

CHARLES TRENT GO NATIONAL !

Vehicle dismantling experts Charles Trent Ltd joins forces with salvage specialists HBC to process ELVs

*New joint venture ensures 'end of life vehicle' disposal and recycling meets EU
environmental standards*

Leading motor salvage specialist HBC Vehicles Services today announces a ground-breaking new joint venture with the UK's foremost vehicle dismantling company Charles Trent Ltd to provide a nationwide service for the efficient and safe disposal of salvage and scrapped vehicles.

Effectively immediately, this is the first time an independent salvage company and a re-cycling company have agreed to work together to provide a new nationwide, 'end-to-end' vehicle disposal process that meets the requirements of the ELV (end of life vehicles) Directive.

Trents are one of the few vehicle dismantlers in the UK with extensive experience of working to ELV Directive standards and will provide additional vehicle de-polluting and processing facilities at each HBC site for local authority 'abandoned vehicle' contracts, vehicle manufacturer and public disposals.

This will allow HBC to dispose of category A and unsold and low value category B and C vehicles, whilst also allowing Trents to offer de-pollution services to any 'exempt' customer that wishes to continue buying category B vehicles from HBC. Construction work at the HBC sites is due to start early in 2004 with all sites being operational by year end.

Commenting on this announcement, Trents Managing Director, Marc Trent said "We've been in discussions with HBC for some time and I'm very pleased that we've now managed to finalise the arrangements. This deal gives us a real nationwide presence, and the ability to offer vehicle manufacturers their own collection and processing network under the requirements of the ELV Directive. We already handle about 20,000 vehicles annually at our sites in Poole, Southampton, Swindon, London and Kent. HBC themselves currently handle about 50,000 vehicles from their sites in Essex, Nottingham and Teesside".

Dick Smith, Managing Director at HBC added, “We are delighted to announce this exciting new joint venture. This really is a win, win, win, win structure for insurers, the salvage buying customer, HBC and Trents. This is a first for the salvage industry and we are confident that this innovative approach will tackle the problems associated with the ELV directive on a nationwide basis, whilst also providing a cost-effective disposal solution for the vehicle supply chain.”

The agreement also provides for Trents to sell spare parts at each HBC salvage auction, which are held weekly at each site and online. This will assist HBC customers seeking parts to repair vehicles purchased as well as helping to consolidate and strengthen auction values.

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About HBC Vehicle Services Ltd.

HBC are specialists in vehicle salvage ranging from motorbikes to articulated trucks. The company provides services to insurers by collecting, storing disposing of total loss vehicles. Trading since 1959, HBC has a thorough knowledge of the entire motor salvage business. Salvage Vehicle Auctions are held weekly at all sites. HBC does not break vehicles itself or sell parts.

About Charles Trent Ltd.

The UK's' largest, most professional and innovative vehicle recyclers.

Based in Poole (Dorset) and with branches throughout the South and South-West of England, we have more than 80 years of experience in the recycling of End of Life Vehicles (ELVs).

Currently we process about 15,000 vehicles per year, and at any one time we have more than 2000 stock vehicles cleared for disposal.

We are able to offer the full spectrum of facilities to our customers and clients (vehicle collection, storage, administration, dismantling, fitting, repair, de-pollution, destruction, recycling) whether they be the general public, small garages, local government authorities, large insurance companies or multinational motor manufacturers.

About the Directive

The End-of-Life Vehicles (ELVs) Directive (2000/53/EC) passed into European law in October 2000. It is concerned with cars, vans, and certain three-wheeled vehicles.

The Directive's main requirements are for Member States to ensure that:

- producers limit the use of certain hazardous substances in the manufacture of new vehicles and automotive components, and promote the re-cyclability of their vehicles;
- ELVs are subject to de-pollution prior to dismantling, recycling or disposal;
- treatment facilities operate to higher environmental standards and have permits if they want to deal with undepolluted ELVs;
- certain recovery and recycling targets are met by 1 January 2006 and 1 January 2015;
- by 2007, producers pay ‘all or a significant part’ of the costs of treating negative or nil value ELVs at treatment facilities.

Around 2 million vehicles reach the end of their life in the UK each year. Currently, between 74-80% of the weight of a typical ELV is re-used or recycled.

The Directive was due to be transposed into national law in all Member States by 21 April 2002. The UK and most other Member States missed this deadline

Editorial contact:

Ian Carter, IFC Marketing

Mobile 07734 734814

Tel 01903 815212

Fax 01903 817106

Email ian.carter@ifcmarketing.co.uk