May 24, 2026 7:33:15 PM
To: Safety <Safety@belfast-harbour.co.uk>; [REDACTED]@belfast-harbour.co.uk>
Cc: [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>
Subject: Fire at Clearway

Caution: This is an external email, please take care when clicking links or opening attachments. When in doubt, report the email to the IT Helpdesk for advice.

Good evening

You are probably already aware of the large fire at the Clearway site; out of courtesy I am now belatedly informing you of the serious incident. I am currently on holiday in France, and in my absence, you should contact [REDACTED] on environmental or H&S matters, [REDACTED] on operational matters and [REDACTED] on shipping matters. When I spoke with [REDACTED] a few hours ago, he felt that NIFRS had the fire under control, but the combustible content would continue, albeit in a controlled manner.

[REDACTED]

Sent from Outlook for Android

Disclaimer

Belfast Harbour Commissioners has taken reasonable precautions to minimise the risk of any attachments to this e-mail containing computer viruses, we cannot accept liability for any damage which you sustain as a result of any such viruses. You should carry out your own virus checks before you open this document. This e-mail and any attachments are

confidential and may be protected by legal privilege. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of this e-mail or any attachment is prohibited. If you have received this e-mail in error, please notify us immediately by returning it to the sender and delete this copy from your system. Any personal details that you provide to Belfast Harbour will be handled in accordance with the General Data Protection Regulation (GDPR) and Data Protection Act 2018. We will only use your data for the purposes that you have provided it for and it will only be shared where necessary to provide the agreed service. For further information please see: <https://www.belfast-harbour.co.uk/corporate/privacy-policy>

PRE-NOTIFICATION COPY
PLEASE COMPLETE IN BLOCK CAPITALS

HAZARDOUS WASTE REGULATIONS (NI) 2005
No. of pre-notice (if different) DA 5319148

Consignment Note No:
Sheet of

DA 5335014

A. CONSIGNMENT DETAILS

PLEASE TICK IF YOU ARE A TRANSFER STATION ☐

1. The waste described below is to be removed from (name, address & postcode) **CLEARWAY LTD, EAST TWIN ROAD, BELFAST, BT3 9EN**
2. The waste will be taken (name, address & postcode) **Thompson Industrial Services Ltd, 33 Greenogue Road, Dromore, BT25 1RG**
3. The consignments(s) will be: one single ☐ a succession ☒ carrier's round ☐ carriers round ☐ extended ☐
(please specify) single succession carrier's round
4. Expected removal date of first consignment **26.05.2026** last consignment: **11.09.2026**
5. I, the undersigned, certify that the information in A & B is correct and I can confirm that I have fulfilled my duty to apply the waste hierarchy as required by Article 5(2B) of the Waste and Contaminated Land (Northern Ireland Order) 1997
6. Name **[REDACTED]** On behalf of (company, address & postcode) **CLEARWAY DISPOSALS LTD**
Signature **[REDACTED]** **41 DOBBIN ROAD, PORTADOWN, BT62 9Y**
- Date **26.05.2026** 8. The waste producer was (if different than 1.)
(name, address & postcode)
7. Telephone No: **028 38 337333**

B. DESCRIPTION OF WASTE No of additional sheets:

SIC for the process giving rise to the waste is: **46.77**

- 1 The waste is: **OIL, WATER & GRIT**
- 2 The process giving rise to the waste: **INTERCEPTOR CLEANING**

3 WASTE DETAILS (where more than one waste type is collected all of the information given below must be completed for each EWC identified):

List of Wastes (EWC) Code (6 Digits)	Quantity (kg/lts/tonnes)	The chemical/biological components of the waste and their concentrations are		Physical Form gas(G), liquid(L), solid (S) powder(P), sludge(SL) or Mixed(M):	Hazard Code(s)	Container Type, size
		Component	Concentration (% or mg/kg)			
130503	30 T PER YEAR	OIL WATER GRIT	20% 40% 40%	MIXED	H7	3000G TANKER

C. CARRIER'S CERTIFICATE (If more than one carrier is used attached schedule for subsequent carriers) If carrier schedule is attached please tick ☐

I certify that today I collected the consignment and that the details in A1, A2 and B3 above are correct and that I have been advised of any specific handling requirements. The Quantity collected in the load is: **1-12 TON CARBON DISPOSALS AT PORTADOWN**
Name **[REDACTED]** On behalf of (company, address, postcode & telephone no): **PORTADOWN**

Signature **[REDACTED]** Tel. No. Date **27-5-26** at Hrs

1. Carrier Registration No./Reason for Exemption: **RCCW**

2. Vehicle registration No (or mode of transport if not road): **R421807**

D. CONSIGNOR'S CERTIFICATE

I certify that the information in B and C above is correct and the carrier was advised of the appropriate precautionary measures. All of the waste is packaged and labelled correctly and the carrier has been advised of any specific handling requirements.

Name **[REDACTED]** On behalf of (company, address & postcode) **[REDACTED]**
Signature **[REDACTED]** Date **27-5-26** at Hrs

E. CONSIGNEE'S CERTIFICATE

Where more than one waste type is collected all of the information given below must be complete for each EWC.

Individual EWC Code(s) received	Quantity of each EWC Code received (Kg)	EWC code Accepted/Rejected	Waste Management operation (R or D code)
130503	12000	A	R12

1. I received this waste at the address given in A2 on **27/5/26** at Hrs

2. Vehicle registration no: **RXC 807**

I certify that Waste Management Licence/permit/authorised exemption no authorises the management of the waste described in B at the address given in A2.

Name **[REDACTED]** On behalf of (company) **ADAN**
Signature **[REDACTED]** Date **27/5/26**

Report of an injury or dangerous occurrence

Filling in this form

This form must be filled in by an employer or other responsible person.

Part A**About you**

1. What is your Title / First name / Surname?

Mr		
----	--	--

2. What is your job title?

SHEQ Manager

3. What is your telephone number?

--

4. What is your e-mail address?

@clearway-group.co.uk

About your organisation

5. What is the name of your organisation?

CLEARWAY DISPOSALS LTD

6. What is the address?

Property	
Street	1 EAST TWIN ROAD
Locality	
Town	BELFAST
County	DOWN
Postcode	BT3 9EN
E-mail	@clearway-group.co.uk

7. What type of work does the organisation do?

Metal Recycling

Part B**About the incident**

1. On what date did the incident happen?

24/05/2026

2. At what time did the incident happen?

(Please use the 24-hour clock eg 06:00)

13:08

3. Did the incident happen at the above address?

Yes

☒

Go to question 4

No

☐

Where did the incident happen?

☐ Elsewhere in your organisation give the name, address and postcode☐ At someone else's premises - give the name, address and postcode☐ In a public place - give details of where it happened

As Above

If postcode unknown, what is the name of the local authority?

Belfast City Council

4. In which department, or where on the premises did the incident happen?

Fragmentiser

Part C**About the injured person**

If you are reporting a dangerous occurrence, go to Part F.

If more than one person was injured in the same incident,

Please attach the details asked for in Part C and Part D for each injured person.

1. What is your Title / First name / Surname?

--	--	--

2. What is their address and postcode?

Property	
Street	
Locality	
Town	
County	
Postcode	

3. Phone

4. Age

--

5. Are they

☐

Male?

☐

Female?

6. What is their job title?

--

7. Was the injured person (tick only one box)

☐

One of your employees?

☐

On a training scheme? Give details:

--

☐

On work experience?

☐

Other or employed by someone else? Give details

--

☐

Self-employed and at work?

☐

A member of the public?

Part D**About the injury**

1. What was the injury? (E.g. fracture, laceration)

--

2. What part of the body was injured?

--

3 Was the injury (tick the one box that applies)

- ☐ A fatality
- ☐ A major injury or condition? (See accompanying notes)
- ☐ An injury to an employee or self-employed person which prevented them doing their normal work for more than 3 days?
- ☐ An injury to a member of the public which meant they had to be taken from the scene of the accident to a hospital for treatment?

4 Did the injured person (tick all the boxes that apply)

- ☐ Become unconscious?
- ☐ Need resuscitation?
- ☐ Remain in hospital for more than 24 hours?

Part E

About the kind of accident

Please tick the one box that best describes what happened, then go to Part G.

- ☐ Contact with moving machinery or material being machined
- ☐ Hit by a moving, flying or falling object
- ☐ Hit by a moving vehicle
- ☐ Hit something fixed or stationary
- ☐ Injured while handling, lifting or carrying
- ☐ Slipped, tripped or fell on the same
- ☐ Fell from a height

How high was the fall?

	meters
--	--------

- ☐ Trapped by something collapsing
- ☐ Drowned or asphyxiated
- ☐ Exposed to, or in contact with, a harmful substance
- ☐ Exposed to fire
- ☐ Exposed to explosion
- ☐ Contact with electricity or an electrical discharge
- ☐ Injured by an animal
- ☐ Physically assaulted by a person
- ☐ Another kind of accident (describe it in Part G)

Part F

Dangerous occurrences

Enter the number of the dangerous occurrence you are reporting. (The numbers are given in the Regulations and in the notes which accompany this form).

05

Part G

Describing what happened

Give as much details as you can. For instance

- the name of any substances involved
- the name and type of any machine involved
- the events that led to the incident
- the part played by any people

If it was personal injury, give details of what the person was doing. Describe any action that has since been taken to prevent similar incident. Use a separate piece of paper if you need to.

On 24/05/2026 a significant fire occurred within a large external stockpile of baled end-of-life vehicles and scrap metal. The Northern Ireland Fire & Rescue Service attended and took command of the emergency response. Firefighting activity included large-scale water deployment from land-side operations and harbour-side support. The principal immediate risks were fire spread, thermal escalation, smoke and airborne contaminants, instability of the affected scrap pile, risk to emergency responders and site personnel, and potential escalation to neighbouring premises and harbour-side infrastructure. No injury has been confirmed at the time of this report. Following handover from NIFRS, Clearway implemented post-incident controls including restricted access, exclusion zoning around the fire-affected pile, RPE controls for ash and dust exposure, preservation of evidence, and liaison with NIEA, NIFRS and Belfast Harbour. The incident is being reported as a dangerous occurrence on a precautionary basis due to the scale of the fire and the significant emergency response required.

Part H

Your Signature

Signature

--

Date

26/05/2026

Where to send the form

Please send it to the Enforcing Authority for the place where it happened. If you do not know the Enforcing Authority, send it to the Health and Safety Executive for Northern Ireland, 83 Ladas Drive, Belfast BT6 9FR. Email: online@hseni.gov.uk

Please continue on this page if necessary

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HAZARDOUS WASTE REGULATIONS (NI) 2005

No. of pre-notice (if different) DA 5319148

Consignment Note No:

Sheet of

DA 5335014

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2. The waste will be taken (name, address & postcode) **Thompson Industrial Services Ltd, 33 Greenogue Road, Dromore, BT25 1RG**

3. The consignments(s) will be: one single ☐ a succession ☒ carrier's round ☐ carriers round ☐ extended ☐
(please specify) single succession carrier's round

4. Expected removal date of first consignment **26.05.2026** last consignment: **11.09.2026**

5. I, the undersigned, certify that the information in A & B is correct and I can confirm that I have fulfilled my duty to apply the waste hierarchy as required by Article 5(2B) of the Waste and Contaminated Land (Northern Ireland Order) 1997

6. Name **[REDACTED]** On behalf of (company, address & postcode) **CLEARWAY DISPOSALS LTD**
Signature **[REDACTED]** **41 DOBBIN ROAD, PORTADOWN, BT62 9Y**

Date **26.05.2026** 8. The waste producer was (if different than 1.)
(name, address & postcode)

7. Telephone No: **028 38 337333**

B. DESCRIPTION OF WASTE No of additional sheets:

SIC for the process giving rise to the waste is: **46.77**

1 The waste is: **OIL, WATER & GRIT**

2 The process giving rise to the waste: **INTERCEPTOR CLEANING**

3 WASTE DETAILS (where more than one waste type is collected all of the information given below must be completed for each EWC identified):

List of Wastes (EWC) Code (6 Digits)	Quantity (kg/lts/tonnes)	The chemical/biological components of the waste and their concentrations are		Physical Form gas(G), liquid(L), solid (S) powder(P), sludge(SL) or Mixed(M):	Hazard Code(s)	Container Type, size
		Component	Concentration (% or mg/kg)			
130503	30 T PER YEAR	OIL WATER GRIT	20% 40% 40%	MIXED	H7	3000G TANKER

C. CARRIER'S CERTIFICATE (If more than one carrier is used attached schedule for subsequent carriers) If carrier schedule is attached please tick ☐

I certify that today I collected the consignment and that the details in A1, A2 and B3 above are correct and that I have been advised of any specific handling requirements. The Quantity collected in the load is: **1-12 TON COMPANY DISPOSALS AT PORTADOWN**

Name **[REDACTED]** On behalf of (company, address, postcode & telephone no): **PORTADOWN**

Signature **[REDACTED]** Tel. No. Date **27-5-26** at Hrs

1. Carrier Registration No./Reason for Exemption: **RCCW**

2. Vehicle registration No (or mode of transport if not road): **B21807**

D. CONSIGNOR'S CERTIFICATE

I certify that the information in B and C above is correct and the carrier was advised of the appropriate precautionary measures. All of the waste is packaged and labelled correctly and the carrier has been advised of any specific handling requirements.

Name **[REDACTED]** On behalf of (company, address & postcode)

Signature **[REDACTED]** Date **27-5-26** at Hrs

E. CONSIGNEE'S CERTIFICATE

Where more than one waste type is collected all of the information given below must be complete for each EWC.

Individual EWC Code(s) received	Quantity of each EWC Code received (Kg)	EWC code Accepted/Rejected	Waste Management operation (R or D code)
130503	12000	A	R12

1. I received this waste at the address given in A2 on **27/5/26** at Hrs

2. Vehicle registration no: **RX2 BGT**

I certify that Waste Management Licence/permit/authorised exemption no
authorises the management of the waste described in B at the address given in A2.

Name **[REDACTED]** On behalf of (company)

Signature **[REDACTED]** Date **27/5/26**

Environmental Awareness Toolbox: Fire Risk from Li-ion Batteries

Objective: Raise awareness among staff about the environmental aspects and impacts of Li-ion batteries, with a particular emphasis on fire risks.

Key Points:

1 Introduction to Li-ion Batteries

1.1 Definition: Lithium-ion (Li-ion) batteries are rechargeable batteries commonly used in electronics, electric vehicles, and other applications.

1.2 Usage: Widely used due to their high energy density and long-life cycle.

2 Environmental Aspects

2.1 Direct Aspects: Handling and storage of Li-ion batteries on-site.

2.2 Indirect Aspects: Supply chain impacts, including manufacturing and disposal.

3 Fire Risks

3.1 Thermal Runaway: A condition where an increase in temperature causes further increases, potentially leading to fires or explosions.

3.2 Causes: Physical damage, overcharging, manufacturing defects, and exposure to high temperatures.

3.3 Incidents: Examples of fires in waste management and recycling facilities due to improper handling of Li-ion batteries.

4 Case Study - Incident Involving Li-ion Batteries

4.1 Incident Overview - On 23rd December 2021, a 2.16 MWh lithium-ion battery energy storage system (ESS) in Arizona experienced a cascading thermal runaway, leading to a deflagration (heating a substance until it burns away rapidly) event. Four firefighters were seriously injured while responding to the incident and millions of dollars of damage was caused. The company never recovered, leading to the loss of all jobs on the site.

4.2 Contributing Factors - The incident was triggered by thermal runaway within the battery system, exacerbated by inadequate cooling and containment measures.

4.3 Lessons Learned - The importance of proper storage, handling, and emergency response protocols to mitigate fire risks associated with Li-ion batteries.

5 Preventive Measures:

5.1 Proper Storage: Store batteries in a cool, dry place away from flammable materials.

5.2 Handling: Use appropriate protective equipment and avoid crushing or puncturing batteries.

5.3 Segregation: Separate Li-ion batteries from other waste streams to prevent contamination and fire risks.

6 Emergency Response:

6.1 Fire Extinguishers: Use Class D fire extinguishers specifically designed for metal fires. **GREEN LITH EX**

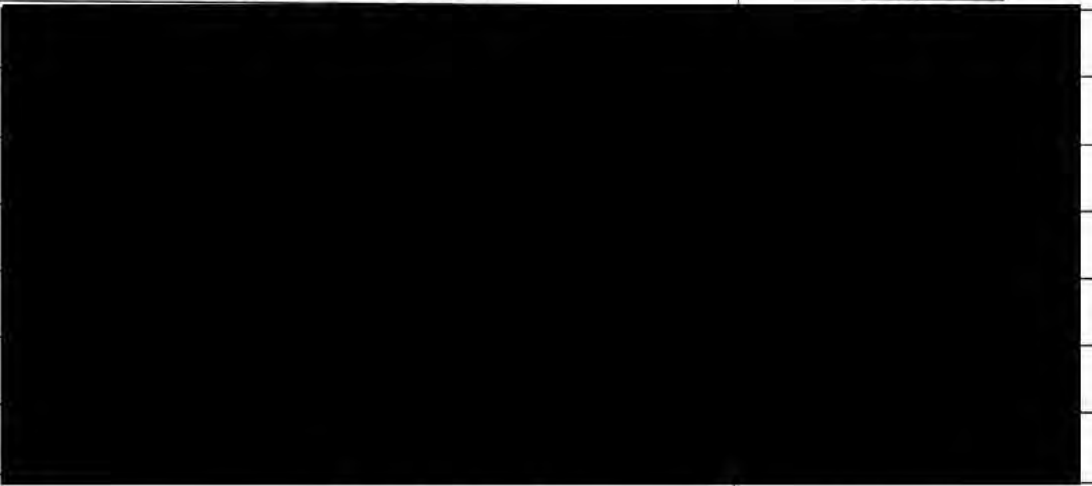
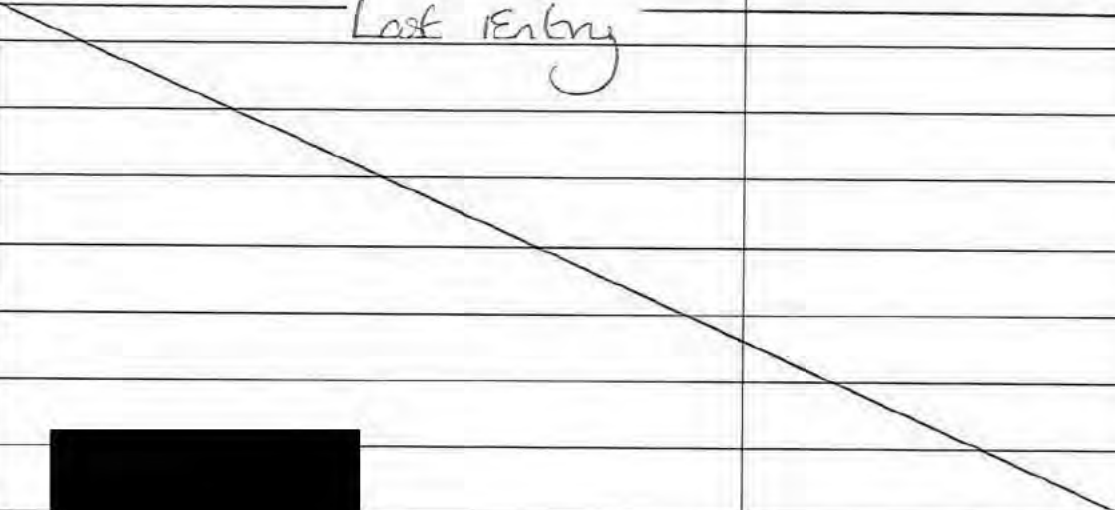
6.2 Evacuation: Follow the site's emergency evacuation plan in case of a fire.

