



Non-Technical Summary

EV Recycling Ltd.

March 2025

Site Location:

EV Recycling Ltd., ATC Wales

Unit 12, Llanelli Gate

Dafen

Llanelli

SA14 8LQ

United Kingdom

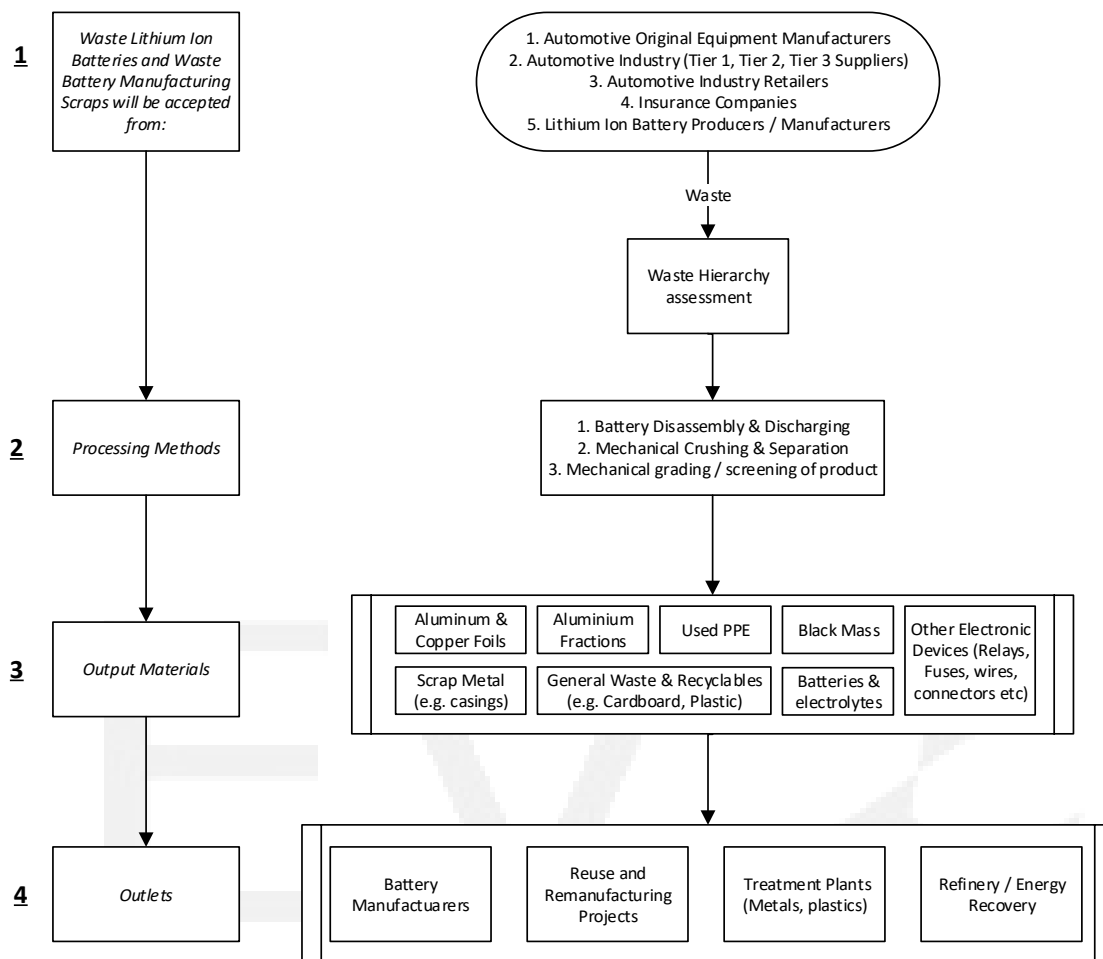
Overview

This document is intended to provide a non-technical summary of the activities and processes for EV Recycling.

Document Revision History			
Date	Author	Version	Notes
01/11/2019	Sam Joseph	1	Report
08/01/2020	Sam Joseph	2	Updated info as a result of NRW meeting with Dave and James
13/01/2020	George Chamberlain	3	Added Flow Chart
14/01/2020	George Chamberlain	4	Clarification on process. Waste only
31/01/2020	George Chamberlain	5	Address change
16/03/2020	Sam Joseph	6	Confidentiality Justification Review
23/07/2023	Sam Joseph	7	Environmental Permit Minor Technical Variation Review
26/02/2025	Sam Joseph	8	Environmental Permit Variation Amendments

- EV Recycling requires an environmental permit for the following address:
EV Recycling, Unit 12, Llanelli Gate, Dafen, Llanelli, SA14 8LQ.
- All processes, risk assessments and environmental management system documents have been developed for this specific site. Refer to these documents for information.
- EV Recycling has achieved WAMITAB EPOC certificates as evidence of technical competence.
- EV Recycling also has a Waste Carrier's license, Waste Broker/Dealer license, and ABTO (Authorised Battery Treatment Operator) license.
- EV Recycling has its own integrated management system (IMS), and has successfully achieved accreditation for ISO 9001, ISO 14001 and ISO 45001.
- The Non-Technical summary in this document can also be found in the Environmental Management System (EMS).

Non-Technical Summary



EV Recycling requires an Environmental Permit in order to carry out the recycling activities for electric vehicle lithium ion batteries & waste battery manufacturing scraps materials.

1. Batteries & battery materials are sourced from the industry. This includes OEM's, producers & manufacturers, and insurers. The size of the batteries can vary (e.g. packs, modules, cells and manufacturing scrap materials such as anode/cathode foils). Call-ins are not accepted; all types of proposed waste batteries and associated waste materials are assessed using a risk assessment and email communication with the customer *prior* to agreeing to accept the waste.

2. Upon arrival to the facility, batteries and battery materials are initially inspected, tested and categorised into product or waste depending on the potential for reuse/remanufacture (adhering to the waste hierarchy and end of waste regulations). Product is separated from waste at the earliest opportunity and shipped for reuse, repurpose and remanufacturing projects. Waste is stored at EV Recycling, prior to being processed using the dry crushing equipment. All waste batteries must be tested as safe for the crushing process, **prior** to entering the recycling/treatment area. This includes ensuring zero/minimal battery voltage and removing electrolyte. Dry scraps such as anode/cathode foils are stored in sealed containers and do not require any work to be ready for the dry crushing process. All batteries & battery material designated for recycling is processed in the recycling/treatment area at the earliest opportunity after arriving at the site.

For the purpose of the environmental permit, it is essential to state that all recycling activities use a 'dry-process'. A dry-process does not use pyro-metallurgical or hydrometallurgical processes to recycle the waste battery materials. The dry-process reduces the risk of potential environmental impacts via emissions to water, air and land. **Under normal operating conditions, the facility has zero emission points.** The Environmental Management System details these risks and associated response procedures in the following tables.

3. All waste batteries, battery materials and product/outputs are stored securely and separate from each other. All product is sampled and tested to ensure it meets the customer specifications. It is then labelled and shipped to the customer in sealed impermeable containers/bags. Any by-product is removed by approved carriers, following the Company's procedures.

4. Agreements are made with potential customers (e.g. product spec, quality, quantity, battery failure modes, etc.) before the logistics are arranged.

Document Details:	
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Date:	20/03/2024
Checked by:	James Bates