MATERIAL FOCUS

Economic impact of lithium-ion battery fires in the waste system

November 2026





Report For

Material Focus

Project Team

Chris Sherrington

Diana Liedloff

Emiliano Lewis

Emma Carey-Prieto

Lydia Gardiner

Peter Jones

Approved By



Peter Jones

Technical Lead

Acknowledgements

Our thanks to Material Focus and the following contributors: Glasgow City Council, Monmouthshire County Council, Norfolk County Council, Norfolk Fire and Rescue Service, North London Waste Authority, Scottish Fire and Rescue, Wiser Group.

Eunomia Research & Consulting Ltd
37 Queen Square
Bristol
BS1 4QS
United Kingdom

Tel +44 (0)117 9172250
Fax +44 (0)8717 142942
Web www.eunomia.eco

Eunomia has prepared this report with due care and thoroughness, and in accordance with industry best practice. In preparing this report, Eunomia may have relied upon, and presumed accurate, information provided by the client and other sources. Except as otherwise stated in the report, Eunomia does not verify the accuracy or completeness of any such information. If the information is determined, following publication, to be obsolete, false, inaccurate or incomplete then it is possible that our observations and conclusions, as expressed in this report, may change. To avoid any doubt, Eunomia makes no warranty or guarantee (further to this disclaimer statement), whether expressed or implied, as to the content of this report, to the extent permitted by law.

Executive Summary

Lithium-ion batteries (LIBs) are now embedded in a wide range of everyday electrical products, from e-bikes and vapes to small household and consumer electronics. As the number of battery-powered products in use increases, so too does the number of LIBs entering the waste stream. While the likelihood of an individual LIB catching fire is low, LIBs can become damaged during waste collection, handling and processing, increasing the risk of thermal runaway and fire. Battery-related fires are consequently becoming an increasingly significant challenge for the UK waste management system.

This study, commissioned by Material Focus, assesses the scale and annual economic impact of LIB fires across the UK waste system. It builds on previous research undertaken by Eunomia and draws on a local authority survey, a review of published evidence and data, and stakeholder engagement with waste operators, Fire and Rescue Services and local authorities. Four case studies provide further insight into the operational, financial and human impacts of individual incidents.

Battery fires are widespread and appear to be increasing

The analysis estimates that around **2,800 battery LIB fires occurred across the UK waste system in 2025**, equivalent to approximately 8 **fires every day, or one every three hours**. The central estimate is 2,839 fires, with the analysis indicating a likely range of approximately 2,700–2,850 incidents. This equates to an estimated national rate of around **4.1 fires per 100,000 people**.

The estimate is based on responses from local authorities to a Material Focus survey. The responses covered 25% of UK local authorities and included county councils, district councils and unitary authorities. Some responding local authorities also operate waste management services directly, meaning that commercial waste managed by these authorities is captured alongside household waste. The survey identified 721 battery-related fires across the responding authorities, which were then extrapolated to produce a UK-wide estimate.

The evidence indicates that the problem is not only widespread but increasing. **91% of local authority respondents reported that the number of fires caused by crushed or damaged batteries in the waste stream was increasing**, compared with only 9% reporting a decrease. This provides a strong indication that battery fires are becoming an increasingly important operational challenge for the waste sector.

The majority of incidents occur at waste facilities rather than in waste collection vehicles. The analysis estimates that approximately **74% of fires occur at waste facilities**, including recycling and waste treatment facilities and transfer stations, with the remaining **26% occurring in waste vehicles**. Most fires are relatively low in severity: approximately 74% are classified as Severity Category 3. However, the frequency of these incidents means that their cumulative economic impact is substantial.

Battery fires impose an estimated £2.37 billion annual economic cost

The study estimates that LIB fires impose an annual economic cost of **£2.37 billion on the UK economy**. This is equivalent to approximately **£82 per UK household per year**.

The scale of the overall cost is driven not only by the relatively small number of very severe incidents, but also by the large number of lower-severity fires occurring throughout the waste system. While the most severe fires can result in multi-million-pound losses from damage to buildings, equipment and vehicles, more frequent lower-severity incidents generate significant cumulative costs through operational disruption, clean-up, waste diversion, staff time and emergency response.