6.4 Reporting: Report any incidents or near-misses to the safety officer immediately.

Trainer's Notes:

- **Introduction (5 mins):** Explain the importance of environmental awareness and the specific focus on Li-ion batteries.
- **Key Points (10 mins):** Go through each key point, providing real-life examples and emphasising the importance of each preventive measure.
- **Need - Case Study Discussion (10 mins):** Present the case study, discussing the incident, contributing factors, and lessons learned.
- **Range - Interactive Session (10 mins):** Engage staff with questions about their experiences and knowledge of Li-ion batteries. Discuss any incidents they might have encountered.
- **Emergency Response Drill (5 mins):** Conduct a brief drill on how to handle a fire incident involving Li-ion batteries.
- **Q&A (5 mins):** Open the floor for any questions and provide clarifications as needed.
- **Objective:**
 - Beginning-To raise our awareness of the environmental aspects and impacts of Li-ion batteries, with a particular emphasis on fire risks.
 - Re-state – The objective of this discussion was to raise our awareness about the environmental aspects and impacts of Li-ion batteries, with a particular emphasis on fire risks. Do we think we have achieved our objective?

[illegible]

<u>Print Name</u>	<u>Signed</u>
	
<u>Last Entry</u>	
	
	

From: [REDACTED]
Sent: 15 June 2026 11:31
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Clearway Belfast Incident Response MAY 2026
Attachments: Clearway BST- Fire Log - Timeline_WP_SP-DP_ - MAY2026.pdf; Clearway BST - Rfl_Fire INV_S6-Chain_RODDOR_TBTs-MAY 2026.pdf; Clearway BST - Trng and Dev Recs 1 - MAY 2026.pdf; Clearway BST - EHS_NIFRS Inc Req Form - MAY 2026.pdf

Hi [REDACTED]

Apologies for the delay in replying.

Thank you for the attached. I appreciate, from you e-mail of 11 June, that the NIFRS report hasn't been received yet.

I require a couple of small additions to the Fire Action Plan to address the onsite fire engine and the sprinkler system for fighting fire or the infrared cameras for monitoring temperatures within the waste pile. Appreciate if these could be added along with any additional measures or procedures you have put in place.

Many thanks

[REDACTED]
Waste Management Licensing

 Northern Ireland Environment Agency
Gníomhaireacht Comhshaoil Thuaisceart Éireann
Northern Ireland Environment Agency

 An Agency within the Department of
Agriculture, Environment
and Rural Affairs
www.daera-ni.gov.uk

Gníomhaireacht de chuid na Roinne
Talmhaíochta, Comhshaoil
agus Gnóthaí Tuaithe
An Ager
Fair
an' t

From: [REDACTED]@clearway-group.co.uk>
Sent: 01 June 2026 08:03
To: [REDACTED]@daera-ni.gov.uk>; [REDACTED]@daera-ni.gov.uk>
Cc: [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>
Subject: Clearway Belfast Incident Response MAY 2026

CAUTION – This email has been received from outside the NICS network. If you have any concerns, please report for investigation.

Good morning,

Thank you for the CAR2. We are pleased to attach the current information pertaining to the fire last Sunday. The logs include:

1. Timeline, WP, SP and drainage plans
2. Internal Rfl, Internal Fire Inv Pro-Forma, S6, RIDDOR, TBTs
3. Training & development records
4. EHS, NIFRS Incident Log Request

We have paid NIFRS for the report and are now waiting on their response.

Should you require any further information please allow me to be of assistance. Thank you.

Aye,



Tel: 02890 457556 Ext 227 | 07802764245 [REDACTED] [\[REDACTED\]@clearway-group.co.uk](mailto:[REDACTED]@clearway-group.co.uk)



1

Breakdown by Device Type (2024)

- E-bikes: 362 fires (+100% since 2022)
- E-scooters: 156 fires (+32%)
- Electric Vehicles: 232 fires (+77%)
- Mobility Scooters: 30 fires (+20%)
- Other Li-ion Devices: Not individually itemised

2

Annual Trends (UK)

- Total Li-ion Fires:
- 2022: 690
- 2023: 1,038
- 2024: 1,330
- Overall Increase: +93%

3

Severity & Risk Metrics

- At least 3 Li-ion fires per day in the UK (2024)
- Fires burn hotter, faster, and unpredictably
- Require up to 10x more water to extinguish
- Most incidents occur in residential properties

4

Certification & Product Quality

- Many fires linked to uncertified/modified batteries
- Major issues with conversion kits and aftermarket products
- Market flooded with unregulated Li-ion batteries
- Stronger certification expected under Product Regulation & Metrology Bill

5

ROI: Lithium-Ion Battery Fire Data Comparison

- No national Li-ion fire statistics published.
- No device-specific data (e-bikes, e-scooters, EVs).
- Government fire stats do not track Li-ion as a category.
- Aviva survey shows awareness issues but no incident counts.
- Ireland relies on broad EU Battery Regulation, not fire-specific laws.

6

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7

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Fw: EHS International Presents: The 3rd in the Lithium-Ion Battery Safety Series – SOLUTIONS

From: [REDACTED]@clearway-group.co.uk>
Date: Thu 18/12/2025 07:25
To: [REDACTED]@daera-ni.gov.uk>
Cc: [REDACTED]@clearway-group.co.uk>

Morning [REDACTED]

It was good to catch up yesterday

Please find below the info & link on the Lithium-Ion event scheduled for 29.01.26

Can you check your diary and see if you're free on the 29th, I was going to reserve a few places for more than welcome to come along with [REDACTED] and myself

Regards

[REDACTED]

Clearway
Metal Recycling

Belfast

Tel: 02890 457556
Mobile: 07515657449

From: [REDACTED]@EHSInt.com>

Sent: 16 December 2025 22:14

Subject: Fw: EHS International Presents: The 3rd in the Lithium-Ion Battery Safety Series – SOLUTIONS

Subject: EHS International Presents: The 3rd in the Lithium-Ion Battery Safety Series – SOLUTIONS

Hi please see our link to the Lithium-Ion Battery event on the 29th January.

Key speakers will be sent out next week.

To book follow the link below. We have had huge interest and bookings already.

Live demonstration and we will also have our VR fire training unit and the Avenger firefighting robotics that is already in 3 major Fire Brigades in the UK & Ireland.

We also have a great venue in Belfast NIACE 5 Airport Road and free parking and Lunch

Booking link

<https://www.ehsinternational.com/product/ehs-international-presents-the-3rd-in-the-lithium-ion-battery-safety-series-solutions/>

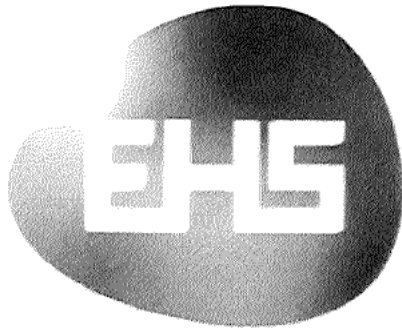
[REDACTED]

Director of Projects

Phone: 07730829207

Email: [REDACTED]@ehsint.com

Web: www.ehsinternational.com



International

Founded by **Chris Mee**



**Northern Ireland
Fire & Rescue Service**

INCIDENT REPORT REQUEST FORM

Please complete the relevant sections of the form below and email it to IRF.Requests@nifrs.org or print the form, complete and post it to the following address:

Protection Administrative Support
NIFRS Headquarters
1 Seymour Street
Lisburn
BT27 4SX

Upon receipt of the form you will be sent further information, which will include details for making the relevant payment, if applicable.

The form is divided into 4 sections. You only need to complete the sections relevant to your request as follows:

Section 1		
Complete section 1 for all requests.		
1.1	Date the incident occurred:	24/05/2026
1.2	Incident address or the location of the incident:	Clearway Disposals Ltd., East Twin Rd., Belfast, BT3 9EN
1.3	If damaged by fire spread, the address at which the fire spread damage occurred:	N/A
1.4	Type of incident: (i.e. fire, road traffic collision, etc)	Fire

Section 2

Complete section 2 if your property has been involved in fire, or damaged by fire, or you have been directly involved in another type of incident.

2.1	Your name:	
2.2	Your address:	SHEQ Manager East Twin Rd., Belfast, BT3 9EN
2.3	Your email address:	@clearway-group.co.uk
2.4	Contact telephone number:	078027642145
Individuals must also provide a copy of two forms of ID that links them to the property, such as a passport, driving licence, bank statement, utility bill, rates bill, vehicle log book, etc. A legible copy, scan, or photograph of the ID is acceptable. The two forms of ID are to be sent with this form.		
2.5	ID type 1 provided:	Passport
2.6	ID type 2 provided:	Driving Licence

Section 3

Complete section 3 if you are a solicitor, insurance company, or loss adjustor who has been instructed by a client to act on their behalf.

3.1	Company name:	
3.2	Company address:	
3.3	Contact name:	
3.4	Contact telephone number:	
3.5	Contact email address:	
3.6	Company reference: (if required for correspondence)	
3.7	Name of the person / organisation you are acting on behalf of.	

IRF Requests Team

Prevention & Protection

T 028 9266 4221

From: [REDACTED]@clearway-group.co.uk>

Sent: 26 May 2026 07:53

To: .NIFRS Information Unit <informationunit@nifrs.org>

Cc: [REDACTED]@clearway-group.co.uk>; [REDACTED]

[REDACTED]@clearway-group.co.uk>

Subject: Urgent Request for NIFRS Incident Report — Clearway Disposals Ltd, East Twin Road, Belfast Harbour

Good morning,

I am writing on behalf of Clearway Disposals Ltd in respect of the fire incident at our East Twin Road facility within Belfast Harbour.

As the operator/occupier of the affected premises, we request a copy of the official NIFRS Incident Report and associated incident reference/log number for the incident.

Given the ongoing engagement with NIEA, HSENI and Belfast Harbour, we would be grateful if the report, or at minimum the incident reference/log number and key operational timeline, could be provided as soon as practicable.

Where available and releasable, we would also request confirmation of:

- date and time of first call;
- arrival time of first appliance;
- incident commander / command structure details;
- appliances and specialist resources deployed, including any High-Volume Pump deployment;
- firefighting water source information;
- major operational decisions relevant to boundary cooling and prevention of escalation;
- time of stop message / handover back to site control;
- any preliminary fire investigation findings or supposed cause information.

This request is made for the purposes of statutory compliance, internal incident investigation, environmental response, insurance notification, and cooperation with the relevant regulatory authorities.

Please advise if you require the completed NIFRS Incident Report Request Form, proof of authority, or any further information from Clearway to process this request.

Aye,

SHEQ Manager
Clearway Disposals Ltd

Clearway
Metal Recycling

Hammond Lane
Metal Company
Part of the Clearway Group

Tel: 02890 457556 Ext 227 | 07802764245 | [REDACTED]@clearway-group.co.uk

The information contained in or attached to this message is intended for the addressee only. If you are not the intended recipient, any use, storage, disclosure or copying of this information is unauthorised and prohibited. This information may be confidential or subject to legal privilege. If you have received this email in error please notify the sender immediately. Any views expressed in this email are those of the individual sender and do not necessarily reflect the opinion of Northern Ireland Fire & Rescue Service, unless that is clearly stated. Nothing in this email amounts to a contractual or legal commitment on the part of NIFRS. The information contained in the email may be subject to public disclosure under the Freedom of Information Act 2000. Reasonable steps have been taken to ensure that outgoing communications do not contain malicious software and/or code. NIFRS cannot accept liability for any adverse impact this message and/or attachments has on the recipient's IT system.

Following receipt of payment, your request will be processed.

Kind regards

IRF Requests Team

Prevention & Protection

T 028 9266 4221

From: [REDACTED]@clearway-group.co.uk>

Sent: 26 May 2026 13:51

To: .NIFRS IRF Requests <IRF.Requests@nifrs.org>

Subject: IRF26262 - Inc No 15961261 / 16273261 - Clearway Disposals Ltd, East Twin Road, Belfast Harbour - Incident Report Request Form

Hi,

Thank you for clarifying those points for me. I have attached the from as required. Thank you again.

Aye,

[REDACTED]

From: .NIFRS IRF Requests <IRF.Requests@nifrs.org>

Sent: Tuesday, May 26, 2026 12:07

To: [REDACTED]@clearway-group.co.uk>; [REDACTED]

[REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>

Cc: .NIFRS Information Unit <informationunit@nifrs.org>

Subject: IRF26262 - Inc No 15961261 / 16273261 - Clearway Disposals Ltd, East Twin Road, Belfast Harbour - Request for Incident Request Form

Good morning [REDACTED]

Thank you for your email below. For your information, Northern Ireland Fire & Rescue Service has introduced an Incident Report Request Procedure. The aim is to streamline the process and advise who is entitled to receive reports and the current fee (where applicable).

This new procedure can be found on our website and the link below will take you to the relevant page. An Incident Report Request Form **MUST** be completed for each request and this form is available on the same page of the website:

[Incident Report Requests - Northern Ireland Fire & Rescue Service \(nifrs.org\)](https://www.nifrs.org/)

Can you please re-submit your request by following this new process?

Kind regards

**IRF26262 - Inc No 15961261 / 16273261 - Clearway Disposals Ltd, East Twin Road, Belfast Harbour
- Valid Response**

From .NIFRS IRF Requests <IRF.Requests@nifrs.org>
Date Tue 26/05/2026 16:27
To [REDACTED]@clearway-group.co.uk>

Dear [REDACTED]

I am pleased to inform you that your Incident Report Request for the following incident has been assessed as valid. Please note the cost for the provision of an Incident Report has increased with effect from 15/08/2025:

Reference Code:	IRF26262
Incident Number:	15961261 / 16273261
Incident Address:	Clearway Disposals Ltd, East Twin Road, Belfast
Incident Date:	24/05/2026

An Incident Report does not include in-depth descriptions of damage to property and any indication regarding the supposed cause of fire is not definitive. It can take up to 60 days from the date of the incident for the report to be completed and it may be redacted before release.

There is charge of **£86.30** which is an administration fee.

Should you wish to proceed with your request, you will need to make a BACS payment as detailed below. In the 'Reference' section enter the unique Reference Code. If you have paid us before please remember to change the 'Reference' before submitting the payment. This is essential so that we can cross reference your request with the payment made.

Bank:	Bank of Ireland UK PLC
Account Currency:	GBP
Account Name:	Northern Ireland Fire and Rescue Service Revenue Account
Account Sort Code:	[REDACTED]
Account Number:	[REDACTED]
Reference Code:	IRF26262

We would prefer you to make the payment by BACS payment. However, if this is not possible, a cheque is also acceptable. Please make the cheque payable to "Northern Ireland Fire & Rescue Service" and on the reverse of the cheque write the Reference Code, and post it to:

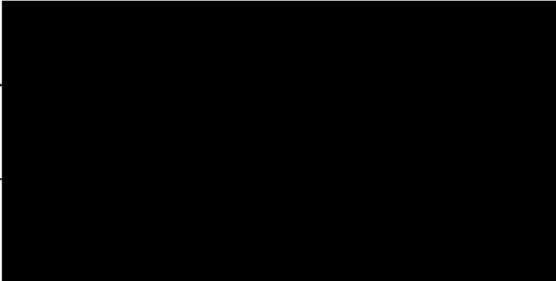
Protection Administrative Support
NIFRS Headquarters
1 Seymour Street
Lisburn
BT27 4SX

Unfortunately we are unable to accept payment by cash.

Clearway: Request for Information.

(for internal use only)

RFI#:	202605-02	Submitted on: (DTG)	25MAY/0800/2026
Requested by:			
Reason:	Investigation	Processed on: (DTG)	
Requested from:	SPOC		
RFI Description			
CCTV images relevant to the ignition of the feed material on 24MAY2026 circa 1200 hrs through to NIFRS FPOS arrival and deployment.			
Attachments:			
SD81 Fire Investigation Form			
Submitted by: (name, role, location)		 SHEQ Manager	
Response to RFI:			
Accepted / Declined			
Reasoning: (e.g. further information required)			
Responding Signature:		Date: 25.05.26	



Clearway Disposals Fire Investigation Form

Incident Details

Date of Incident: 24/05/2026

Time of Incident: Circa 1300

Site: Belfast

Contact Number:

Location within Site: Frag Feed at New Frag

Site Address:

East Twin Road

Did the Fire Service Respond? Yes ☒ No ☐

Was the local authority contacted?

Yes ☒ No ☐

If yes, which fire service?

Date of contact: 24/05/2026

Time called: 13:00 Time arrived: 13:08

Injuries? Yes ☐ No ☒Fatalities? Yes ☐ No ☒

If yes, description of injuries suffered:

Was first aid required? Yes ☐ No ☒

Details of first aid:

Fire Details

Property Classification: Mixed metals + ELVS Fire Origin: Most likely ELVS.

Material First Ignited: Estimated to be a Li-Ion batt. mixed.

Possible Cause of Fire:

Thermal runaway of a Li-Ion battery within the stockpile.

Schedule 6 - Notification

This page outlines the information that the Operator must provide.

Units of measurement used in information supplied under Part A and B requirements shall be appropriate to the circumstances of the emission. Where appropriate, a comparison should be made of actual emissions and authorised emission limits.

If any information is considered commercially confidential, it should be separated from non-confidential information, supplied on a separate sheet and accompanied by an application for commercial confidentiality under the provisions of the PPC Regulations.

Part A

Permit Number	P0483/15A
Name of Operator	Clearway Disposals Ltd
Location of Installation	East Twin Road, Belfast BT3 9EN
Time and date of the detection	24/05/2026

(a) Notification requirements for any malfunction, breakdown or failure of equipment or techniques, accident, or fugitive emission which has caused, is causing or may cause significant pollution	
To be notified within 24 hours of detection	
Date and Time of the event	
Reference or description of the location of the event	Irish Grid Reference J 3633 7632
Description of where any release into the environment took place	Musgrave Channel
Substances(s) potentially released	Potentially contaminated firewater
Best estimate of the quantity or rate of release of substances	Extraordinary water volumes exceeded normal drainage/interceptor capacity
Measures taken, or intended to be taken, to stop any emission	Controls and recovery actions now being implemented.
Description of the failure or accident.	Potential environmental incident arising from emergency firefighting water deployment following major fire at East Twin Road, Belfast Harbour.

(b) Notification requirements for the breach of a limit	
To be notified within 24 hours of detection unless otherwise specified below	
Emission point reference/ source	
Parameter(s)	
Limit	
Measured value and uncertainty	
Date and time of monitoring	
Measures taken, or intended to be taken, to stop the emission	

Time periods for notification following detection of a breach of a limit	
Parameter	Notification period
None specified	

(c) Notification requirements for the detection of any significant adverse environmental effect	
To be notified within 24 hours of detection	
Description of where the effect on the environment was detected	
Substances(s) detected	
Concentrations of substances detected	
Date of monitoring/sampling	

Part B to be supplied as soon as practicable

Any more accurate information on the matters for notification under Part A.	
Measures taken, or intended to be taken, to prevent a recurrence of the incident	
Measures taken, or intended to be taken, to rectify, limit or prevent any pollution of the environment which has been or may be caused by the emission	
The dates of any unauthorised emissions from the installation in the preceding 24 months.	

Name*	
Post	SHEQ Manager
Signature	
Date	26/05/2026

* authorised to sign on behalf of Aughrim Landfill Ltd

Fw: Fire at Clearway Belfast

From: [REDACTED]@clearway-group.co.uk>
Date: Sun 24/05/2026 19:43
To: emergency-pollution@daera-ni.gov.uk <emergency-pollution@daera-ni.gov.uk>
Cc: [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@daera-ni.gov.uk <[REDACTED]@daera-ni.gov.uk>; [REDACTED]@daera-ni.gov.uk <[REDACTED]@daera-ni.gov.uk>

Good evening

Apologies for not sending the message to the out of hours service. I am on holiday in France at present so [REDACTED] will assist you on environmental and H&S matters and [REDACTED] on operational matters.

[REDACTED]

Sent from Outlook for Android

From: [REDACTED]@clearway-group.co.uk>
Sent: Sunday, May 24, 2026 5:36:28 pm
To: [REDACTED]@daera-ni.gov.uk>; [REDACTED]@daera-ni.gov.uk <[REDACTED]@daera-ni.gov.uk>
Cc: [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>
Subject: Fire at Clearway Belfast

Good afternoon

I regret to inform you that a major fire broke out at the Clearway site at East Twin Road. I am on holiday at present with limited internet connection. I spoke with [REDACTED] over an hour ago and he indicated that while the fire was intense but looked like it was under control. However, any combustible materials are likely to continue to burn, albeit under a degree of control by NIFRS.

[REDACTED]

Sent from Outlook for Android

Re: Fire at Clearway

From: [REDACTED]@belfast-harbour.co.uk>
Date: Sun 24/05/2026 19:45
To: [REDACTED]@clearway-group.co.uk>; Safety <safety@belfast-harbour.co.uk>
Cc: [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>

Thanks [REDACTED]

All necessary communications established on the ground promptly this afternoon.

Enjoy the rest of your holiday,
Regards
[REDACTED]

Sent from Outlook for iOS

From: [REDACTED]@clearway-group.co.uk>
Sent: Sunday, May 24, 2026 7:33:15 PM
To: Safety <Safety@belfast-harbour.co.uk>; [REDACTED]@belfast-harbour.co.uk>
Cc: [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>
Subject: Fire at Clearway

Caution: This is an external email, please take care when clicking links or opening attachments. When in doubt, report the email to the IT Helpdesk for advice.

Good evening

You are probably already aware of the large fire at the Clearway site; out of courtesy I am now belatedly informing you of the serious incident. I am currently on holiday in France, and in my absence, you should contact [REDACTED] on environmental or H&S matters, [REDACTED] on operational matters and [REDACTED] on shipping matters. When I spoke with [REDACTED] a few hours ago, he felt that NIFRS had the fire under control, but the combustible content would continue, albeit in a controlled manner.

[REDACTED]

Sent from Outlook for Android

Disclaimer

Belfast Harbour Commissioners has taken reasonable precautions to minimise the risk of any attachments to this e-mail containing computer viruses, we cannot accept liability for any damage which you sustain as a result of any such viruses. You should carry out your own virus checks before you open this document. This e-mail and any attachments are

confidential and may be protected by legal privilege. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of this e-mail or any attachment is prohibited. If you have received this e-mail in error, please notify us immediately by returning it to the sender and delete this copy from your system. Any personal details that you provide to Belfast Harbour will be handled in accordance with the General Data Protection Regulation (GDPR) and Data Protection Act 2018. We will only use your data for the purposes that you have provided it for and it will only be shared where necessary to provide the agreed service. For further information please see: <https://www.belfast-harbour.co.uk/corporate/privacy-policy>

PRE-NOTIFICATION COPY
PLEASE COMPLETE IN BLOCK CAPITALS

HAZARDOUS WASTE REGULATIONS (NI) 2005
No. of pre-notice (if different) DA 5319148

Consignment Note No:
Sheet of

DA 5335014

A. CONSIGNMENT DETAILS

PLEASE TICK IF YOU ARE A TRANSFER STATION ☐

1. The waste described below is to be removed from (name, address & postcode) **CLEARWAY LTD, EAST TWIN ROAD, BELFAST, BT3 9EN**
2. The waste will be taken (name, address & postcode) **Thompson Industrial Services Ltd, 33 Greenogue Road, Dromore, BT25 1RG**
3. The consignments(s) will be: one single ☐ a succession ☒ carrier's round ☐ carriers round ☐ extended ☐
(please specify) single succession carrier's round
4. Expected removal date of first consignment **26.05.2026** last consignment: **11.09.2026**
5. I, the undersigned, certify that the information in A & B is correct and I can confirm that I have fulfilled my duty to apply the waste hierarchy as required by Article 5(2B) of the Waste and Contaminated Land (Northern Ireland Order) 1997
6. Name **[REDACTED]** On behalf of (company, address & postcode) **CLEARWAY DISPOSALS LTD
41 DOBBIN ROAD, PORTADOWN, BT62 9Y**
Signature **[REDACTED]**
Date **26.05.2026** 8. The waste producer was (if different than 1.)
(name, address & postcode)
7. Telephone No: **028 38 337333**

B. DESCRIPTION OF WASTE No of additional sheets:

SIC for the process giving rise to the waste is: **46.77**

- 1 The waste is: **OIL, WATER & GRIT**
- 2 The process giving rise to the waste: **INTERCEPTOR CLEANING**

3 WASTE DETAILS (where more than one waste type is collected all of the information given below must be completed for each EWC identified):

List of Wastes (EWC) Code (6 Digits)	Quantity (kg/lts/tonnes)	The chemical/biological components of the waste and their concentrations are		Physical Form gas(G), liquid(L), solid (S) powder(P), sludge(SL) or Mixed(M):	Hazard Code(s)	Container Type, size
		Component	Concentration (% or mg/kg)			
130503	30 T PER YEAR	OIL WATER GRIT	20% 40% 40%	MIXED	H7	3000G TANKER

C. CARRIER'S CERTIFICATE (If more than one carrier is used attached schedule for subsequent carriers) If carrier schedule is attached please tick ☐

I certify that today I collected the consignment and that the details in A1, A2 and B3 above are correct and that I have been advised of any specific handling requirements. The Quantity collected in the load is: **1-12 TON CARBON DISPOSALS AT PORTADOWN**
Name **[REDACTED]** On behalf of (company, address, postcode & telephone no): **PORTADOWN**

Signature **[REDACTED]** Tel. No. Date **27-5-26** at Hrs

1. Carrier Registration No./Reason for Exemption: **RCCW**

2. Vehicle registration No (or mode of transport if not road): **R421807**

D. CONSIGNOR'S CERTIFICATE

I certify that the information in B and C above is correct and the carrier was advised of the appropriate precautionary measures. All of the waste is packaged and labelled correctly and the carrier has been advised of any specific handling requirements.

Name **[REDACTED]** On behalf of (company, address & postcode) **[REDACTED]**
Signature **[REDACTED]** Date **27-5-26** at Hrs

E. CONSIGNEE'S CERTIFICATE

Where more than one waste type is collected all of the information given below must be complete for each EWC.

Individual EWC Code(s) received	Quantity of each EWC Code received (Kg)	EWC code Accepted/Rejected	Waste Management operation (R or D code)
130503	12000	A	R12

1. I received this waste at the address given in A2 on **27/5/26** at Hrs

2. Vehicle registration no: **RXC 807**

I certify that Waste Management Licence/permit/authorised exemption no
authorises the management of the waste described in B at the address given in A2.

Name **[REDACTED]** On behalf of (company) **PO325/09A**
Signature **[REDACTED]** Date **27/5/26**

Report of an injury or dangerous occurrenceFilling in this form
This form must be filled in by an employer or other responsible person.**Part A****About you**

1. What is your Title / First name / Surname?

Mr		
----	--	--

2. What is your job title?

SHEQ Manager

3. What is your telephone number?

--

4. What is your e-mail address?

@clearway-group.co.uk

About your organisation

5. What is the name of your organisation?

CLEARWAY DISPOSALS LTD

6. What is the address?

Property	
Street	1 EAST TWIN ROAD
Locality	
Town	BELFAST
County	DOWN
Postcode	BT3 9EN
E-mail	@clearway-group.co.uk

7. What type of work does the organisation do?

Metal Recycling

Part B**About the incident**

1. On what date did the incident happen?

24/05/2026

2. At what time did the incident happen?

(Please use the 24-hour clock eg 06:00)

13:08

3. Did the incident happen at the above address?

Yes ☒ Go to question 4No ☐ Where did the incident happen?☐ Elsewhere in your organisation give the name, address and postcode☐ At someone else's premises - give the name, address and postcode☐ In a public place - give details of where it happened

As Above

If postcode unknown, what is the name of the local authority?

Belfast City Council

4. In which department, or where on the premises did the incident happen?

Fragmentiser

Part C**About the injured person**

If you are reporting a dangerous occurrence, go to Part F.

If more than one person was injured in the same incident,

Please attach the details asked for in Part C and Part D for each injured person.

1. What is your Title / First name / Surname?

--	--	--

2. What is their address and postcode?

Property	
Street	
Locality	
Town	
County	
Postcode	

3. Phone

4. Age

5. Are they ☐ Male?☐ Female?

6. What is their job title?

--

7. Was the injured person (tick only one box)

☐ One of your employees?☐ On a training scheme? Give details:

--

☐ On work experience?☐ Other or employed by someone else? Give details

--

☐ Self-employed and at work?☐ A member of the public?**Part D****About the injury**

1. What was the injury? (E.g. fracture, laceration)

--

2. What part of the body was injured?

--

3 Was the injury (tick the one box that applies)

- ☐ A fatality
- ☐ A major injury or condition? (See accompanying notes)
- ☐ An injury to an employee or self-employed person which prevented them doing their normal work for more than 3 days?
- ☐ An injury to a member of the public which meant they had to be taken from the scene of the accident to a hospital for treatment?

4 Did the injured person (tick all the boxes that apply)

- ☐ Become unconscious?
- ☐ Need resuscitation?
- ☐ Remain in hospital for more than 24 hours?

Part E

About the kind of accident

Please tick the one box that best describes what happened, then go to Part G.

- ☐ Contact with moving machinery or material being machined
- ☐ Hit by a moving, flying or falling object
- ☐ Hit by a moving vehicle
- ☐ Hit something fixed or stationary
- ☐ Injured while handling, lifting or carrying
- ☐ Slipped, tripped or fell on the same
- ☐ Fell from a height

How high was the fall?

	meters
--	--------

- ☐ Trapped by something collapsing
- ☐ Drowned or asphyxiated
- ☐ Exposed to, or in contact with, a harmful substance
- ☐ Exposed to fire
- ☐ Exposed to explosion
- ☐ Contact with electricity or an electrical discharge
- ☐ Injured by an animal
- ☐ Physically assaulted by a person
- ☐ Another kind of accident (describe it in Part G)

Part F

Dangerous occurrences

Enter the number of the dangerous occurrence you are reporting. (The numbers are given in the Regulations and in the notes which accompany this form).

05

Part G

Describing what happened

Give as much details as you can. For instance

- the name of any substances involved
- the name and type of any machine involved
- the events that led to the incident
- the part played by any people

If it was personal injury, give details of what the person was doing. Describe any action that has since been taken to prevent similar incident. Use a separate piece of paper if you need to.

On 24/05/2026 a significant fire occurred within a large external stockpile of baled end-of-life vehicles and scrap metal. The Northern Ireland Fire & Rescue Service attended and took command of the emergency response. Firefighting activity included large-scale water deployment from land-side operations and harbour-side support. The principal immediate risks were fire spread, thermal escalation, smoke and airborne contaminants, instability of the affected scrap pile, risk to emergency responders and site personnel, and potential escalation to neighbouring premises and harbour-side infrastructure. No injury has been confirmed at the time of this report. Following handover from NIFRS, Clearway implemented post-incident controls including restricted access, exclusion zoning around the fire-affected pile, RPE controls for ash and dust exposure, preservation of evidence, and liaison with NIEA, NIFRS and Belfast Harbour. The incident is being reported as a dangerous occurrence on a precautionary basis due to the scale of the fire and the significant emergency response required.

Part H

Your Signature

Signature

--

Date

26/05/2026

Where to send the form

Please send it to the Enforcing Authority for the place where it happened. If you do not know the Enforcing Authority, send it to the Health and Safety Executive for Northern Ireland, 83 Ladas Drive, Belfast BT6 9FR. Email: online@hseni.gov.uk

Please continue on this page if necessary

PRE-NOTIFICATION COPY
PLEASE COMPLETE IN BLOCK CAPITALS

HAZARDOUS WASTE REGULATIONS (NI) 2005

No. of pre-notice (if different) DA 5319148

Consignment Note No:

Sheet of

DA 5335014

A. CONSIGNMENT DETAILS

PLEASE TICK IF YOU ARE A TRANSFER STATION ☐

1. The waste described below is to be removed from (name, address & postcode) **CLEARWAY LTD, EAST TWIN ROAD, BELFAST, BT3 9EN**

2. The waste will be taken (name, address & postcode) **Thompson Industrial Services Ltd, 33 Greenogue Road, Dromore, BT25 1RG**

3. The consignments(s) will be: one single ☐ a succession ☒ carrier's round ☐ carriers round ☐ extended ☐
(please specify) single succession carrier's round

4. Expected removal date of first consignment **26.05.2026** last consignment: **11.09.2026**

5. I, the undersigned, certify that the information in A & B is correct and I can confirm that I have fulfilled my duty to apply the waste hierarchy as required by Article 5(2B) of the Waste and Contaminated Land (Northern Ireland Order) 1997

6. Name **[REDACTED]** On behalf of (company, address & postcode) **CLEARWAY DISPOSALS LTD 41 DOBBIN ROAD, PORTADOWN, BT62 9Y**

Signature **[REDACTED]**

Date **26.05.2026**

8. The waste producer was (if different than 1.)
(name, address & postcode)

7. Telephone No: **028 38 337333**

B. DESCRIPTION OF WASTE No of additional sheets:

SIC for the process giving rise to the waste is: **46.77**

1 The waste is: **OIL, WATER & GRIT**

2 The process giving rise to the waste: **INTERCEPTOR CLEANING**

3 WASTE DETAILS (where more than one waste type is collected all of the information given below must be completed for each EWC identified):

List of Wastes (EWC) Code (6 Digits)	Quantity (kg/lts/tonnes)	The chemical/biological components of the waste and their concentrations are		Physical Form gas(G), liquid(L), solid (S) powder(P), sludge(SL) or Mixed(M):	Hazard Code(s)	Container Type, size
		Component	Concentration (% or mg/kg)			
130503	30 T PER YEAR	OIL	20%	MIXED	H7	3000G TANKER
		WATER	40%			
		GRIT	40%			

C. CARRIER'S CERTIFICATE (If more than one carrier is used attached schedule for subsequent carriers) If carrier schedule is attached please tick ☐

I certify that today I collected the consignment and that the details in A1, A2 and B3 above are correct and that I have been advised of any specific handling requirements. The Quantity collected in the load is:- **1-12 TON COMPANY DISPOSALS AT PORTADOWN**

Name **[REDACTED]**

On behalf of (company, address, postcode & telephone no): **PORTADOWN**

Signature **[REDACTED]**

Tel. No.

Date **27-5-26** at Hrs

1. Carrier Registration No./Reason for Exemption: **RCCW**

2. Vehicle registration No (or mode of transport if not road): **B21807**

D. CONSIGNOR'S CERTIFICATE

I certify that the information in B and C above is correct and the carrier was advised of the appropriate precautionary measures. All of the waste is packaged and labelled correctly and the carrier has been advised of any specific handling requirements.

Name **[REDACTED]**

On behalf of (company, address & postcode)

Signature **[REDACTED]**

Date **27-5-26** at

Hrs

E. CONSIGNEE'S CERTIFICATE

Where more than one waste type is collected all of the information given below must be complete for each EWC.

Individual EWC Code(s) received	Quantity of each EWC Code received (Kg)	EWC code Accepted/Rejected	Waste Management operation (R or D code)
130503	12000	A	R12

1. I received this waste at the address given in A2 on **27/5/26** at Hrs

2. Vehicle registration no: **RX2 BGT**

I certify that Waste Management Licence/permit/authorised exemption no authorises the management of the waste described in B at the address given in A2.

Name **[REDACTED]**

On behalf of (company)

Signature **[REDACTED]**

Date

PO325/02A
AD AN
27/5/26

Environmental Awareness Toolbox: Fire Risk from Li-ion Batteries

Objective: Raise awareness among staff about the environmental aspects and impacts of Li-ion batteries, with a particular emphasis on fire risks.

Key Points:

1 Introduction to Li-ion Batteries

1.1 Definition: Lithium-ion (Li-ion) batteries are rechargeable batteries commonly used in electronics, electric vehicles, and other applications.

1.2 Usage: Widely used due to their high energy density and long-life cycle.

2 Environmental Aspects

2.1 Direct Aspects: Handling and storage of Li-ion batteries on-site.

2.2 Indirect Aspects: Supply chain impacts, including manufacturing and disposal.

3 Fire Risks

3.1 Thermal Runaway: A condition where an increase in temperature causes further increases, potentially leading to fires or explosions.

3.2 Causes: Physical damage, overcharging, manufacturing defects, and exposure to high temperatures.

3.3 Incidents: Examples of fires in waste management and recycling facilities due to improper handling of Li-ion batteries.

4 Case Study - Incident Involving Li-ion Batteries

4.1 Incident Overview - On 23rd December 2021, a 2.16 MWh lithium-ion battery energy storage system (ESS) in Arizona experienced a cascading thermal runaway, leading to a deflagration (heating a substance until it burns away rapidly) event. Four firefighters were seriously injured while responding to the incident and millions of dollars of damage was caused. The company never recovered, leading to the loss of all jobs on the site.

4.2 Contributing Factors - The incident was triggered by thermal runaway within the battery system, exacerbated by inadequate cooling and containment measures.

4.3 Lessons Learned - The importance of proper storage, handling, and emergency response protocols to mitigate fire risks associated with Li-ion batteries.

5 Preventive Measures:

5.1 Proper Storage: Store batteries in a cool, dry place away from flammable materials.

5.2 Handling: Use appropriate protective equipment and avoid crushing or puncturing batteries.

5.3 Segregation: Separate Li-ion batteries from other waste streams to prevent contamination and fire risks.

6 Emergency Response:

6.1 Fire Extinguishers: Use Class D fire extinguishers specifically designed for metal fires. **GREEN LITH EX**

6.2 Evacuation: Follow the site's emergency evacuation plan in case of a fire.

6.4 Reporting: Report any incidents or near-misses to the safety officer immediately.

Trainer's Notes:

- **Introduction (5 mins):** Explain the importance of environmental awareness and the specific focus on Li-ion batteries.
- **Key Points (10 mins):** Go through each key point, providing real-life examples and emphasising the importance of each preventive measure.
- **Need - Case Study Discussion (10 mins):** Present the case study, discussing the incident, contributing factors, and lessons learned.
- **Range - Interactive Session (10 mins):** Engage staff with questions about their experiences and knowledge of Li-ion batteries. Discuss any incidents they might have encountered.
- **Emergency Response Drill (5 mins):** Conduct a brief drill on how to handle a fire incident involving Li-ion batteries.
- **Q&A (5 mins):** Open the floor for any questions and provide clarifications as needed.
- **Objective:**
 - Beginning-To raise our awareness of the environmental aspects and impacts of Li-ion batteries, with a particular emphasis on fire risks.
 - Re-state – The objective of this discussion was to raise our awareness about the environmental aspects and impacts of Li-ion batteries, with a particular emphasis on fire risks. Do we think we have achieved our objective?