Approximately **94% of the total economic cost arises from fires at waste facilities**, reflecting the substantially greater costs associated with facility incidents compared with vehicle fires. Waste operators bear by far the largest share of the overall burden. The analysis estimates that waste operators incur

approximately **97% of the total economic cost**, equivalent to around £2.3 billion annually. Fire and Rescue Services and the Environment Agency bear the remaining costs through incident response, investigation and regulatory activity.

For waste operators, the financial consequences extend beyond direct damage. Costs can include repairs and replacement of vehicles, buildings and equipment; damage to waste and other stock; clean-up and decontamination; additional staff costs; diversion of waste to alternative facilities; lost operating capacity and business interruption. The report also identifies increasing insurance costs as a further burden, although not taken into account within this report. Evidence from a waste operator interviewed for Eunomia's 2025 study indicated that insurers are requiring substantially higher excesses per claim and charging significantly higher premiums because of the heightened fire risk associated with batteries. These costs can therefore increase operators' annual operating costs even in years when no fire occurs.

The impact extends well beyond the waste operator

The economic impact of LIB fires is not confined to the organisations directly operating affected facilities. Fire and Rescue Services can face substantial demands in responding to incidents, particularly where fires are large, prolonged or difficult to control. The Environment Agency can also incur costs associated with attending incidents, investigating environmental impacts and taking regulatory action.

Fires can disrupt the provision of essential waste services to households and businesses. When facilities are damaged or temporarily closed, waste may need to be diverted to alternative sites, reducing available capacity elsewhere in the system. Collection services can also be disrupted when vehicles are damaged or taken out of service, which can result in disruptions to waste and recycling collections for households.

The case studies demonstrate how these impacts can persist well beyond the period during which a fire is actively being extinguished. In Caerwent, for example, the fire was contained within approximately three to four hours, but parts of the transfer station remained unusable more than two months after the incident, with repairs or rebuilding still being considered. In Glasgow, a vehicle fire resulted in approximately 700 household collections being affected and around £2,800 of quantified costs from missed collections and street clean-up alone. In Islington, a fire at a waste transfer station caused more than £1 million of estimated costs and resulted in the site being closed for three days, with waste having to be diverted elsewhere.

The Thetford case study illustrates the potentially severe consequences for waste businesses. A fire at a commercial electrical waste facility caused extensive structural damage and led to the facility being condemned. The site represented approximately half of the operator's business, and the resulting temporary arrangements are understood to have created substantial financial pressures. The operator subsequently entered liquidation, resulting in the closure of the business, and loss of jobs.

Battery fires are therefore both a safety and an economic issue

Taken together, the evidence demonstrates that LIB fires are not isolated incidents affecting only individual waste facilities. They are a widespread and growing issue affecting the resilience, cost and operation of the UK's waste management system. Waste fires create dangers for people who work in the waste industry, and can be harmful to the wider public. Whether directly affected by fire and smoke, or by the disruption to services that can result, business and households experience significant harms as a result.

The findings are particularly significant because most incidents do not need to be catastrophic individually to generate a substantial economic burden. A high volume of relatively small fires can collectively result in very large costs through repeated disruption, repairs, clean-up, emergency response and lost operating capacity. At the same time, a small number of severe fires can cause very large individual losses, including prolonged site closures and, in extreme cases, the loss of a business.

The findings also highlight the importance of preventing batteries from entering inappropriate waste streams in the first place. Once a battery enters mixed waste, it can be difficult for waste operators to identify and remove it, particularly where it is concealed within a small electrical product. Damage caused during collection, compaction or other waste handling can then trigger a fire.

Conclusions

The study provides evidence of a significant and escalating economic impact from LIB fires across the UK waste system. Around **2,800 fires a year**, an estimated **£2.37 billion annual economic cost**, and evidence from **91% of local authority respondents that the problem is increasing** demonstrate the scale of the challenge.

The burden falls overwhelmingly on waste operators, but the consequences extend to Fire and Rescue Services, environmental regulators, local authorities, households, businesses and local communities. The case studies demonstrate that even where a fire is brought under control relatively quickly, its consequences can continue for weeks or months through site closures, repairs, alternative waste arrangements and service disruption.

Preventing batteries and battery-powered electrical items from entering the wrong waste streams is therefore critical to reducing both the frequency and economic consequences of these fires. Effective action to increase the safe disposal and recycling of batteries and electrical items could help protect waste workers and the public, reduce pressure on emergency and regulatory services, and avoid substantial costs across the UK's waste management system.

Table of Contents

Executive Summary **1**

1.0 Introduction **5**

2.0 Approach **6**

2.1 Desk-based review 6

2.2 Stakeholder engagement 6

2.3 Estimation of scale and costs 7

3.0 Scale of LIB Fires **11**

4.0 Economic Impact of LIB Fires **15**

4.1 Total economic cost 15

4.2 Costs by region 16

4.3 Costs by stakeholder group 16

5.0 Case Studies of LIB Fires **17**

5.1 Caerwent recycling centre fire 18

5.2 Glasgow waste vehicle fire 19

5.3 Islington waste transfer station fire 20

5.4 Thetford recycling centre fire 22

6.0 Discussion **23**

7.0 Conclusion **24**

Appendix **25**

A.1.0 Appendix **26**

1.0 Introduction

The growing use of electrical products that contain lithium-ion batteries (LIBs), ranging from e-bikes to disposable vapes, is increasing the number of LIBs entering the waste stream. While the risk of any particular LIB catching fire is low, this risk is increased when the battery is damaged,[1] which can easily occur when such batteries enter a mixed waste stream. Consequently, there has been a rise in battery related fires in the waste management system. Recent data collected by global business insurer QBE indicates that fire brigades attended 1,760 fires linked to lithium-ion batteries in 2025.[2]

Eunomia was commissioned by Material Focus to conduct an assessment of the annual economic impacts of LIB fires occurring across the UK waste system. The study is intended to support a high-impact campaign aimed at raising awareness and encouraging the recycling of more electrical items. For the purposes of this report, the term "LIB" is used as a shorthand to refer to a lithium-ion battery.

This work builds on research undertaken by Eunomia for the Environmental Services Association (ESA) in 2021.[3] Given that the estimates contained in that report are now five years old, and the issue of LIB fires continues, it is timely they should be updated using the latest available evidence and data.

The aims of this study are:

- To quantify the annual economic impact of LIB fires across the UK waste system;
- To provide robust, credible evidence on the costs and impacts of LIB fires that can help Material Focus develop a compelling campaign message to drive safer disposal and increased recycling of batteries; and
- To develop case studies of waste LIB fires that show both their environmental and human impact.

The methodology for this project is detailed in Section 2.0 and comprised a desk-based review, stakeholder engagement, and an assessment of LIB fire incidence and severity. The key findings are summarised in this report to inform future campaign development by Material Focus.

[1] Fire Protection Association (2023) *Why do lithium-ion batteries catch fire?* Available at: https://www.thefpa.co.uk/advice-and-guidance/advice-and-guidance-articles/why-do-lithium-ion-batteries-catch-fire-
[2] Brooks, Libby (2026). UK firefighters called to one lithium-ion battery fire every five hours, *The Guardian*. Available at: https://www.theguardian.com/uk-news/2026/may/11/uk-firefighters-lithium-ion-battery-fires-ebikes.
[3] Eunomia (2021) Cutting Lithium-ion Battery Fires in the Waste Industry, Available at: https://eunomia.eco/reports/cutting-lithium-ion-battery-fires-in-the-waste-industry/

2.0 Approach

This section sets out the approach used to identify and develop LIB fire case studies, and to estimate the scale and economic impact of LIB fires in the UK. It describes the desk-based review and stakeholder engagement undertaken to collect and validate evidence, as well as the methodology, assumptions and calculations used to estimate both the number of LIB fires and their associated economic costs.