Hammond Lane Metal Company

Toolbox talk title: Fire Risk from Li-ion Batteries

Date: 28/06/2024

Given By: [REDACTED] at Clearway, Belfast.

Please sign below to confirm that you have understood, and will comply with this Clearway Disposals/ Hammond Lane Metal Company toolbox talk.

[illegible]

Toolbox talk title: Fire Risk from Li-ion Batteries

Date: 24/05/2024

Given By: [REDACTED] at Clearway, Portadown.

Please sign below to confirm that you have understood, and will comply with this Clearway Disposals/ Hammond Lane Metal Company toolbox talk.

<u>Print Name</u>	<u>Signed</u>
[REDACTED]	
Last Entry	
[REDACTED]	

UK Batteries Regulation Workshops

Definitions and Categorisations - 23rd February 2026

Aim of the workshops

We are gathering evidence in order to develop policy proposals for reform of the 2008 & 2009 batteries regulations in Great Britain. In particular, we are exploring the impacts of aligning with the EU Batteries Regulation (EUBR) in GB. As this already applies in NI, this would enable the continuation of a UK-wide batteries extended producer responsibility regime.

For consistency across the UK internal market, if GB were to adopt the same requirements as EUBR, this would usually need to be an exact replication of requirements. However, where EUBR is not specific and leaves further determinations to member states, there may be scope to further define and refine some requirements specifically for GB.

The purpose of these sessions is to gather views on opportunities, feasibility and timelines, and to surface concerns early.

We want to understand your assessments of whether implementing the requirements of EUBR in GB will address the challenges in the existing system, and deliver a strong regime that works for consumers, business and the environment.

Overview of EUBR

The EU Batteries Regulations sets requirements covering sustainability, performance, safety, collection, recycling, second life, and information provision across the entire battery life cycle

The regulation replaces the older Batteries Directive and increases the number of legal definitions, adding new categories such as light means of transport and eclectic vehicle batteries, and revising existing ones.

It introduces rules on carbon footprint, recycled content, durability, removability, safety, detailed labelling, and QR code-based digital product information, including links to a battery passport for certain types

Battery categories

In the 2008 and 2009 UK regulations, batteries are categorised as portable, industrial, and automotive.

EUBR adds new categories and changes the definitions of existing categories.

UK Batteries Regulation Workshops

Safety, Sustainability and Information Requirements – 24th February 2026

Aim of the workshops

We are gathering evidence in order to develop policy proposals for reform of the 2008 & 2009 batteries regulations in Great Britain. In particular, we are exploring the impacts of aligning with the EU Batteries Regulation (EUBR) in GB. As this already applies in NI, this would enable the continuation of a UK-wide batteries extended producer responsibility regime.

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Overview of EUBR

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The regulation replaces the older Batteries Directive and increases the number of legal definitions, adding new categories such as light means of transport and eclectic vehicle batteries, and revising existing ones.

Sustainability and Safety Requirements

Chapter 2 sets out a range of requirements for placing batteries on the market that have either been carried forward (from the 2006 directive), updated, or newly created.

Restrictions of Hazardous Substances

- Batteries shall not contain more than 0.0005% of mercury
- Portable batteries shall not contain more than 0.002% of cadmium
- From 18 August 2024, portable batteries, whether or not incorporated into appliances, shall not contain more than 0,01 % of lead (expressed as lead metal) by weight (with a 5-year derogation for portable zinc-air button cells)

Carbon Footprint

- Requirement for carbon footprint declarations for each battery model, per manufacturing plant, for electric vehicle (EV), industrial and light means of transport (LMT) batteries.

capacity above 2kWh, the QR code should provide access to the information included in the battery passport.

Information on the state of health and expected lifetime of batteries

- Requirement for access to Battery Management System (BMS) data and an estimation of the state of health and expected lifetime of batteries.

Discussion topics

- What are your views on the safety, sustainability, labelling and information requirements in EUBR?
 - We are keen to hear from both those already meeting or working towards these requirements for the EU market and stakeholders selling on the UK market but not in the EU
- What are your views on the recycled content targets in article 8?
- Are any of these requirements particularly challenging to meet?
- What other articles in chapters 2 and 3 would you like to discuss?
- Any further topics that you are keen to cover at a subsequent session?



Department
for Environment
Food & Rural Affairs

UK Batteries Regulation Workshops

Definitions and Categorisations



23rd February 2026

Housekeeping

- We will have a short presentation to ensure you are familiarised with the subject matter, then the key part of the session will be our open discussion to gather your views.
- During this open discussion we'll invite you to use hands-up function in MS Teams so we can ensure a coherent flow of conversation, but you are also welcome to put insights in the chat which will be open too.
- During today's session we want to hear your constructive views, so while we are happy to answer questions to clarify anything we discuss during the presentation, we will not be taking questions on other topics. We are keen to hear from yourselves, gather your input to take away for consideration.
- Please keep all discussions specific and relevant to the topics we are discussing as this will enable us to gather high-quality insights to inform our thinking.
- To help foster a natural and comfortable conversation, we kindly ask that AI notetakers are not used in this session.
- Please note we will be recording this session but only for the purpose of ensuring your insights are gathered accurately. We will not be keeping the recording once we have gathered notes and we will not be sharing it outside of the team.
- In the interest of time, we will not do full introductions; please briefly state your name, role, and organisation the first time you speak.

Programme of workshops

Session title	Key topics (not exhaustive)	Date
Definitions and categorisations	Changes to battery categorisations under EUBR	Monday 23 rd February @ 10am
Safety, sustainability, labelling and information requirements	New and updated placing-on-the-market and information requirements for batteries under EUBR	Tuesday 24 th February @ 10am
Reuse, repurposing and remanufacturing	Changes to requirements under EUBR relating to reuse, remanufacturing and repurposing of batteries	Wednesday 25 th February @ 10am
Management of waste batteries and extended producer responsibility	3x sessions for different stakeholder groupings focussed on the EUBR Chapter 8 requirements on the management of waste batteries	Tuesday 3 rd March @ 10am Wednesday 4 th March @ 10am Thursday 5 th March @ 2pm

Agenda

ID	Title	Lead	Time
1	Welcome & Introduction		10
2	Context and overview of EUBR		10
3	Changes to battery categorisations		10
4	Discussion questions	All	30

Why are we doing this?

- We are gathering evidence in order to develop policy proposals for reform of the 2008 & 2009 batteries regulations in Great Britain.
- In particular, we are exploring the potential impacts of aligning with the requirements of the EU Batteries Regulation (EUBR) in GB. As EUBR already applies in NI, this would facilitate the continuation of a UK-wide batteries extended producer responsibility regime.
- For consistency across the UK internal market, if GB were to adopt the same requirements as EUBR, this would usually need to be an exact replication of requirements. However, where EUBR is not specific and leaves further determinations to member states, there may be scope to further define and refine some requirements specifically for GB.

Why are we doing this?

- The purpose of these sessions is to gather views on opportunities, feasibility and timelines, and to surface concerns early.
- We want to understand your assessments of whether implementing the requirements of EUBR in GB will address the challenges in the existing system, and deliver a strong regime that works for consumers, business and the environment.
- This session is part of an ongoing process rather than being the only opportunity for a discussion.

Overview of EUBR

- The EU Batteries Regulations (EUBR) sets requirements covering sustainability, performance, safety, collection, recycling, second life, and information provision across the entire battery life cycle
- The regulation replaces the older Batteries Directive and increases the number of legal definitions, adding new categories such as light means of transport and electric vehicle batteries, and revising existing ones.
- It introduces rules on carbon footprint, recycled content, durability, removability, safety, detailed labelling, and QR code-based digital product information, including links to a battery passport for certain types



Department
for Environment
Food & Rural Affairs

UK Batteries Regulation Workshops

Safety, Sustainability, Labelling, and Information Requirements

24th February 2026



Housekeeping

- We will have a short presentation to ensure you are familiarised with the subject matter, then the key part of the session will be our open discussion to gather your views.
- During this open discussion we'll invite you to use hands-up function in MS Teams so we can ensure a coherent flow of conversation, but you are also welcome to put insights in the chat which will be open too.
- During today's session we want to hear your constructive views, so while we are happy to answer questions to clarify anything we discuss during the presentation, we will not be taking questions on other topics. We are keen to hear from yourselves, gather your input to take away for consideration.
- Please keep all discussions specific and relevant to the topics we are discussing as this will enable us to gather high-quality insights to inform our thinking.
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- In the interest of time, we will not do full introductions; please briefly state your name, role, and organisation the first time you speak.

Programme of workshops

Session title	Key topics (not exhaustive)	Date
Definitions and categorisations.	Changes to battery categorisations under EUBR	Monday 23rd February @ 10:00am
Safety, sustainability, labelling and information requirements	New and updated placing-on-the-market and information requirements for batteries under EUBR	Tuesday 24 th February @ 10am
Reuse, repurposing and remanufacturing	Changes to requirements under EUBR relating to reuse, remanufacturing and repurposing of batteries	Wednesday 25 th February @ 10am
Management of waste batteries and extended producer responsibility	Three sessions for different stakeholder groupings focussed on the EUBR Chapter 8 requirements on the management of waste batteries	Tuesday 3 rd March @ 10am
		Wednesday 4 th March @ 10am
		Thursday 5 th March @ 2pm

Agenda

ID	Title	Lead	Time
1	Welcome, format and housekeeping		10
2	Context and overview of EUBR		10
3	Safety, sustainability, labelling and information requirements		25
4	Discussion questions	All	40

Why are we doing this?

- We are gathering evidence in order to develop policy proposals for reform of the 2008 & 2009 batteries regulations in Great Britain.
- In particular, we are exploring the impacts of aligning with the EU Batteries Regulation (EUBR) in GB. As this already applies in NI, this would enable the continuation of a UK-wide batteries extended producer responsibility regime.
- For consistency across the UK internal market, if GB were to adopt the same requirements as EUBR, this would usually need to be an exact replication of requirements. However, where EUBR is not specific and leaves further determinations to member states, there may be scope to further define and refine some requirements specifically for GB.

Why are we doing this?

- The purpose of these sessions is to gather views on opportunities, feasibility and timelines, and to surface concerns early.
- We want to understand your assessments of whether implementing the requirements of EUBR in GB will address the challenges in the existing system, and deliver a strong regime that works for consumers, business and the environment.

Overview of EUBR

- The EU Batteries Regulations (EUBR) replaces the older Batteries Directive, setting requirements covering sustainability, performance, safety, collection, recycling, second life, and information provision across the entire battery life cycle
- It introduces rules on carbon footprint, recycled content, durability, removability, safety, detailed labelling, and QR code-based digital product information, including links to a battery passport for certain types



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Food & Rural Affairs

Chapter 1: Article 3 - Definitions



Environment
Agency



Forestry Commission



Definitions in EUBR vs. UK regulations

- 17 in the old EU directive vs. 68 in EUBR
- For this session, we have focused on the categorisation of batteries as this underpins much of the substantive change across the rest of the regulation
- However, we are interested to hear views on any definitions where stakeholders have them

Battery categorisations

- In the 2008 and 2009 UK regulations, batteries are categorised as portable, industrial, and automotive.
- EUBR adds new categories and changes the definitions of existing categories.
 - Portable
 - Includes portable batteries of general use
 - Light means of transport (LMT)
 - Electric vehicle (EV)
 - Starting, lighting or ignition (SLI)
 - Industrial
 - Includes stationary battery energy storage system

Portable Batteries

- Under UK legislation, portable batteries are defined as being: sealed, able to be hand-carried by an average natural person without difficulty, and not an automotive or industrial battery. Guidance also specifies a weight of 4kg or below
- Under EUBR, this changes to a battery which is "sealed, weighs 5 kg or less, is not designed specifically for industrial use and is neither an electric vehicle battery, an LMT battery, nor an SLI battery"
- EUBR further defines portable batteries: "whether or not incorporated into appliances, shall not contain more than 0.01% of lead (expressed as lead metal) by weight"

Automotive batteries

- In UK legislation, automotive batteries are defined as being "any battery used for automotive starter, lighting or ignition power"
- Under EUBR, automotive batteries are starter, lighting, and ignition (SLI) batteries. These are defined as "a battery that is specifically designed to supply electric power for starting, lighting, or ignition and that can also be used for auxiliary or backup purposes in vehicles, other means of transport or machinery"

Industrial Batteries

- In UK legislation, industrial batteries are defined as being "designed exclusively for industrial or professional uses, used as a source of power for propulsion in an electric vehicle, unsealed but is not an automotive battery, or sealed but is not a portable battery"
- Under EUBR, an industrial battery is "...specifically designed for industrial uses, intended for industrial uses after having been subject to preparation for repurposing or repurposing, or any other battery that weighs more than 5 kg and that is neither an electric vehicle battery, an LMT battery, nor an SLI battery"
- EUBR also adds a subcategory of industrial battery for stationary battery energy storage systems (SBESS)

Other Battery Categories

- EUBR adds two additional categories for batteries which were previously covered under industrial batteries. These are light means of transport (LMT) batteries and electric vehicle (EV) batteries.
- A LMT battery is one that is "sealed, weighs 25 kg or less and is specifically designed to provide electric power for the traction of wheeled vehicles that can be powered by an electric motor alone or by a combination of motor and human power"
- An EV battery is "specifically designed to provide electric power for traction in hybrid or electric vehicles" and weighs over 25kg.

What do these new definitions mean?

Different types of batteries attract certain obligations. For example:

- Carbon footprint declaration for electric vehicle batteries, rechargeable industrial batteries and LMT batteries
- Recycled content requirements for industrial batteries, electric vehicle batteries, LMT batteries and SLI batteries
- Information on state of health and expected lifetime for stationary battery energy storage systems, LMT batteries and electric vehicle batteries
- Distributor obligations regarding take-back and collection points will also apply to LMT, SLI, industrial and EV batteries, not just portables.
- Producer obligations including collection targets for portable and LMT batteries

These will be discussed in more detail in subsequent workshops

Discussion questions

- What are your views on the changes to battery categorisations under EUBR?
 - Portable
 - Includes portables of general use
 - Light means of transport (LMT)
 - Electric vehicle (EV)
 - Starting, lighting or ignition (SLI)
 - Industrial
 - Includes stationary battery energy storage system
- Will the changes to categorisations help you categorise the batteries that you are involved with?
 - Are there any batteries that would fall outside of these categories?
- Are there other definitions in article 3 of EUBR that you would like to discuss?
- Any topics that you are keen to discuss at a subsequent session?

Next steps

- Further workshops followed by analysis of discussion

Session title	Key topics (not exhaustive)	Date
Definitions and categorisations.	Changes to battery categorisations under EUBR	Monday 23 rd February @ 10:00am
Safety, sustainability, labelling and information requirements	New and updated placing-on-the-market and information requirements for batteries under EUBR	Tuesday 24 th February @ 10am
Reuse, repurposing and remanufacturing	Changes to requirements under EUBR relating to reuse, remanufacturing and repurposing of batteries	Wednesday 25 th February @ 10am
Management of waste batteries and extended producer responsibility	3x sessions for different stakeholder groupings focussed on the EUBR Chapter 8 requirements on the management of waste batteries	Tuesday 3 rd March @ 10am
		Wednesday 4 th March @ 10am
		Thursday 5 th March @ 2pm



Department
for Environment
Food & Rural Affairs

Chapter 2: Sustainability and Safety Requirements



Environment
Agency



Forestry Commission



NATURAL
ENGLAND

Overview – Chapter 2

- Chapter 2 sets out a range of requirements for placing batteries on the market that have either been carried forward (from the 2006 directive), updated, or newly created.
- These requirements span restricted substances, carbon footprint, recycled content, performance and durability, removability and replaceability, and safety of stationary battery energy storage systems.
- The requirements of Chapter 2 form much of the basis for conformity assessments of batteries, addressed in Chapter 4-6. *We are considering a future session on conformity assessment and will advise in due course.*

Key articles – Chapter 2

- Article 6: Restrictions on substances
- Article 7: Carbon footprint of electric vehicle batteries, rechargeable industrial batteries and LMT batteries
- Article 8: Recycled content in industrial batteries, electric vehicle batteries, LMT batteries and SLI batteries
- Article 9: Performance and durability requirements for portable batteries of general use
- Article 10: Performance and durability requirements for rechargeable industrial batteries, LMT batteries and electric vehicle batteries
- Article 11: Removability and replaceability of portable batteries and LMT batteries
- Article 12: Safety of stationary battery energy storage systems

Restrictions of Hazardous Substances

- This requirement is carried forward from the old directive, with the addition of the lead exclusion.
- Article 6 sets out the following restrictions:
 - Batteries shall not contain more than 0.0005% of mercury
 - Portable batteries shall not contain more than 0.002% of cadmium
 - From mid-2024, portable batteries, whether or not incorporated into appliances, shall not contain more than 0.01 % of lead (expressed as lead metal) by weight (with a derogation until 18 August 2028 for portable zinc-air button cells)

Carbon Footprint

- New requirement
- Supplementary EU legislation on methodology is delayed
- Sets out the requirement for carbon footprint declarations for each battery model, per manufacturing plant, for EV batteries, rechargeable industrial batteries with a capacity greater than 2kWh, and LMT batteries
- Phased approach: declaration > performance classes > maximum lifecycle carbon

Recycled Content

- New requirement, requiring supplementary EU legislation
- Applicable to EV, industrial (above 2kWh), SLI and LMT batteries.
Requires demonstration that each battery model (per manufacturing plant and per year) contains the following minimum percentages of materials recovered from waste:
 - By 2031: Cobalt 16%, Lead 85%, Lithium 6%, Nickel 6%
 - By 2036: Cobalt 26%, Lead 85%, Lithium 12%, Nickel 15%
- Phased approach: information > minimum recycled content

Performance and Durability

- New requirement, requiring supplementary legislation.
- Article 9 requires that all portable batteries, except button cells, meet minimum performance and durability parameters (set out in Annex III).
- The commission will assess phasing out all non-rechargeable portable batteries of general use – report by end of 2030.
- Article 10 sets out documentation requirements for rechargeable Industrial (>2 kWh), LMT and EV batteries, with performance and durability parameters set out in Annex IV. Minimum performance and durability parameters follow.

Removability and Replaceability, and Safety of SBESS

- Article 11 sets out the requirement that portable batteries in products need to be replaceable and removeable by the end-users. LMT batteries need to be readily removeable and replaceable by an independent professional.
- We are aware that article 11 is of particular interest to a number of stakeholders, and that representations have been made to the EU on this topic.
- Article 12 sets out the requirements that stationary battery energy storage systems (SBESS) placed on the market are safe during operation and use, with documentation obligations to demonstrate this.

Comparison of EUBR vs UK regs

- Restrictions on substances are carried forward and updated in EUBR, whilst also excluding lead-containing batteries from the portables category (noting that definitions of a portable battery have changed)
- Removability and replaceability requirements are also carried forwards and updated in EUBR, with replaceability effectively requiring non-destructive removal be possible for portable and LMT batteries.
- All other articles implement new requirements concerning carbon footprint, recycled content, performance and durability, and safety of stationary battery energy storage systems.