2.1 Desk-based review

A desk-based review was undertaken to inform the analysis and identify potential case studies. The review collated evidence on the incidence, location, severity and impacts of LIB fires, alongside information on the costs incurred by waste operators, Fire and Rescue Services, and environmental regulators.

Many of the assumptions underpinning the cost analysis were carried forward from the LIB fire studies conducted by Eunomia in 2021[4] and 2025[5], and therefore several of the sources used in that project were retained where no new information was available. Additional sources reviewed included:

- Waste sector news and industry publications (such as LetsRecycle, Circular Online and MRW);
- Environment Agency (EA) datasets;
- Environmental Services Association publications; and
- Reports produced by Fire and Rescue Services.

The review informed the identification of relevant cost categories and provided updated evidence on factors such as damage costs, operational disruption costs, and the incidence of fires of different categories of severity. It also highlighted areas where published evidence remains limited. Not all sources identified through the review were ultimately used within the final analysis, with only those deemed most up to date, relevant and accurate used.

The desk-based review was also used to identify candidate LIB fire case studies. Through searches of news articles and Fire and Rescue Service reports, 16 fires confirmed or suspected to have been caused by batteries were identified as potential case studies. These were then assessed against four selection criteria:

- Recency (having occurred since 2025)
- Saliency (the extent of impacts on residents and local businesses),
- Scale (the magnitude of the fire's impacts)
- Geography (with the aim of selecting case studies from across the countries of the UK).

2.2 Stakeholder engagement

The project team contacted 19 stakeholders as part of this research, comprising six waste operators, six Fire and Rescue Services, six local authorities, and one other business. Discussions were initiated with 14 of

[4] Ibid.
[5] Eunomia (2025) The financial impact of small WEEE and battery collection options and impacts on waste fires. Available at: https://eunomia.eco/reports/the-financial-impact-of-small-weee-and-battery-collection-options-and-impacts-on-waste-fires/.

these stakeholders, and interviews were conducted or written responses to the interview questions were received from five.

The purpose of these interviews was to inform the development of the four LIB fire case studies presented in this report. A further objective was to collect evidence on the impacts and costs of LIB fires, which could be used to inform the national-scale estimation of the frequency and economic impacts of battery fires across the UK. All stakeholders contacted were connected to the eight battery fire incidents that had been shortlisted as potential case studies. The interviews provided information that was not available from published news articles and incident reports, including details on costs, operational and community impacts, and lessons learned. They also provided insight into the perspectives of organisations affected by the fires and generated quotes that could be incorporated into the case study reports.

Interview questions focused on several key themes, including:

- the circumstances of the incident and how it occurred;
- the cause of the fire and whether it could have been prevented;
- the scale and nature of operations at the affected site;
- the impacts and costs arising from the fire; effects on staff, local communities and other stakeholders; and
- any changes to practices, procedures or infrastructure implemented following the incident.

2.3 Estimation of scale and costs

Estimating number of LIB fires in the UK and by region

The number of battery fires in the UK in 2025 was estimated by extrapolating data from a survey of all UK local authorities conducted by Material Focus. The question asked was:

"In 2025, how many fires were caused by suspected crushed or damaged batteries?"

Responses were received from 97 local authorities, collectively representing around 25% of UK local authorities. The respondents included county councils, which are responsible for waste disposal, district councils, which are responsible for waste collection, and unitary authorities, which have both responsibilities. The responses include local authorities that operate waste management services directly, meaning that commercial waste managed by these authorities is captured alongside household waste.

Across the 97 responding authorities, a total of 721 battery fires were reported. To estimate a national total, these reported fires were scaled using population data for each authority. Local authorities were assigned to the relevant International Territorial Level 1 (ITL1) regions, allowing regional estimates to be calculated and subsequently aggregated to produce a UK-wide estimate. This estimated total, together with the regional breakdown, is presented in Section 3.

Across the UK as a whole, including Yorkshire, the reported fire rate is 3.8 fires per 100,000 people. However, no local authorities from Yorkshire responded to the survey . Including Yorkshire's population in the denominator therefore artificially suppresses the national average rate. To address this, Yorkshire was excluded when calculating the average fire rate, resulting in an adjusted rate of 4.1 fires per 100,000 people.