Chapter 3: Labelling and Information Requirements

Overview – Chapter 3

- Chapter 3 sets out further placing on the market requirements, relating to new and updated labelling, marking, and information requirements. Including information on state of health and expected lifetime
- Key articles:
 - Article 13: Labelling and marking of batteries
 - Article 14: Information on the state of health and expected lifetime of batteries

Labelling and Marking of Batteries

- Article 13 sets out new and updated labelling and marking requirements
- From mid 2026, all batteries will need to be labelled with general information (including category, chemistry, weight, capacity, hazardous substances, manufacturing place and date)
- From mid-2026, non-rechargeable portable batteries will need to display their Minimum Average Duration (MAD) for specific applications and be labelled as 'non-rechargeable'
- From 2027, all batteries will need to be marked with a QR code providing access to more information. For LMT, EV and Industrial batteries with a capacity above 2kWh, the QR code should provide access to the information included in the battery passport

Information on the state of health and expected lifetime of batteries

- Article 14 sets out the requirement for access to Battery Management System (BMS) data and an estimation of the state of health and expected lifetime of batteries
- Read only access to the data in the BMS of LMT and EV batteries, as well as SBESS, should be provided for the purpose of:
 - Making the battery available to independent aggregators or market participant through energy storage
 - Evaluating the residual value or remaining lifetime of the battery and capability for further use, based on the estimation of SOH
 - Facilitating the preparing for re-use, preparing for repurpose, repurposing or remanufacturing of the battery

Comparison of EUBR vs UK regs

- Labelling and information requirements are carried forward from the previous directive, including the separate collection (crossed-out wheelie bin) and capacity labelling requirements
- Links labelling to the declaration of conformity and to the battery passport (or other relevant info for non-passported batteries) via QR code
- Introduces state of health and expected lifetime requirements via the battery management system (BMS)

Discussion questions

- What are your views on the safety, sustainability, labelling and information requirements in EUBR?
 - Amongst those already meeting or working towards these requirements for the EU market? Any stakeholders selling on the UK market but not in the EU?
- What are your views on the recycled content targets in article 8?
- Are any of these requirements particularly challenging to meet?
- What other articles in chapters 2 and 3 would you like to discuss?
- Any further topics that you are keen to cover at a subsequent session?

Next steps

- Further workshops and analysis of discussion

Session title	Key topics (not exhaustive)	Date
Definitions and categorisations.	Changes to battery categorisations under EUBR	Monday 23rd February @ 10:00am
Safety, sustainability, labelling and information requirements	New and updated placing-on-the-market and information requirements for batteries under EUBR	Tuesday 24 th February @ 10am
Reuse, repurposing and remanufacturing	Changes to requirements under EUBR relating to reuse, remanufacturing and repurposing of batteries	Wednesday 25 th February @ 10am
Management of waste batteries and extended producer responsibility	3x sessions for different stakeholder groupings focussed on the EUBR Chapter 8 requirements on the management of waste batteries	Tuesday 3 rd March @ 10am Wednesday 4 th March @ 10am Thursday 5 th March @ 2pm



Department
for Environment
Food & Rural Affairs

UK Batteries Regulation Workshops: Re-use, Repurposing and Remanufacturing



Forestry Commission



25th February 2026, 10am

Housekeeping

- We will have a short presentation to ensure you are familiarised with the subject matter, then the key part of the session will be our open discussion to gather your views.
- During this open discussion we'll invite you to use hands-up function in MS Teams so we can ensure a coherent flow of conversation, but you are also welcome to put insights in the chat which will be open too.
- During today's session we want to hear your constructive views, so while we are happy to answer questions to clarify anything we discuss during the presentation, we will not be taking questions on other topics. We are keen to hear from yourselves, gather your input to take away for consideration.
- Please keep all discussions specific and relevant to the topics we are discussing as this will enable us to gather high-quality insights to inform our thinking.
- To help foster a natural and comfortable conversation, we kindly ask that AI notetakers are not used in this session.
- Please note we will be recording this session but only for the purpose of ensuring your insights are gathered accurately. We will not be keeping the recording once we have gathered notes and we will not be sharing it outside of the team.
- In the interest of time, we will not do full introductions; please briefly state your name, role, and organisation the first time you speak.

Programme of workshops

Session title	Key topics (not exhaustive)	Date
Definitions and categorisations.	Changes to battery categorisations under EUBR	Monday 23rd February @ 10:00am
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Agenda

ID	Title	Lead	Time
1	Welcome, format and housekeeping		10
2	Context and overview of EUBR		10
3	Re-use, repurposing and remanufacturing in EUBR		10
4	Discussion questions	All	30

Why are we doing this?

- We are gathering evidence in order to develop policy proposals for reform of the 2008 & 2009 batteries regulations in Great Britain.
- In particular, we are exploring the potential impacts of aligning with the requirements of the EU Batteries Regulation (EUBR) in GB. As EUBR already applies in NI, this would facilitate the continuation of a UK-wide batteries extended producer responsibility regime.
- For consistency across the UK internal market, if GB were to adopt the same requirements as EUBR, this would usually need to be an exact replication of requirements. However, where EUBR is not specific and leaves further determinations to member states, there may be scope to further define and refine some requirements specifically for GB.

Why are we doing this?

- The purpose of these sessions is to gather views on opportunities, feasibility and timelines, and to surface concerns early.
- We want to understand your assessments of whether implementing the requirements of EUBR in GB will address the challenges in the existing system, and deliver a strong regime that works for consumers, business and the environment.
- This session is part of an ongoing process rather than being the only opportunity for a discussion.

Overview of EUBR

- The EU Batteries Regulations (EUBR) sets requirements covering sustainability, performance, safety, collection, recycling, second life, and information provision across the entire battery life cycle
- The regulation replaces the older Batteries Directive and increases the number of legal definitions, including in relation to re-use, repurposing and remanufacturing.
- It introduces rules on carbon footprint, recycled content, durability, removability, safety, detailed labelling, and QR code-based digital product information, including links to a battery passport for certain types



Department
for Environment
Food & Rural Affairs

EUBR: Re-use, repurposing and remanufacturing



Environment
Agency



Forestry Commission



NATURAL
ENGLAND

EUBR: Re-use, repurposing and remanufacturing

- There is no one chapter that looks specifically at re-use, repurposing and remanufacturing.
- That said, one aim of EUBR is to ensure better functioning markets for secondary raw materials and related industrial processes, including re-use, repurposing and remanufacturing. For example:
 - Digital product information including battery passport and battery management system which should help providing recyclers and second-life operators with relevant data making it easier to repair, repurpose, or recycle materials effectively.
 - Removability and replicability requirements
 - Increased collection targets and strengthened take back obligations

Where is re-use, repurposing and remanufacturing mentioned? 1/2

- Chapter 1 – General Provisions
 - Article 3: Definitions.
- Chapter 2 – Sustainability and safety requirements
 - Includes certain exclusions for batteries that have been subject to preparation for re-use, preparation for repurposing, repurposing or remanufacturing.
- Chapter 3 – Labelling and information requirements
 - Articles 13: Labelling and marking of batteries & 14: Information on the state of health and expected lifetime of batteries.

Where is re-use, repurposing and remanufacturing mentioned? 2/2

- Chapter 6 – Obligations of economic operators
 - Articles 38: Obligations of manufacturers & 45: Obligations of economic operators placing on the market or putting into service batteries that have been subject to preparation for re-use, preparation for repurposing, repurposing or remanufacturing.
- Chapter 8 – Management of waste batteries
 - Article 56: Extended Producer Responsibility
 - Article 73: Preparation for re-use or preparation for repurposing of waste LMT batteries, waste industrial batteries and waste electric vehicle batteries
- Chapter 9 – Digital battery passport

Chapter 1: EUBR Definitions

Preparation for re-use (from Directive 2008/98/EC)

- checking, cleaning or repairing recovery operations, by which products or components of products that have become waste are prepared so that they can be re-used without any other pre-processing

Preparation for repurposing

- any operation, by which a waste battery, or parts thereof, is prepared so that it can be used for a different purpose or application than that for which it was originally designed;
-

Chapter 1: EUBR Definitions

Repurposing

- any operation that results in a battery, that is not a waste battery, or parts thereof being used for a purpose or application other than that for which the battery was originally designed

Remanufacturing

- any technical operation on a used battery that includes the disassembly and evaluation of all its battery cells and modules and the use of a certain number of battery cells and modules that are new, used or recovered from waste, or other battery components, to restore the battery capacity to at least 90% of the original rated capacity, and where the state of health of all individual battery cells does not differ more than 3% between cells, and results in the battery being used for the same purpose or application as the one for which the battery was originally designed
-

Chapter 6 - Obligations on manufacturers

Article 38: Economic operators that carry out preparation for re-use, preparation for repurposing, repurposing or remanufacturing, and place that battery on the market, shall be considered to be manufacturers.

- Must comply with the relevant sustainability and safety and labelling requirements, where not exempt (next slides)

Article 45: places obligations specifically on those selling batteries that have been subject to preparation for re-use, preparation for repurposing, repurposing or remanufacturing

- Must ensure that the examination, performance testing, packing and shipment is carried out following adequate quality control and safety instructions.
 - Must ensure that the battery complies with the requirements of EUBR and, other relevant product, environmental, human health protection and transport safety laws.
-

Chapter 2 – Sustainability and safety requirements

The following apply to batteries that have been subject to preparation for re-use, preparation for repurposing, repurposing or remanufacturing:

- Restrictions on substances (article 6)
- Performance and durability requirements for portable batteries of general use (article 9)
- Safety of stationary battery energy storage systems (article 12)

There are certain exemptions from other obligations, namely:

- Carbon footprint
- Recycled content
- Performance and durability requirements for rechargeable industrial batteries, light means of transport (LMT) batteries and electric vehicle (EV) batteries

Chapter 3 - Labelling, marking and information requirements

- Article 13 sets out new and updated labelling and marking requirements
 - Batteries that have been subject to preparation for re-use, preparation for repurposing, repurposing or remanufacturing will need new labels and information on their change of status. Must be accessible through the QR code.
- Article 14 sets out the requirement for access to the Battery Management System (BMS) to help determine the health and expected lifetime of batteries
 - Read-only access to the battery management system of stationary battery energy storage systems, LMT batteries and electric vehicle batteries shall be provided for the purpose of preparation for re-use, preparation for repurposing, repurposing or remanufacturing.
 - It shall include a software reset function, in case economic operators carrying out preparation for re-use, preparation for repurposing, repurposing or remanufacturing need to upload different battery management system software.

Chapter 8 - management of waste batteries

- Anyone that places a battery on the market that results from preparation for re-use, preparation for repurposing, repurposing or remanufacturing shall have **extended producer responsibility (EPR)**.
 - This is about covering costs of separate collection and treatment, carrying out compositional analysis of waste, providing information on prevention and management of waste batteries and data reporting
- These costs may be shared by both the producers of the original batteries and those who undertake preparation for re-use, repurposing, repurposing or remanufacturing.
- Producer responsibility organisations must ensure equal treatment of producers regardless of their origin or size, without placing a disproportionate burden on small producers.

Chapter 8 - management of waste batteries

- Article 73 sets out what is required to demonstrate that waste LMT, industrial and EV batteries, which have undergone preparation for re-use or preparation for repurposing, are no longer waste.
 - evidence confirming the capability of the battery to deliver the performance relevant for its use following preparation for re-use or preparation for repurposing
 - can demonstrate further use of the battery through an invoice or a contract for the sale or transfer of ownership of the battery
 - evidence of appropriate protection against damage during transportation, loading and unloading

Chapter 9 – Digital Battery Passport

Digital Battery Passport will be introduced in EU from February 2027 for each LMT, industrial (> 2kWh) and EV batteries. It will be accessible via QR code.

The economic operator placing the battery on the market shall ensure that the information in the battery passport is accurate, complete and up to date.

- Includes information needed by those who prepare for re-use, prepare for repurposing, repurpose or remanufacture.

For a battery that has been subject to preparation for re-use, preparation for repurposing, repurposing or remanufacturing, the economic operator placing it on the market becomes responsible for creating a new battery passport

- Must be linked to the passport of the original battery.
-

Discussion questions

- What are your views on extended producer responsibility for those involved in preparation for re-use, preparation for repurposing, repurposing or re-manufacturing of batteries?
 - What impact would this have?
- What are your views on the safety, sustainability and labelling requirements (and exemptions) for batteries that have undergone preparation for re-use, preparation for repurposing, repurposing or remanufacturing?
 - What impact would this have?
- Could there be an advantage to UK secondary processing industries through tweaks to EUBR, while respecting the UK internal market?
- Any topics that you are keen to discuss at a subsequent session?

Next steps

- Further workshops and analysis of discussion

Session title	Key topics (not exhaustive)	Date
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Clearway East Twin Road Fire

Incident Timeline and Response Log

Site: Clearway Disposals Ltd, East Twin Road, Belfast Harbour

Incident: Major deep-seated fire involving baled vehicles / scrap metal pile

Approximate material involved: 2,500 tonnes

Current status: NIFRS has handed site back to Clearway control. Site inspections by NIEA, HSENI Belfast Port Authority expected / underway.

Time / Date	Event / Action	Lead / Source	Current Evidence / Notes	Status
13:00 hrs 24052026	Fire identified within large, baled vehicle / scrap metal pile	AF	Exact discovery time, person identifying fire, and initial escalation route still to be confirmed	Confirmed
13:10 hrs 24052026	NIFRS notified and mobilised	DM / NIFRS	Official NIFRS incident number required	Confirmed
13:18 hrs 24052026	NIFRS arrived and assumed command of land-side emergency response	NIFRS	Incident commander details and arrival time required from NIFRS report/log	Confirmed
13:40 hrs 24052026	Fire confirmed as major / deep-seated incident involving approximately 2,500 tonnes of baled cars and scrap metal	Clearway / NIFRS	Pile description and estimated tonnage to be confirmed against operational records	Confirmed
14:00 hrs 24052026	Boundary cooling and escalation prevention became primary emergency response priority	NIFRS / Clearway	Key concern was prevention of escalation toward neighbouring premises, harbour infrastructure and adjacent Air Products industrial gas facility	Confirmed
14:00 hrs 24052026	NIFRS deployed High-Volume Pump drawing water from Belfast Harbour	NIFRS	HVP deployment details required from NIFRS incident report	Confirmed
14:00 hrs 24052026	Belfast Towage deployed two FiFi 1 class harbour fire tugs from seaward side	Belfast Towage / NIFRS	Tug deployment times and operational details to be confirmed	Confirmed

Approx. 20-hour period	Emergency water suppression ran continuously	NIFRS / Clearway	Estimated duration nearly 20 hours	Confirmed
Approx. 20-hour period	Estimated water deployment between 56,400 m ³ and 104,400 m ³ , approximately 12 to 23 million Imperial gallons	Clearway estimate	Calculation / assumptions to be retained separately	Confirmed
During active response	Site oil-water interceptors and standard drainage infrastructure overwhelmed by extraordinary water volume	SHEQ	Normal drainage capacity exceeded. Site incapable of holding this volume without creating severe flooding hazard	Confirmed
During active response	Full containment of firefighting water not practicable without creating additional emergency responder risk	Clearway	Necessity/proportional under emergency conditions	Confirmed
15:30 hrs 25052026	NIFRS handed site back to Clearway control	NIFRS / Clearway	Exact handover time and handover comments required	Requested
Post-handover	Site began drying out, creating potential ash/dust exposure risk	Clearway	FFP3 / RPE checkpoint required	Open
Post-handover	Fire-affected scrap pile assessed as structurally unstable due to thermal shock	Clearway	1.5 × pile height exclusion zone required	Confirmed
10:00 hrs 26052026	Site inspections expected / occurring with NIEA and HSENI	NIEA / HSENI / Clearway	Attendance times, names and advice to be logged	Open
08:00 hrs 26052026	Schedule 6 notification to NIEA being prepared in respect of potential contaminated firewater run-off	Clearway	Part A notification recommended; Part B to follow as soon as practicable	Confirmed

09:00 hrs 26052026	Pumping, inspection, cleaning and reinstatement of affected interceptors	Clearway	Contractor name, PO number and attendance time required	Confirmed
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2. Immediate Response Log

Ref	Time / Date	Action	Responsible Person	Detail	Evidence / Record	Status
R1	15:30 hrs 25052026	Site handed back to Clearway control	NIFRS / Clearway	Clearway resumed responsibility for site control following emergency phase	NIFRS handover record / site notes	Confirmed
R2	15:35 hrs 25052026	Exclusion zone to be established	Site management / SHEQ	1.5 × pile height exclusion zone around unstable scrap mountain	Photos, site sketch, briefing record	Confirmed
R3	08:00 hrs 26052026	RPE checkpoint to be established	Site management / SHEQ	FFP3 mask / RPE control point for airborne ash and dust risk	Photos, issue records, signage	Open
R4	09:00 hrs 26052026	Remaining contaminated pools to be controlled	Site management / yard team	Controls to prevent pooled firewater / residue reaching intact gullies where safe	Photos, inspection notes	Confirmed
R5	09:00 hrs 26052026	NIFRS incident number to be secured	SHEQ	Request official NIFRS incident log/reference number and report	Email / call log	Confirmed
R6	09:20 hrs 26052026	NIEA incident notification to be made	SHEQ	Notify potential contaminated firewater release / drainage impact	Hotline reference, email copy	Confirmed
R7	09:25 hrs 26052026	Schedule 6 notification to be prepared	SHEQ	Prepare Part A notification under permit requirements due to accident / possible significant pollution	Copy of Schedule 6	Confirmed

R8	09:30 hrs 26052026	Drainage to be inspected		Pumping, cleaning, inspection and reinstatement of flushed interceptors	Site attendance record	Confirmed
R9	09:35 hrs 26052026	Key documents to be printed	HR / SHEQ	Site Drainage Plan, Emergency Response Plan, Waste Management Licence / Permit	Printed pack	Confirmed
R10	10:30 hrs 26052026	Site foremen to be briefed	SHEQ	All regulator questions to be directed to Chris; no speculation or informal comments	Briefing note / attendance record	Confirmed
R11	11:00 hrs 26052026	External comment position to be controlled	SLT / Owners	No external comment, official or informal, unless cleared by business owners	SLT email	Confirmed
R12	11:05 hrs 26052026	Evidence preservation to commence	SHEQ / Site management / HR	CCTV, photos, logs, contractor records, NIFRS records, internal communications, drainage records	Evidence index	Requested
R13	11:05 hrs 26052026	Regulator inspection attendance to be logged	SHEQ	Names, organisations, arrival/departure times, comments, instructions and samples taken	Regulators visit log	Open

Clearway Disposals Ltd

East Twin Rd, Belfast Harbour, BT1 2BB

Working Plan

Processing Ferrous and Non-Ferrous metals by Shredding, Shearing, Baling and Segregation and Separation. Transport of waste and collection End of Life Vehicles of and an Authorised Treatment Facility for their depollution

Revision D

February 2026

Contents Page

1. Site Operations

- a. Waste Types
- b. Waste Quantities
- c. Waste Acceptance and Control Procedures
- d. Waste Management Processes
- e. Waste Handling and Treatment Operations, and their Control
- f. Plant and Equipment
- g. Waste Storage
- h. Waste Quantity Measurement Systems
- i. Hours of Operation
- j. Staffing and Supervision

2. Site Engineering, containment and drainage systems

3. Site Infrastructure

- a. Provision of site identification board
- b. Site Security

4. Amenity Management and Reporting

- a. Monitoring and Control of Mud and Debris
- b. Monitoring and Control of Leaks and Spillages
- c. Monitoring and Control of Dust, Fibres and Particulates
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- h. Fire Action Plan
- i. Safety and Emergency Procedures

5. Site Records

- a. Provision of a Site Diary
- b. Security and availability of records
- c. Records of waste movements

Appendices

Appendix 1: Site Drawings and Plans

- Drawings A & B. Illustrate the location of all activities on site.
- Drawing C Site Drainage Plan. Shows the four site drainage layouts, including the locations of interceptors and discharge points.