This adjusted rate was then applied to Yorkshire's population to estimate the number of fires that may have occurred but were not reported on in the survey. Specifically, the estimated number of Yorkshire

fires was calculated by multiplying the adjusted national fire rate (4.1 fires per 100,000 people) by Yorkshire's population. This estimated number of fires was then incorporated into the national total.

Estimating number of LIB fires in the UK by fire severity category

Building on the estimate of the national total and regional distribution of fires, the number of fires was apportioned across different fire severity categories. Waste fires vary considerably in their scale, duration, and resulting damage, leading to substantial differences in the costs they impose. To reflect this variation, the modelling categorises fires into four severity categories, ranging from Category 1 (most severe) to Category 4 (least severe).

This categorisation follows the approach used by the EA. However, it should be noted that the categories are applied qualitatively, and, to our knowledge, the EA does not prescribe specific quantitative thresholds for assigning fires to each category.

- Category 1: Major, serious, persistent and/or extensive impact or effect on the environment, people and/or property.
- Category 2: Significant impact or effect on the environment, people and /or property.
- Category 3: Minor or minimal impact or effect on the environment, people and /or property.
- Category 4: Substantiated incident with no impact.

The proportion of waste fires falling within each severity category was derived from data provided by the EA in October 2020, based on fire incidents reported between 2014 and 2019. The resulting distribution across severity categories is presented in Section 3. The EA advised that categories are initially assigned based on the scale of the incident when first reported but may be revised during or after the event as additional information becomes available. Consequently, the categorisation of individual incidents may change over time, particularly where subsequent investigations identify environmental impacts that were not apparent at the time of reporting. It should be noted that the EA's severity categorisation does not necessarily correlate directly with the economic impact of a fire, as the classification also reflects non-economic considerations, including impacts on the environment and people. Nevertheless, it is highly likely that incidents classified by the EA as more severe will, on average, be associated with greater economic impacts than those assigned to lower severity categories.

In June 2026, Eunomia submitted a Freedom of Information (FOI) request to the EA seeking an updated breakdown of waste fires by severity category. Although the EA provided updated data, this was classified according to Overall Environmental Impact (OEI) rather than fire severity. The OEI classification assesses the actual environmental consequences of a substantiated incident, separately considering impacts on air, land, and water. Under this framework, Category 1 represents the most severe environmental impact and Category 4 the least severe, including incidents with no identified environmental impact.

As the EP classification measures environmental impact rather than the scale, severity, or economic consequences of a fire, it was not considered directly comparable to the severity categorisation used in Eunomia's cost modelling. Consequently, the severity distribution provided by the EA in 2020 was retained for this analysis.

Estimating number of LIB fires in the UK by infrastructure type

The national total number of fires was apportioned between two "infrastructure" types: waste vehicles and waste facilities. For the purposes of this analysis, waste facilities include material recycling facilities (MRFs), waste transfer stations and residual waste treatment facilities. This allocation was derived from the same local authority survey conducted by Material Focus, which asked respondents:

"How many of the fires occurred in recycling or bin lorries (rather than facilities)?" (Question 4)

"How many of the fires occurred in waste depots or recycling centre facilities?" (Question 5)

It is further assumed that all LIB fires occurred either in waste vehicles or at waste facilities, consistent with the scope of the local authority survey, which captured incidents only within these two categories. As a result, the analysis may underrepresent the total number of LIB fires by excluding incidents that occur elsewhere in the waste management chain, such as fires arising in household, street, or commercial bins before collection.

The proportion of fires reported in waste vehicles was used to estimate the split between vehicle and facility fires across the UK total. Based on this approach, 26% of fires were estimated to have occurred in vehicles and 74% in facilities, compared with 19% and 81%, respectively, in the 2025 study.[6]

Estimating cost of LIB fires in the UK

To estimate the economic cost of LIB fires in the UK, Eunomia used average 'per-fire' cost estimates. These were derived from Eunomia's February 2025 study for the ESA, as the literature review and stakeholder engagement did not find more recent, similarly robust evidence on economic costs. However, the 2025 figures were adjusted for inflation using GDP deflators at market prices published by HM Treasury, with all cost estimates uprated by 7.54%.[7]

Separate cost estimates were applied for waste vehicle fires and waste facility fires, and for each of the four fire severity categories, resulting in eight distinct average cost values, as set out Table 2-1 below.

Table 2-1: Average cost per fire by severity category and infrastructure type

Fire severity category	Cost per waste vehicle fire (£)	Cost per waste facility fire (£)
Category 1	£565,045	£5,074,119
Category 2	£395,532	£2,482,922
Category 3	£226,018	£1,199,677
Category 4	£56,505	£119,677

A detailed breakdown of the methodology used to estimate costs by fire severity category and infrastructure type, together with the assumptions underpinning the analysis, is provided in Appendices A.1.2 and A.1.2.

Cost of LIB fires by stakeholder group

The costs arising from LIB fires are borne by several stakeholder groups.

[6] Eunomia (2025) The financial impact of small WEEE and battery collection options and impacts on waste fires. Available at: https://eunomia.eco/reports/the-financial-impact-of-small-weee-and-battery-collection-options-and-impacts-on-waste-fires/.
[7] HM Treasury (2026) GDP deflators at market prices, and money GDP. Available at: https://www.gov.uk/government/collections/gdp-deflators-at-market-prices-and-money-gdp

The largest share falls on **waste operators** managing waste vehicles and facilities, who incur costs associated with asset damage (to vehicles and facilities), damage to stock, clean-up activities, operational downtime, waste diversion, and staff overtime.

A second group affected is the **fire and rescue services**, which incur costs in responding to and managing LIB fire incidents.

The third group is the **Environment Agency (EA)**, the environmental regulator, which incurs costs associated with attending and investigating incidents following the fire to assess and address any environmental impacts.

The estimated cost incurred by each stakeholder group for every LIB fire incident is presented in Table 2-2 below.

Table 2-2: Stakeholder costs per fire, by fire severity category

Fire severity category	Cost to waste operator per fire (£)	Cost to fire and rescue services per fire (£)	Cost to EA per fire (£)
Waste vehicle fire			
Category 1	£564,560	£333	£152
Category 2	£395,192	£233	£106
Category 3	£225,824	£133	£61
Category 4	£56,456	£33	£15
Waste facility fire			
Category 1	£4,656,279	£399,673	£18,167
Category 2	£2,328,140	£143,882	£10,900
Category 3	£1,164,070	£31,974	£3,633
Category 4	£116,407	£2,664	£606

In the case of waste vehicle fires, almost all costs (99.9%) are borne by waste operators, with only a negligible share falling on fire and rescue services and the EA. This reflects the fact that the most significant cost component is the replacement of a damaged waste vehicle, which is incurred directly by the operator. By contrast, for waste facility fires, waste operators bear 93.1% of costs, while fire and rescue services and the EA account for 6.5% and 0.4%, respectively. This reflects the larger scale of facility fires, which typically require a more extensive fire and rescue service response and a more resource-intensive EA investigation, resulting in higher costs for these stakeholders.

A detailed breakdown of the methodology used to estimate costs by fire severity category and stakeholder group, together with the assumptions underpinning the analysis, is provided in Appendices A.1.2 and A.1.2.

3.0 Scale of LIB Fires

The number of LIB fires for 2025 is estimated at 2,839 across the entirety of the UK, equivalent to a national average rate of 4.1 fires per 100,000 people. Based on the methodology and assumptions applied, the total number of LIB fires is estimated to fall within a range of 2,700 to 2,850 incidents. The subsequent analysis uses the central estimate of 2,839 fires. This is equivalent to around eight LIB fires per day across the UK.