Appendix 2: Fire and Site Data

- Fire Action Plan. Contains the formal emergency procedure and defined responsibilities.
- Site Data. Provides details of the stockpiles and equipment available for moving materials and equipment in case of a fire.
- Note: This appendix is also referred to as the “Drainage Plan” (A02, Rev-J) in the Site Engineering section, detailing the drainage system.

Appendix 3: Technical Competence

- WAMITAB Certificate – Technical competency.

Appendix 4: IMS Procedures

- ISP4.04 Transport Operations.
- ISP4.11 Waste Disposal
- ISP4.16 Depollution of ELVs

1. Site Operations

- a. Waste Types
- b. Waste Quantities

LoW Code	Description	Max Stock (t)
02 01 10	Waste metal (Agri/Horti/Forestry)	25
10 03 16	Aluminium skimming	10
11 05 01	Hard zinc	25
11 05 02	Zinc ash	10
12 01 01	Ferrous metal filings and turnings	700
12 01 02	Ferrous metal dust and particles	10
12 01 03	Non-ferrous metal filings and turnings	25
12 01 13	Welding wastes	2
12 01 99	Metal machining wastes (NOS)	2,000
15 01 04	Metallic packaging	20
16 01 03	End-of-life tyres	5
16 01 04*	End-of-life vehicles (Polluted)	150
16 01 06	End-of-life vehicles (Depolluted)	3,000
16 01 12	Brake pads	2
16 01 16	Tanks for liquefied gas	2
16 01 17	Ferrous metal (from ELV)	100
16 01 18	Non-ferrous metal (from ELV)	200
16 01 19	Plastic	5
16 01 20	Glass	5
16 01 21*	Hazardous components (other)	20
16 01 22	Components not otherwise specified	5
16 01 99	ELV components (NOS)	5
16 02 14	Discarded equipment (non-hazardous)	10
16 02 16	Components from discarded equipment	5
16 06 01*	Lead batteries	50
16 08 01	Spent catalysts (precious metals)	2
17 04 01	Copper, bronze, brass	50
17 04 02	Aluminium	3
17 04 03	Lead	30
17 04 04	Zinc	5
17 04 05	Iron and steel (Construction)	3,000
17 04 06	Tin	2
17 04 07	Mixed metals	1
17 04 11	Cables	5
19 01 02	Ferrous materials from bottom ash	3

19 10 01	Iron and steel waste (Shredder)	3,750
19 10 02	Non-ferrous waste (Shredder)	150
19 10 04	Fluff-light fraction and dust	500
19 10 05*	Other fractions (hazardous)	25
19 10 06	Heavy Shredder Residue	9,000
19 12 02	Ferrous metal (Mechanical treatment)	3,500
19 12 03	Non-ferrous metal (Mechanical treatment)	75
19 12 12	Other wastes (Mechanical treatment)	8,000
20 01 34	Batteries (non-hazardous)	2
20 01 36	WEEE (non-hazardous)	25
20 01 40	Metals (Municipal waste)	50

Ferrous	21,226
Non-Ferrous	9,678
ELV	3,150
Waste	516
Total	34,570

All codes and descriptions used in these tables are sourced from the List of Waste (LoW) as defined and assessed within the Technical Guidance WM3: Waste Classification (1st Edition v1.2.NI).

Maximum Permitted Storage Capacities

The table below summarises the maximum quantities of each waste type that may be stored on site at any one time.

The quantities are derived from, and do not exceed, the individual EWC waste stream limits detailed in Section 1(b).

These quantities represent the highest possible concurrent stock levels for each waste type.

Waste Type	Max Permitted Storage (t)
End-of-Life Vehicles (ELVs)	150
Depolluted ELVs	3,000
Ferrous Metals	10,413
Ferrous Metal Filings/Turnings	700
Non-Ferrous Metals	611
Non-Ferrous Metal Filings/Turnings	25
Shredder Residue / Fluff / Light	500
Heavy Shredder Residue (Other)	9,000
Plastics	5
Glass	5
End-of-Life Tyres	5
Batteries (lead and non-lead)	52
Waste Electrical & Electronic (WEEE)	35
Hazardous ELV Components	20
Bulk Machining/Treatment Waste	10,000
Minor Components/Misc	50
Fuel Oil - Petrol	1.5
Fuel Oil - Diesel	1.5
Fuel Oil - Dirty	1.5
Coolant	2.2
Brake Fluid	1.1
Antifreeze	2.2
Engine/ Transmission / Hydraulic Oils	4
Oil and Air Filters	1
Oily Rags	0.25
Spent Oil absorbents	1
Aerosols	0.25
Total	34,588

Table 02 Maximum Permitted Storage Capacities

The quantities above are controlling maximum and are not additive. They represent the maximum quantity of each waste type that may be stored on site at any one time and are intended to provide a clear linkage between the detailed EWC waste streams in Section 1(b), the site stockpile information.

c. Waste Acceptance and Control Procedures

Waste Reception

Any person delivering waste to the site, other than the licence holder or his employees, shall report to site staff before depositing the waste. They shall be directed to the appropriate waste storage area by the site staff.

Waste Records

A record shall be kept of all vehicles or ships depositing or removing waste. Records will be kept of the quantities of waste being brought on and taken off-site. Duty of Care Waste Transfer Notes, Consignment Notes and Annex VII are signed and stored in the weighbridge office. These records will be made available during site opening hours to any Authorised Officer of the NIEA on request.

Quarterly Returns are submitted to NIEA with a summary of the waste which has been deposited or removed from the site in the previous quarter. An annual report is also submitted to NIEA.

Rejection of Wastes

All loads of scrap metal are inspected. If inappropriate material is found, the load will be rejected, and the vehicle will be turned away. If the rejected load is believed to contain Hazardous Waste, the NIEA will be informed of the decision and the reason for the return of the load.

Radiation Detection

Radiation detectors are located at the input weighbridge to prevent radioactive material from being received into the site. A hand-held radiation detector is used to check any material that is suspected of emitting radiation. The hand-held radiation detector is also used to check export container loads of non-ferrous and the empty ship's hold before loading ferrous materials.

The discovery of radioactive material will be reported to the NIEA Industrial Pollution & Radiochemical Inspectorate (IPRI), NIEA Lisburn, 17 Antrim Road Tonagh, Lisburn, Co. Antrim, BT28 3AL; Tel. 028 9056 9299; email: ipri@daera-ni.gov.uk

- d. Waste Management Processes
- e. Waste Handling and Treatment Operations, and their Control

Shredding and separation of scrap metals including treated ELVs

The shredder process is an industrial system used to break down end-of-life vehicles and other metal scrap into small, manageable pieces to enable separation/recycling.

Infeed and Metering

Prepared vehicle hulks, bales or scrap are placed onto the infeed conveyor using a materials handler fitted with a grapple. The shredder operator feeds the material into the shredder at a controlled rate to maintain steady processing and prevent jams.

Primary Shredding (Hammermill Operation)

The heart of a shredder is a large hammermill, which consists of a high-speed rotating rotor with high-mass hammers that smash the scrap into progressively smaller pieces, tearing apart steel, aluminium, and non-metallic materials.

Water injection systems are used to minimise dust, noise, emissions, and fire risk.

Discharge and Initial Separation

The shredded material exits the mill onto a vibrating feeder. The mixed fragments first pass into an air classifier with cyclones to separate light materials (fluff) from the heavier metals, non-ferrous metals and non-metals. The light materials (fluff) are sent to a licensed landfill for disposal.

Ferrous Metal Recovery

A series of magnetic separators removes ferrous metals.

There are two hand-picking lines to remove alternator and large pieces for rubber with magnetic metals attached.

Non-Ferrous Metal Recovery

After ferrous removal, the remaining mix contains a mixture of non-ferrous metals and heavy non-metals, which is first screened at 0-20mm, 20-150mm and over 150mm using a trommel screen. This facilitates metal recovery where the primary process for non-ferrous recovery is Eddy Current Separators (ECSs).

Post Shredder Separation Technology (PSST) Plant

Recovering residual metals from eddy current separator (ECS) residues using sensor-based detection and air separation.

The PSST plant is a multi-stage recycling plant using:

- A loading shovel is used to load material into a hopper with an automatic belt feeder that controls the feed rate onto inclined conveyer that transfers the material into the plant at rate of about 8 tonnes per hour.
- The first process is magnetic separation to pull out ferrous metals (iron, steel)
- Then a high frequency eddy-current separator removes some residual non-ferrous metals (aluminium, copper, etc.)
- Next an induction sorting machine (ISS) set at high sensitivity removes most of the remaining metals (stainless steel, copper wire and circuit boards etc.)
- A second induction sorting machine (ISS) set at lower sensitivity removes only stainless steel leaving the remaining metals
- Finally, a combined sorting machine (KSS) removes copper wires.
- Hand pickers remove contamination from the final stainless-steel line and residue from metals from the KSS residue missed by the KSS

The Induction Sorting System (ISS) is designed specifically for metal detection and separation based on conductivity. It recovers residual metals that might remain after magnetic and eddy-current separation.

Material is accelerated on a belt into a detection zone. Under the conveyor belt is an inductive sensor coil (or coils) that generates an electromagnetic field. When a conductive object (metal) enters the field, it perturbs the field; the sensor picks that up. After detection, a compressed-air jet ejects the detected metal piece from the conveyor (via targeted deflection). The systems can work on particle sizes from 1 mm up to 200 mm,

The KSS ("Kombinationssortiersystem" / Combined Sensor Sorting System) is a flexible, modular sorting machine. It allows for multiple sensor types on one platform 3D laser, and induction for sorting cables.

Objects pass on a conveyor. Sensors scan each piece. The 3D laser sensor measures shape/height; the induction sensor detects conductivity (i.e., metallic character).

Based on a programmed logic, the system sorts the materials where air jets eject the "good" metal particles.

Shearing oversize scrap

A Vezzani PC-AC hydraulic shear with 1400-tonne cutting force is used to cut oversize scrap into pieces with maximum size of 600mm x 300mm x 300mm. The oversize material is loaded into the shear with a Eurohydromec GF 55/16 pedestal crane. The cut material drops onto a vibrating feeder which transfers it onto an inclined radial stacking conveyer. The plant operator remotely controls the shear, the crane, and the radial conveyor.

Crane loads scrap into the shear feed box / hopper. For shears, the operator panel allows quick adjustment of pressure and stroke. Oversize scrap is loaded by a crane into the inclined feed box. Vezzani's PC / AC shears can be loaded continuously and are designed to minimize downtime.

The cutting cycle can be remotely adjusted to control cutting force, cut material length, and cycle time. The shear uses pre-compression to compact the scrap before cutting, increasing the density and cutting efficiency.

The guillotine descends, shears the scrap, then retracts. Once the shear has completed a cut and the ram is fully retracted, and cut material falls onto the vibrating feeder and then the radial conveyor.

The radial conveyor drops the cut material onto a stockpile which the operator can remotely move in a circular arc to maximise the storage capacity of the radial stockpile.

Sorting and processing non-ferrous scrap

Preparing non-ferrous scrap metal for recycling involves several steps to maximise purity, value, and recyclability.

The first stage is to separate non-ferrous from ferrous and from each other. The methods include manual sorting and cleaning and contaminant removal, such as oils, grease and coolants; plastics, rubber, and insulation; paint or coatings; attached steel or fasteners.

Mechanical processes include cable stripping and baling.

Non-Ferrous Metal Grading

Non-ferrous metals include aluminium, copper and its alloys (brass and bronze, lead and its alloys, zinc, nickel and its alloys, titanium.

Scrap Aluminium Grades

1 Clean Aluminium Grades

Clean Aluminium Extrusion (Clean 6063 / 6000-series)

- Window frames, door frames, architectural profiles
- No steel, plastic, rubber, hinges, screws, or paint
- Highest-value common grade in the UK

Clean Aluminium Sheet / Plate

- Pure or near-pure sheet
- No paint, no plastic film, no contamination
- Commonly factory offcuts

New Production Aluminium ("Clean New")

- Guillotine sheet, swarf from machining (clean)
- Factory scrap free from oil, paint, or alloys

2. Painted / Mixed Aluminium Grades

Painted Extrusion

- 6063/6061 profiles with paint or anodizing
- Must be free from steel fixings
- Lower price than clean extrusion

Old Rolled Aluminium / Old Sheet

- Roofing, siding, pots/pans, signage
- Can have paint or lacquer
- Very common UK grade
- Light mixed grades from general scrap collections

3. Cast Aluminium Grades

Clean Cast Aluminium

- Engine parts, gearboxes, alloy casings
- Free from contaminants steel bolts, bearings, excess oil or rubber

Dirty Cast Aluminium

- Same as above but containing contaminants:
- Requires preprocessing in shredder plant

4. Specialist Grades

- Aluminium Wheels
- Aluminium Radiators
- EC Grade Aluminium Wire
- Turnings / Swarf
- Litho Plates, High-purity 1000-series sheet from printing

Scrap Copper Grades

1. Bright Copper Wire (High Grade)

- 99.9% pure copper, clean, uncoated, unalloyed
- Usually stripped electrical wire ≥ 1.5 mm thick
- No paint, solder, varnish, or insulation

2. No.1 Copper (Clean Copper)

- Clean copper pipe
- Clean bus bars
- Clean tube (no solder, paint, brass fittings)
- Minimum 98–99% purity, No grease, solder, brass, or contamination

3. No.2 Copper (Dirty Copper)

- Copper pipe with solder or paint
- Old heating pipes with small contamination
- Purity: around 94–96%

4. Copper Tank (Hot Water Cylinder)

- Clean copper tank: Foam removed, no brass fittings, no steel
- Dirty copper tank: With insulation, fittings, steel, or contaminants

5. Copper Cable / PVC Wire

- Household wire (30–40% copper)
- Thick armoured cable (higher % copper)
- Low-grade cable (10–20% copper, mixed)

6. Copper Radiators / Copper-Aluminium Radiators

- Copper Radiator (clean), no steel or attachments
- Copper/Aluminium (Cu/Al) Radiators, mixed metals

7. Copper Alloy Grades (Brass & Bronze).

- Brass
 - Clean brass (yellow brass)
 - Mixed brass
 - Gunmetal / phosphor bronze
 - Brass turnings/swarf
- Bronze
 - Clean bronze solids
 - Mixed bronze

Lead Scrap Grade

1. Soft Lead (Clean Lead / Pure Lead)
 - Roofing sheet, Flashings,
 - Cable sheathing (clean)
2. Hard Lead / Mixed Lead
 - Wheel weights
 - Lead pipes with scale or residues
3. Lead Batteries
 - Car/industrial lead-acid batteries

Zinc Scrap Grades

1. Zinc Diecast (Zamak / Mazak)
 - Automotive parts, handles, housings
2. Clean Zinc Sheet
 - Roofing zinc, architectural zinc

Nickel & Nickel-Bearing Alloy Scrap Grades

1. Nickel 200/201
 - Known purity Ni grades (industrial scrap)
2. Monel (Nickel–Copper Alloy)
 - Marine and chemical equipment
 - Typically, 60–70% Ni + Cu
3. Inconel / Incoloy (Nickel–Chromium Superalloys)
 - Aerospace scrap
 - Turbine components
4. Hastelloy & Other Superalloys
 - High-value specialised alloys

Stainless Steel Scrap Grades

1. Stainless 304 (18/8) – Grade 18/8
 - 18% chromium, 8% nickel
 - Sinks, catering equipment, tubing
2. Stainless 316 (Marine Grade)
 - 16% chromium, 10% nickel, 2% molybdenum
 - Marine/chemical applications
3. Stainless 430 (Magnetic Stainless)
 - 17% chromium, no nickel
4. Other common stainless categories:
 - Stainless turnings (swarf), clean or oily
 - Stainless solids (mixed 300-series)
 - Stainless mixed (lower grade, uncertain alloy)

Other Non-Ferrous Scrap Grades

Titanium from aerospace industry

Lead solder

Tungsten carbide

Depolluting end-of-life vehicles (ELVs)

Operatives may use IDIS or other manufacturer guidance to obtain depollution information on the ELV, if required in order to ensure they only accept ELVs that are suitable for the site.

During the cursory inspection operatives shall assess vehicle for health and safety hazards

ELVs accepted onto the site are stored on the secure concreted area at the ELV treatment and storage area (13) where they are contained until they are logged and the necessary details recorded.

The vehicles are transported by forklift to ELV depollution (13) where depollution takes place using the depollution equipment (section 1f. Plant & Equipment) and in line with the current Environment Agency guidance on Appropriate Measures for permitted ELV facilities and Clearway ISP4.16 (App 4).

The depollution process is as follows:

Vehicle Depollution Process

Operation
• Remove battery • Remove fuel filler cap and oil filler cap • Set heater to maximum • Remove wheels and separate lead balance weights • Remove any parts identified as containing mercury
Put vehicle onto support frame
• Drain engine oil and remove oil filter • Drain transmission oil, including rear differential if applicable • De-gas air conditioning unit (if fitted) • Drain coolant • Drain brake fluid • Remove catalyst (if fitted) • Drain washer bottle • Drain brake / clutch reservoir • Drain power steering reservoir (if fitted) • Drain fuel tank • Drain shock absorbers or remove suspension fluid • Replace drain plugs / fit plastic stoppers

Remove vehicle from support frame
• Remove air bags (if fitted, and cannot be deployed in-situ) • Deploy airbags in-situ (if fitted and able to conduct this operation)

- All fluids are stored in sealed double bunded tanks (Area 13).
- Car batteries are stored in secure battery storage shed (NF3 Battery Storage).
- Tyres are stored in the tyre storage bays (NF2).
- After depollution the ELVs are marked in permanent yellow paint with a "D" on the bonnet, driver's side wing or driver's side windscreen.
- The depolluted ELVs are then stored in (ELV) prior to shredding taking place.

Drawings A & B - Illustrate the location of all activities on site and are attached in Appendix 1

f. Plant and Equipment

The following is a list of associated with:

- Shredding and separation scrap metals including treated ELVs
- Recovering residual metals from eddy current separator (ECS) residues using sensor-based detection and air separation
- Shearing oversize scrap
- Sorting and processing non-ferrous scrap
- Collection of ELVs, transport of waste
- Depolluting end-of-life vehicles (ELVs)
- Maintenance of plant and equipment

Danieli Shredder

This is used to shred and separate metals and non-metallics from grade 5 scrap (cars, white goods etc.). The process requires 7/8 personnel.

The plant capacity is 75-120 tonnes per hour with a utilisation of 80%.

The shredder is powered by a 3000 kW electric motor.

A fan and cyclone scrubber remove lighter non-metallic materials.

Non-ferrous metals are separated from heavy non-metallics using Eddy Current Separators. Ferrous metals are recovered by a series of electromagnets.

The separation plant uses about 800 kW.

Lynxs Shredder (currently this shredder is not operational)

This is used to shred and separate metals and non-metallics from grade 5 scrap (cars, white goods etc.).

The process requires 5/6 personnel.

The plant capacity is 50-70 tonnes per hour with a utilisation of 75%.

The shredder is powered by an 1875 kW electric motor.

Fans and cyclones remove lighter non-metallic materials. Non-ferrous metals are separated from heavy non-metallics using Eddy Current Separators (ECS).

Ferrous metals are recovered by a series of electromagnets.

The separation plant uses about 500 kW.

Post Shredder Technology (PST) Plant

This is used to separate and recover residual metals from Eddy Current Separators (ECS) residues.

The process requires 4/5 personnel.

The ECS separators on the shredder plants are unable to recover stainless steel, copper wire and low conductivity non-ferrous metals.

The PST plant uses powerful rare earth magnets, high frequency eddy current separators, sensor-based induction separators, and laser-based shape detection separators to recover residual metals that could not be recovered using conventional magnetic or eddy current separators.

A second PST plant is scheduled for commissioning early in 2026. It will be used to process the 0-30mm ECS residues

Vezzani Shear

This is used to cut oversized heavy scrap into grade 1 scrap.

The process uses one operator.

The plant has an operating capacity of 20-25 tonnes per hour.

The machine is electro-hydraulic and has a 1400 tonne cutting force.

It is powered by 5 x 110 kW electric motors. It is loaded with a Eurohydromec GF 55/16 Pedestal Crane which is powered by an 80-kW electric motor.

The processed material is removed from the shear with a Vezzani steel belted radial stacking conveyor.

Balers & Non-Ferrous Equipment

Balers can be used for processing non-ferrous metals. The Harris TGS 57 90 kW Electrohydraulic baler produces 7-10 tonnes per day of baled aluminium, stainless steel or copper. The McIntyre 1 kW Electro-hydraulic baler produces 2-4 tonne per day of baled copper.

In the non-ferrous shed there is a Deltax cable stripper, a Shrink Wrap Machine, and a Niton XL2 XRF Analyser.

Material Handlers

Most of the material is handled using mobile material handlers (360-degree excavator type) fitted with either grabs or magnets. Currently the company use; four Sennebogen 835s material handlers in the yard and one Sennebogen 870 material handler on the quay for loading and unloading ships; and five Liebherr material handlers, one of which is fitted with a Le Bounty hydraulic shear.

Forklifts

The company has the following forklifts: 8 Hyster ranging from 2.5 to 10 tonne capacity; 1 Toyota 3 tonne; 1 Caterpillar 3 tonne; 1 DCE 3 tonne; 1 Yale 2.5 tonne and 1 Linde 2.5 tonne; 1 Apache 3 tonne.

Loading Shovels

The company uses large loading shovels for handling/ moving materials that cannot be readily moved by mobile cranes and for loading trucks.

The company also has 1 Caterpillar and 4 Volvo loading shovels. 3 JCB Loadalls and 1 JCB Robot are used for loading containers and for cleaning the yard and around the shredder downstream.

Lorries

The company also has 3 Volvo shunter trucks used to move materials within the site plus 1 Volvo shunter truck in reserve.

There are 1 skip lorry, 2 roll-on/roll-off truck, an articulated truck fitted with a grab. These are normally used to collect materials from suppliers.

Two double-deck car transporters and one single-deck transporter are used for ELV collection. The double-deck transporter has capacity for 3 ELVs and the single deck transporter has capacity for 2 ELVs

There are 3 articulated lorries with ejector trailers normally used to transport waste to landfill, but they can also be used for collection scrap.

The company has two tankers, one of which is a vacuum tanker, which are used for handling liquid waste.

The vacuum tanker is used for cleaning the drains and interceptors.

ELV Depolluting Rig

SEDA Double Fixed Station Rig with complete tank farm allowing 2 vehicles to be depolluted at the same time with 2 drainage systems for oils, coolants, brake fluid, power steering, washer fluid, fuels, gearbox oil and differential oils. With this system it is possible to depollute up to 5 vehicles per hour. Two Corghi Tyre removal machines are used to remove tyres from the rims.

A Cat 320 Powerhand is used to remove catalytic converters, air conditioning and air bag removal

Miscellaneous Plant and Machinery

Material entering the site is scanned for radiation using the Radiation Solutions Inc RS200 "gate" detectors and for scanning materials loaded into containers and a ship's hold, a RS11 handheld radiation detector.

In addition to fire hydrants, hoses and extinguishers located at various positions on the site there are 2 Dennis Fire Engines for firefighting, located in the main carpark.

There are 2 JLG Boom Lift cherry pickers for access at height; a Kato mobile crane; a Fabcon Container Tilter for loading 20ft containers; and a tractor fitted with brush for sweeping the yard.

All plant and equipment on site are serviced, and calibrated where necessary, on a regular basis and the associated documentation retained on site.

g. Waste Storage

All solid wastes, including ELVs (before and after depollution) are stored in concreted areas outdoors, except for; high value metals; automotive batteries and fluff-light shredder fraction, which are stored inside dedicated buildings. The surface water from the concrete areas enters the drainage system through silt traps then through full retention interceptor before discharge.

Liquid wastes, including these from depolluting ELVs are stored in dedicated bunded area (13) constructed with reinforced concrete walls, or on bunded tanks. Depollution takes place in the depollution building.

Batteries removed from ELVs are moved to the non-ferrous shed where there are stacked on pallets in layers separated by corrugated cardboard sheeting. The full pallets are shrink wrapped before being transported to the dedicated battery storage building (NF3) to await dispatch.

Depolluted cars are stored on stoned hard standing.

All wastes are stored securely.

h. Waste Quantity Measurement Systems

All wastes are weighed in and out of the site and all drivers must report to weighbridge operator, who records all waste receipts and dispatches in the company computer system.

The quantities / volumes of all hazardous wastes consigned from the site are recorded and kept. All weighing equipment is calibrated annually.

i Hours of Operation

The site is open to receive and dispatch scrap metals as follows:

Monday to Friday:	8.00am – 5.00pm
Saturday	8.00am – 1.00pm

Overtime is worked for processing material within the closed site:

Monday to Thursday:	6.30am – 8.00am and 5.00pm – 7.00pm
Friday	6.30am – 8.00am
Saturday	1.00pm – 2.30pm
Sunday	8.00am – 2.30pm

J Staffing and Supervision

All staff are adequately trained to carry out all activities on site, including depollution activities, driving mobile plant and machinery, operating processing plant etc. in a safe and environmentally sound manner ensuring pollution risk to the environment is minimised and controlled.

All activities shall take place as detailed in this working plan and the waste management licence.

The Group HR Manager, assisted by the H&S Officer ensure that all employees are fully trained for their role in the business.

The site is supervised and managed by an experienced site manager.

The Commercial Manager has a WAMITAB certificate (App 3), and the site manager is currently going through technical competency training.

3. Site Engineering, containment and drainage systems

Sealed drainage directs all liquids and run off from the areas detailed below through the oil interceptors as detailed in App 2, Drainage Plan (A02, Rev-J):

- The operational yard areas and all covered areas are fully concreted
- Bunded concreted storage area for fluids are located in Areas 13 and NF2 (App1, Drawing B).

In addition, see section g) *Waste Storage above*.

4. Site Infrastructure

a. Provision of site identification board

A site identification board is located at the left-hand side of the site entrance (RVP1) where it can be read by site users and other interested parties.

The board contains the details required in the waste management licence and permit:

- the site name, the site operator's name, principal address and telephone number
- the name, address and telephone number of by the NIEA
- telephone numbers and addresses of key personnel for emergency use
- the opening hours of the site
- the fact that the site is licensed/permitted by the NIEA

b. Site Security

The site is screened by a steel-clad fence approximately 4 meters high along the north, south and west boundaries. Shrubs and trees are planted on the west boundary outside the fence along East Twin Road.

The east boundary facing Musgrave Channel comprises plastic-coated chain-link fencing mounted on concrete posts approximately 2.8 meters high.

The main entrance gates are of steel-clad construction topped with steel mesh approximately 4 meters high. The gates to Musgrave Wharf are plastic coated chain link attached to a steel frame that is 2.8 metres high.

All fencing, gates and any other barriers or security measures to prevent unauthorised access to the site are maintained in full working order, and any damage which impairs their effectiveness shall be repaired as soon as practicable.

5. Amenity Management and Reporting

a) Monitoring and Control of Mud and Debris

The nature of the material onsite is unlikely to give rise to mud but there is a low risk of debris. Should any mud or debris escape onto the roadway it will be swept up promptly. The concrete yard is swept regularly and cleaned down at the end of each working week.

b) Monitoring and Control of Leaks and Spillages

- I. All cars and parts are stored as detailed in section g) Waste Storage above.
- II. Spill kits are available at the locations marked on the site operations plan to deal with small spillages.
- III. All surface water passes through the oil interceptors where contaminants are removed.
- IV. Silt and debris are contained in the sealed drainage system and subsequently through the sumps in the silt traps which allows the sediment to settle.
- V. This sumps in the silt traps are monitored and is periodically inspected and cleaned out by the company's tank cleaning operation.
- VI. Major leaks or spillages which may run to the interceptor shall be isolated with bungs to ensure no spillages or contaminants that could cause pollution escape beyond the interceptor.

c) Monitoring and Control of Dust, Fibres and Particulates

Due to the nature of the work currently undertaken on this site it is unlikely that dust, fibres and particulates will be produced.

d) Monitoring and Control of Odours

Due to the nature of the work currently undertaken on this site no odours are produced that would be considered a nuisance.

e) Monitoring and Control of Noise

The company uses and external environmental noise consultant to carry out an annual noise survey and provide an annual report. The company has its own noise measuring equipment which allows a trained person to carry out a noise assessment where there is a potential area of concern. If there is a concern following the internal investigation the matter will be referred to the external noise consultant.

f) Monitoring and Control of Pest Infestations

Due to the nature of the work currently undertaken on this site no waste is produced that would attract pests, scavenging birds or scavengers to the site. The site utilises the services of a contracted, professional pest control specialist (Vergo UK). The company is engaged to perform scheduled inspections and monitoring to prevent activity and provide immediate treatment if any evidence of pests, scavenging birds, or other scavengers is detected. All scheduled visits are recorded and held on site for review.

g) Monitoring and Control of Litter

Due to the nature of the work currently undertaken on this site the generation of litter is not expected.

The yard is swept daily at the end of each working day to ensure that any unaccounted-for litter is removed from the site.

h. Fire Action Plan

Accident and emergency plans have been prepared for the site, and a fire actions plan is presented in (App 2). Additionally, a copy shall be held in the site office and available for inspection. This plan covers possible emergencies and requires actions.

In the event of a fire at the site, the alarm shall be raised and site operatives evacuated to the fire assembly point.

Emergency procedures are also in place for events like power failure, gas explosions, traffic accidents, machinery failure, spillages and leaks. Site operatives will be familiar with the procedures and their responsibilities in the event of an emergency.

All incidents and accidents are to be reported in the site diary and accident report book.

1. Further Site Information

Site Plan (App 1 Drawing B) shows the locations of the main access points **A1** to **A4** ; along with the various stockpiles numbered 1 to 29; liquid storage tanks; compressed gas and volatile liquid storage.

The attached Site Data (App 2) for Clearway Belfast 2025, provides details of the stockpiles and equipment available for moving materials and equipment in case of a fire.

4.1 Fire Precautions

Several fire precautions are carried out across site. These include:

- Monthly fire safety audits.
- Weekly site inspections incorporating fire safety inspections.
- No smoking policy in place on site and a designated smoking area has been allocated in main carpark.
- Yearly service of all fire extinguishers.
- Yearly hydrant pressure checks completed.
- More than 20 trained fire marshals on site

4.2 Fire Equipment

There are several different variants of fire equipment strategically placed around the site to help control a fire, these include:

- Fire extinguishers (foam, dry powder, CO2, lithium-ion) – total of 75 across site.
- Fire hydrants – total of 10 across site.
- Mobile 1000-litre IBC with high pressure pump function.

On site plan drawing B, the fire hydrants are indicated **H**

The fire packs (extinguishers/hose reels) are indicated **F**

4.3 Site Drainage

The attached Site Drainage Plan (App1 Drawing C) shows the four site drainage layouts, including the locations of the interceptors and discharge points.

This plan shall be reviewed annually and updated where necessary.

Appendix 2

Fire Action Plan

Scope

- In the event of a fire this is the procedure for evacuating all facilities of Clearway Disposals and report to required authorities and company personnel.

Responsibilities

- The Operations Manager and the Commercial Manager are responsible for the implementation of this procedure.
- The Operations Manager and the Commercial Manager are responsible for ensuring that operatives on the site are trained (& training documented) on this procedure.
- The Operations and Commercial Manager are responsible for ensuring that the trained operatives adhere to this procedure at all times.

Method

On discovering a fire, you must:

1. Sound the fire alarm.
2. Evacuate the premises/work area, do not stop to collect personal belongings.
3. Assemble in the nominated Fire Assembly Point (RV1 or RV2)
4. Ensure that fire wardens have noted your name and are aware that you have reported to the assembly point.
5. Await further instructions from your manager or supervisor.

Personnel on site

Weekdays: 62 persons including 5 lorry drivers

Weekends: 10-20 persons

Do not under any circumstances re-enter the site unless instructed to so by the person in charge of the situation.

You should only attempt to tackle a Fire under the following circumstances:

1. Your life is in danger, and your exit is blocked by the fire.
2. If it is only a small fire such as a piece of electrical equipment, and you are trained to use fire extinguishers, then you may attempt to control the fire using the correct extinguisher.

Remember if in doubt do not try to tackle the fire, **SOUND THE ALARM** and **EVACUATE** the site.

SAFETY ALWAYS COMES FIRST

Contacts in the case of a Fire / Emergency Evacuation at Clearway, Belfast, East Twin Road, Belfast BT3 9EN

Contact	Number	Contact Names	Email Address	Who should make contact?
PSNI Fire Ambulance Coastguard	999	N/A	N/A	Whoever notices the emergency first, and/or Operations/Commercial Manager
Harbour Police	028 9055 3000	Duty Sergeant	N/A	As above
NIEA	028 9056 9758 [REDACTED] 028 9056 9491 [REDACTED] 0800 807 060	[REDACTED] [REDACTED] Out of Hours	[REDACTED]@daera-ni.gov.uk [REDACTED]@daera-ni.gov.uk emergency-pollution@daera-ni.gov.uk	As above or [REDACTED] [REDACTED]
Belfast Harbour Commissioners	028 9055 4422 [REDACTED] Via Harbour Police	[REDACTED] Duty Compliance Officer	[REDACTED]@belfast-harbour.co.uk safety@belfast-harbour.co.uk	As above or [REDACTED] [REDACTED]
Clearway Disposals Ltd	[REDACTED]	[REDACTED] Commercial Manager	[REDACTED]@clearway-group.co.uk	Whoever notices the emergency first and/or Operations/Commercial Manager
Clearway Disposals Ltd	[REDACTED]	[REDACTED] Operations Manager	[REDACTED]@clearway-group.co.uk	As above

Clearway Disposals Ltd		Owner	@ clearway-group.co.uk	As above
Clearway Disposals Ltd		Owner	@ clearway-group.co.uk	As above
Clearway Disposals Ltd		Managing Director	@ clearway-group.co.uk	As above

Site Data: Clearway Belfast 2025 Stockpile

No.	Description	Max Tonnes	Risk 0-5	Burn Time
1	Steel Swarf	300	2	1 day
2	Frag Feed (ELV)	3000	3	2 to 3 days
3	Frag Feed	3000	3	1 day
5	Light Shredder Residue	500	3	1 day
6	Non-Ferrous from ECS	50	0	N/A
7	No. 1	3000	0	N/A
8	Steel Plate	2000	0	N/A
9	ECS Residue	3000	2	2 to 3 days
10	ECS Heavy Fines Residue	300	0	N/A
11	Shredded Steel	5000	0	N/A
12	Zorba	200	0	N/A
13	Unprocessed ELVs	150	4	3 to 4 hours
14	Off-loaded material	100	3	3 to 4 hours
16	Area for new PST plant.	N/A	0	N/A
17		N/A	0	N/A
18	Dock Bottom	8000	0	N/A
19	Oversize for shearing	2000	0	N/A
20	Sheared Ferrous	1500	0	N/A
21	PST Residues	100	1	1 to 4 hours
22	Shredded Steel	500	0	N/A
23	Mixed Shredder Residue	200	3	1 day
24	ECS Residue 0-30 mm	9000	2	2 to 3 days
25	ECS Residue 30-100 mm	20	2	3 to 4 hours
26	ECS Residue 20- 100 mm	20	2	3 to 4 hours
27	ECS Residue 30-100 mm	20	2	3 to 4 hours
28	Non-Ferrous (Aluminium)	100	0	N/A
29	Non-Ferrous	100	0	N/A

The Fire Plan stockpile quantities represent maximum pile sizes by material type and location and do not represent concurrent site-wide storage quantities. Please refer to App1_Drw B

Materials Handling Machinery for Use in Case of Fire

Material can be moved using Liebherr/ Sennebogen mobile cranes (materials handlers) (360-degree excavator type) fitted with hydraulic grabs.

The Liebherr machines comprise 3 x Liebherr's 954s and one 934 on tracks: 1 x LH40s on wheels and 1 x LH60 on wheels.

The Sennebogen machines are 2 x 835s and 1 x 870.

The Fuchs-Terex machine is a 1 x 360s. There are 4 shunter trucks, and 4 articulated trucks for transporting material.

For smaller scale material movement, there is also a number of loading shovels, telescopic handlers.

Forklifts with capacity 2.5 to 10-tonnes are available for equipment unloading or movement.

I Safety and Emergency Procedures

- All activities shall be carried out in such a manner as to prevent fire and pollution incidents.
- See sections *b)* and *h)* above

2. Site Records

a) Provision of a Site Diary

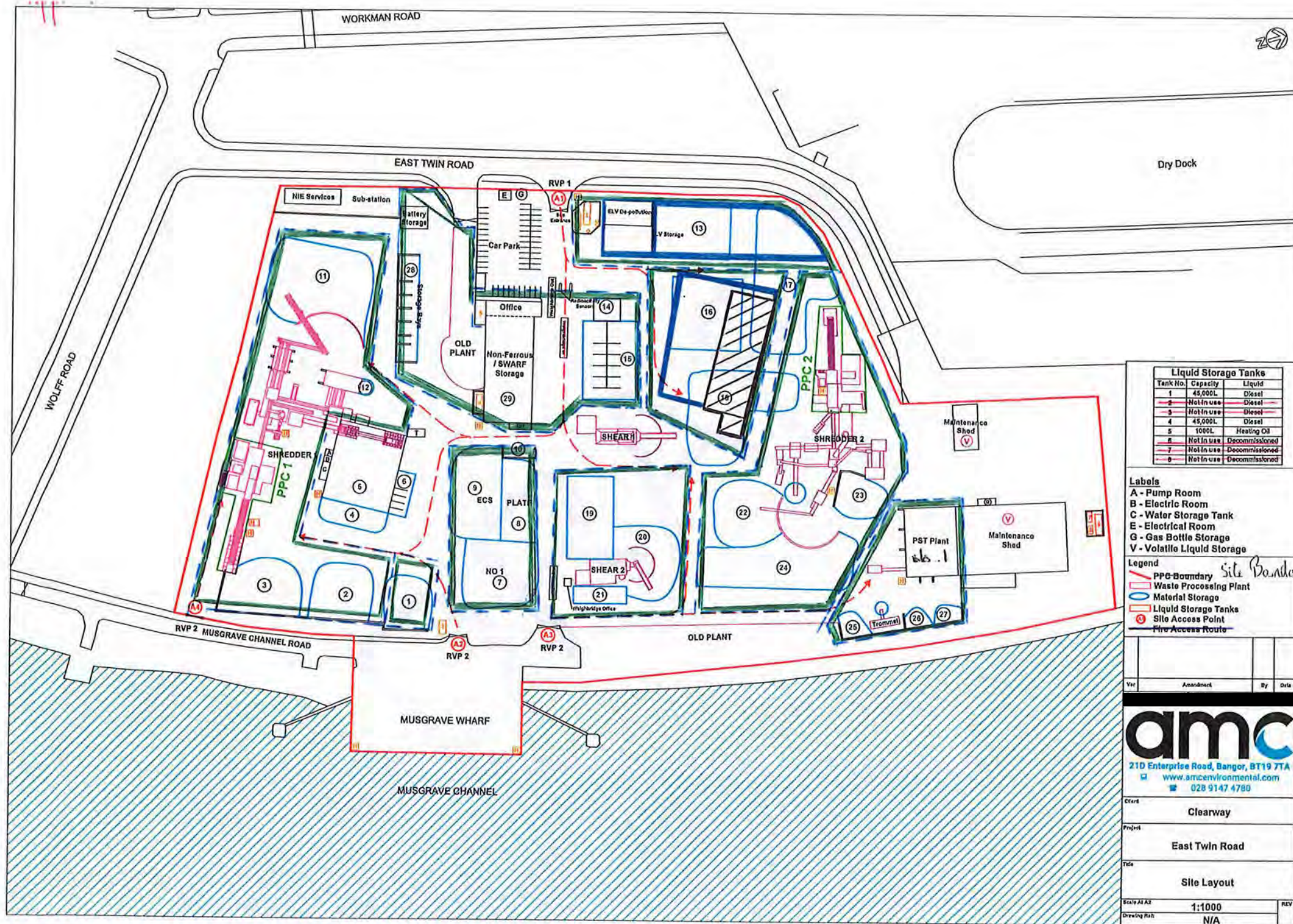
A digital site diary will be kept and maintained by the site manager. Any important information regarding site activities will be recorded in it. In the absence of the site manager the Managing Director will perform this task, the H&S Officer & Environ Manager may also access the diary if required.

b) Security and availability of records

All records are kept securely, backed up on Cloud storage and are available for inspection.

c) Records of waste movements

Records of waste movements into and out of the site will be kept on company computer system. Hard copies of external documents are filed in the office. All records are available for inspection.



Liquid Storage Tanks		
Tank No.	Capacity	Liquid
1	45,000L	Diesel
2	Not in use	Diesel
3	Not in use	Diesel
4	45,000L	Diesel
5	1000L	Heating Oil
6	Not in use	Decommissioned
7	Not in use	Decommissioned
8	Not in use	Decommissioned

Labels

A - Pump Room
 B - Electric Room
 C - Water Storage Tank
 E - Electrical Room
 G - Gas Bottle Storage
 V - Volatile Liquid Storage

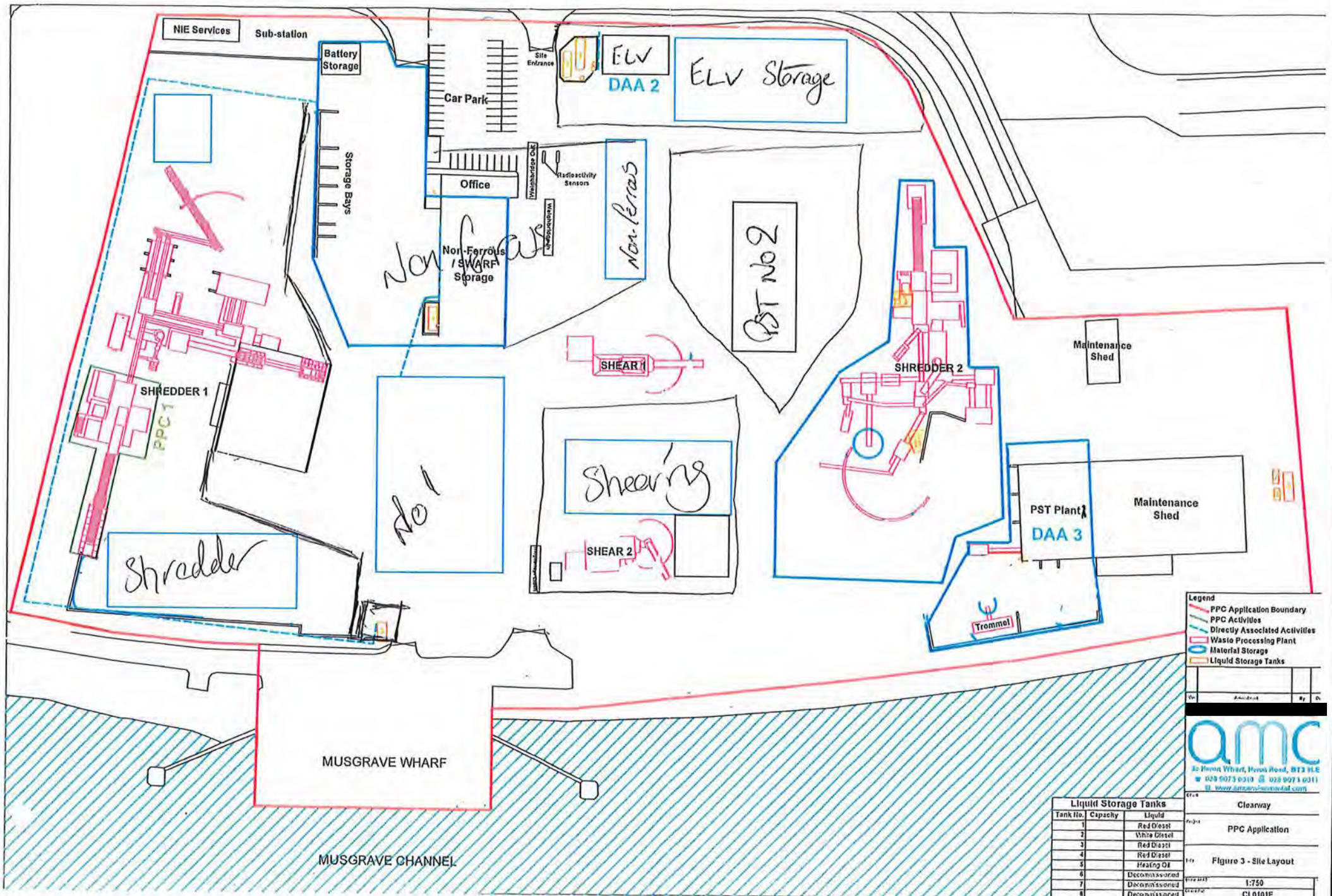
Legend

PPG-Boundary
 Waste Processing Plant
 Material Storage
 Liquid Storage Tanks
 Site Access Point
 Fire Access Route

Ver	Amendment	By	Date

amc
 21D Enterprise Road, Bangor, BT19 7TA
 www.amcenvironmental.com
 028 9147 4780

Client	Clearway	
Project	East Twin Road	
Title	Site Layout	
Scale: A1 A2	1:1000	REV
Drawing Ref	N/A	



[REDACTED]

From: [REDACTED]@clearway-group.co.uk>
Sent: 16 June 2026 14:46
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Clearway Belfast Incident Response MAY 2026
Attachments: Amendment to Fire Action Plan, p.31 of the Belfast Working Plan 2026.docx

CAUTION – This email has been received from outside the NICS network. If you have any concerns, please report for investigation.

Hi [REDACTED]

Thank you for replying. I have attached a revised Fire Action Plan for Belfast. If you are contents with the additional information I will add this to our WP and discuss the updates with our with the staff here. We have reviewed our Fire Policy again also. Thank you again.

Aye,

[REDACTED]

From: [REDACTED]@daera-ni.gov.uk>
Sent: 15 June 2026 11:31
To: [REDACTED]@clearway-group.co.uk>
Cc: [REDACTED]@clearway-group.co.uk>; [REDACTED]@daera-ni.gov.uk>; [REDACTED]@clearway-group.co.uk>
Subject: FW: Clearway Belfast Incident Response MAY 2026

Hi [REDACTED]

Apologies for the delay in replying.

Thank you for the attached. I appreciate, from you e-mail of 11 June , that the NIFRS report hasn't been received yet.

I require a couple of small additions to the Fire Action Plan to address the onsite fire engine and the sprinkler system for fighting fire or the infrared cameras for monitoring temperatures within the waste pile. Appreciate if these could be added along with any additional measures or procedures you have put in place.

Many thanks

[REDACTED]

Waste Management Licensing

From: [REDACTED]@clearway-group.co.uk>

Sent: 01 June 2026 08:03

To: [REDACTED]@daera-ni.gov.uk>; [REDACTED]@daera-ni.gov.uk>

Cc: [REDACTED]@clearway-group.co.uk>; [REDACTED]@clearway-group.co.uk>

Subject: Clearway Belfast Incident Response MAY 2026

Good morning,

Thank you for the CAR2. We are pleased to attach the current information pertaining to the fire last Sunday. The logs include:

1. Timeline, WP, SP and drainage plans
2. Internal Rfl, Internal Fire Inv Pro-Forma, S6, RIDDOR, TBTs
3. Training & development records
4. EHS, NIFRS Incident Log Request

We have paid NIFRS for the report and are now waiting on their response.

Should you require any further information please allow me to be of assistance. Thank you.

Aye,



Tel: 02890 457556 Ext 227 | 07802764245 [REDACTED] [\[REDACTED\]@clearway-group.co.uk](mailto:[REDACTED]@clearway-group.co.uk)

[REDACTED]

From: [REDACTED]@clearway-group.co.uk>
Sent: 17 June 2026 16:06
To: [REDACTED]
Cc: [REDACTED]
Subject: Li Ion find at Clearway
Attachments: Near Miss - BST - Li Ion - Bus June 2026.pdf

CAUTION – This email has been received from outside the NICS network. If you have any concerns, please report for investigation.

Hi [REDACTED]

I have attached the report we discussed today. It has been recorded as a near miss, and I am completing the CAR for our internal IMS records. If I have missed anything, please let me know.

Aye,

Clearway
Metal Recycling

Hammond Lane
Metal Company
Part of the Clearway Group

Tel: 02890 457556 Ext 227 | 07802764245 [REDACTED]@clearway-group.co.uk

Li-Ion Glider

June 2026

CLEARWAY

Receipt of Hybrid Bus Material Containing Lithium-Ion Cells

East Twin Road, Belfast Harbour - Incident identified Friday 12 June 2026 at 15:55 hrs

Document status	Initial report for MRM	Prepared by	 SHEQ Manager
Site	East Twin Road, Belfast Harbour	Date prepared	13 June 2026
Related evidence	Photographic bundle held as Annex A; close-up cell image held as Annex B	Internal ref.	Li-Ion/Glider/12-06- 2026
Distribution	Clearway senior management; Site Manager; inspectors as required	Sensitivity	Operational compliance record
Scope	Immediate circumstances, risk identification, controls enacted and recommended follow-up	Version	V1.1

1. Purpose of report

This report records the circumstances in which Clearway Disposals Ltd identified lithium-ion cells within burnt-out bus material delivered to the East Twin Road site on Friday 12 June 2026. It is intended to support management review, internal compliance records, and further engagement with the parties involved in the upstream removal, authorisation, transport and transfer of the material.

The report should be read alongside the photographic bundle held by Clearway. The photographs are not embedded in this report but are referenced as annexes. The immediate purpose is to evidence that Clearway's site acceptance, fire-prevention and escalation controls were enacted at short notice, and in extremis, after high-risk material arrived without prior warning or adequate description.

2. Executive summary

A burnt-out husk associated with a Belfast Glider / Van Hool hybrid vehicle was delivered to the Clearway East Twin Road site by a customer on Friday 12 June 2026.

The customer stated that he did not know lithium-ion cells remained present within the material. Clearway had not been forewarned that the consignment contained lithium-ion battery cells or related high-risk energy-storage components.

Clearway understands that the removal and movement of the vehicle material had been authorised upstream by the owner/operator and other involved parties, including Translink, Belfast City Council, PSNI and those involved in the incident management and recovery chain.

At approximately 15:55 hrs, Clearway personnel identified the presence of lithium-ion cells within the received material. The material was therefore treated as non-routine, high-risk and requiring immediate segregation and management.

The identification of the cells occurred only because of Clearway's own compliance awareness and site controls. The relevant hazard had not been effectively communicated to Clearway before receipt.

Given the recent fire history at East Twin Road and the known fire behaviour of damaged lithium-ion cells, this created an avoidable risk to personnel, plant, neighbouring premises, Belfast Harbour infrastructure and the wider emergency response environment.

Clearway's position is that a significant upstream communication failure occurred. This does not appear to have been a failure of Clearway's acceptance controls; rather, Clearway's controls identified and interrupted the risk after the material had already entered the site.

3. Background and chain of events

Based on the information available to Clearway at the time of preparing this report, the material originated from a burnt-out Belfast Glider (Van Hool) hybrid vehicle. The photographic evidence indicates the vehicle was subject to a severe fire event prior to recovery and onward movement. The supplied evidence bundle shows the vehicle before the fire, during the fire, during lifting/recovery, and subsequently as fire-damaged material and separated components.

The vehicle material was delivered to Clearway by a customer. Clearway was not advised in advance that the consignment contained lithium-ion cells, battery modules or other hybrid-vehicle energy-storage components. This omission is significant because such material requires careful identification, segregation, competent handling and fire-risk control. It should not be treated as ordinary burnt ferrous/non-ferrous material.

The customer has reportedly stated that he did not know the cells were present. Even if that is accepted, it reinforces the central concern: those involved upstream did not properly identify, communicate or control the high-risk component before the material entered a waste-metal recycling environment.

4. Material identified

On inspection at Clearway, items consistent with lithium-ion cells/modules were identified among the burnt-out material. The close-up photograph supplied for this report shows layered, fire-damaged cell material and casing remnants. The photographic bundle also includes an image marked "Li-Ion" and "85 in total", indicating a significant quantity of cells/components within the recovered material.

The key compliance issue is not simply the presence of the cells. The issue is that the presence of the cells was not declared, described or communicated to Clearway before receipt. This removed Clearway's opportunity to plan the acceptance, isolation, handling and emergency arrangements before the material was on site.

5. Immediate Clearway response

At approximately 15:55 hrs on Friday 12 June 2026, Clearway's compliance and operational controls were enacted in response to the identification of lithium-ion material. The response was necessarily immediate and reactive because the relevant hazard had not been communicated before delivery.

The material was identified as non-routine and presenting an elevated fire and contamination risk.

Site management and compliance personnel were alerted.

The material was prevented from being treated as routine scrap or being incorporated into general stockpiles.

The cells were isolated for controlled management rather than being allowed to pass further into normal processing routes.

The photographic record was retained for evidence, internal review and regulator/inspector discussion.

The matter was escalated as a compliance concern because Clearway had been placed in possession of high-risk material without adequate upstream disclosure.

6. Fire safety and environmental significance

This matter is directly relevant to the site Fire Action Plan, Fire Safety Policy and waste-acceptance controls. Damaged or fire-affected lithium-ion cells can present a materially different risk profile from ordinary burnt vehicle metal. They may retain residual stored energy, be mechanically unstable, be vulnerable to reignition, emit hazardous decomposition products, and create difficulties for fire-fighting and post-incident recovery.

The East Twin Road site has recently been subject to substantial scrutiny following a major fire event.

In that context, the arrival of undeclared lithium-ion material is especially concerning. Clearway is being asked to demonstrate robust internal controls; this incident demonstrates that external parties and members of the public may not understand, identify or communicate hidden energy-storage hazards before material arrives at the site.

Clearway cannot safely manage what it is not told about until after the point of receipt. The site can, and did, detect and respond to the hazard once identified. However, prevention requires accurate upstream disclosure and competent pre-acceptance information from those authorising, recovering, transporting or transferring such material.

7. Compliance position

Clearway's position is as follows:

The delivery created an avoidable risk because high-risk lithium-ion material was transferred without prior notification.

Clearway did not receive adequate pre-acceptance information to identify the material as lithium-ion or hybrid-vehicle battery waste before it arrived.

The customer's assertion that he did not know the cells were present does not remove the risk; it demonstrates the weakness in the upstream chain of understanding and control.

The identification and segregation of the material was achieved through Clearway's own compliance measures, not through appropriate prior disclosure from the chain of custody.

This should be treated as a significant learning point for all parties involved in the recovery and disposal of fire-damaged hybrid/electric vehicles.

8. Recommended follow-up actions

Clearway recommends the following actions be considered and, where appropriate, taken forward with the relevant parties:

A formal request for written confirmation of who authorised the removal and transfer of the burnt-out vehicle material, and what information was provided to each party in the chain.

Written confirmation from the customer and any upstream parties as to whether the vehicle was identified as hybrid/electric and whether any battery assessment or removal was completed before transfer.

A requirement that all future burnt-out, hybrid, electric, public-service or specialist vehicles are declared in advance and supported by written battery-status confirmation before acceptance.

An instruction to weighbridge and site staff that burnt-out vehicles, bus material, hybrid/electric components and unidentified electrical-energy storage material are to be treated as non-routine unless proven otherwise.

A review of the Fire Action Plan and Fire Safety Policy to include explicit reference to undeclared lithium-ion cells/battery modules within incoming material, including isolation, quarantine and escalation requirements.

Engagement with Translink, Belfast City Council, PSNI and other recovery-chain stakeholders to ensure future incidents do not transfer hidden high-risk material to downstream waste operators without clear hazard communication.

9. Suggested Fire Action Plan / Fire Safety Policy addition

The following wording is recommended for incorporation into the site Fire Action Plan and supporting Fire Safety Policy:

Where any burnt-out vehicle or vehicle component is presented for acceptance, the material shall be treated as non-routine until assessed. The site shall require, where reasonably practicable, prior confirmation of battery status and any removal or isolation works completed before acceptance. If lithium-ion cells, battery modules or unidentified energy-storage components are identified after receipt, the material shall be isolated from general stock, processing shall cease, site management and SHEQ shall be notified, and the material shall be managed under enhanced fire-risk controls. The absence of prior disclosure shall be recorded as a compliance concern and, where appropriate, escalated to the customer, relevant duty holders and regulators.

10. Conclusion

This incident demonstrates both the value of Clearway's site-level compliance controls and the continuing risk created by inadequate upstream understanding of lithium-ion and hybrid-vehicle hazards. Clearway was placed in possession of high-risk material without prior warning. The hazard was identified by Clearway personnel and managed through immediate escalation, segregation and evidential recording.

The matter should be retained as evidence that Clearway's compliance measures were enacted in extremis at 15:55 hrs on Friday 12 June 2026. It should also be used to support discussions with inspectors and external stakeholders regarding the need for proper hazard communication before fire-damaged hybrid or electric vehicle material is released into the scrap-metal recovery chain.

Annex references

Annex	Description
Annex A	Photographic bundle: Van Hool / Belfast Glider hybrid bus fire, recovery, damaged material and separated components.
Annex B	Close-up photograph of fire-damaged layered cell/casing material identified at Clearway.
Annex C	Available weighbridge ticket, CCTV reference and internal site diary entry.
Annex D	Follow-up correspondence with customer and upstream parties, once obtained.