In terms of infrastructure type, 26% of fires were estimated to have occurred in vehicles and 74% in facilities, compared with 19% and 81%, respectively, in the 2025 study. [8]

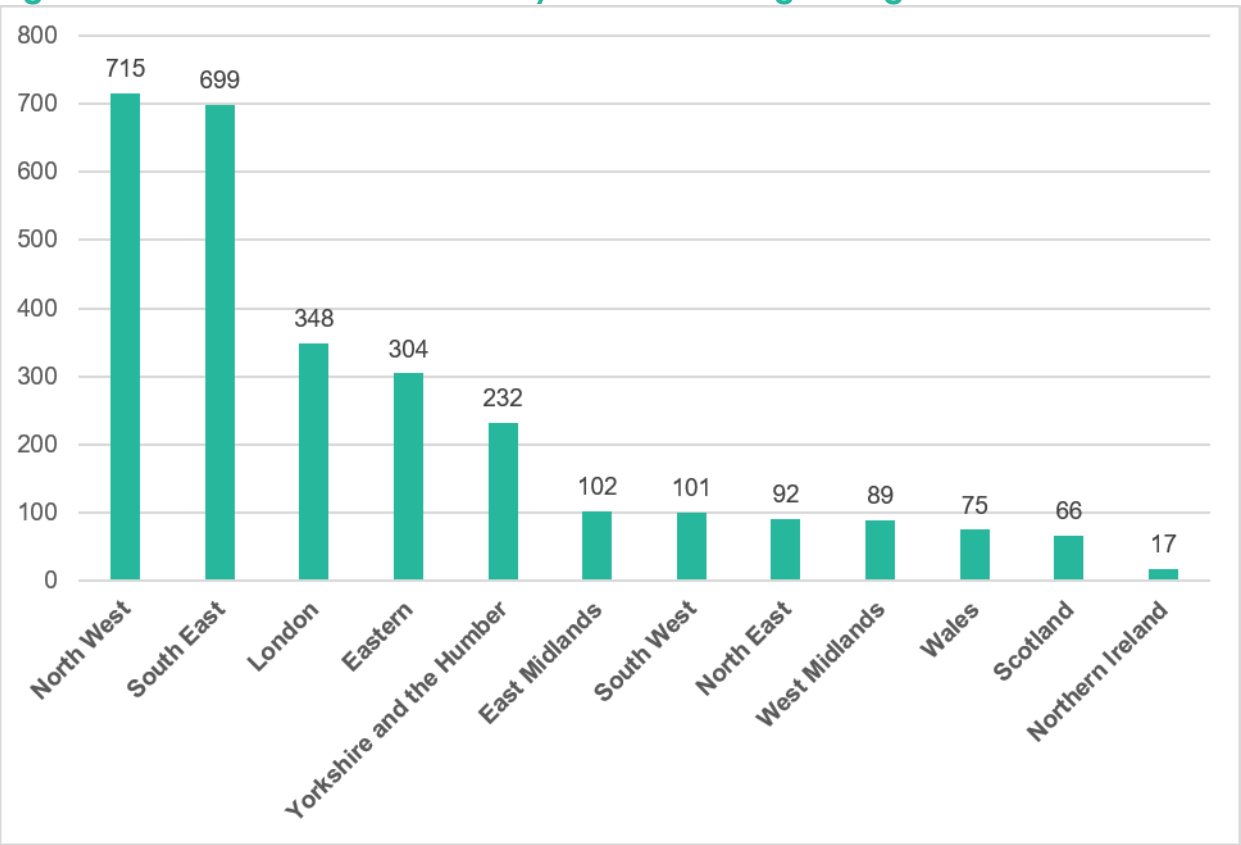
The number of LIB fires is presented by UK region in Table 3-1 and Figure 3-1.

Table 3-1: Scale of LIB fires across the UK

Region	Number of LIB fires	% of overall LIB fires	LIB fires per 100k people
North West	715	25%	9.2
South East	699	25%	7.2
London	348	12%	3.8
Eastern	304	11%	4.6
Yorkshire and the Humber	232	8%	4.1
East Midlands	102	4%	2.0
South West	101	4%	1.7
North East	92	3%	3.3
West Midlands	89	3%	1.4
Wales	75	3%	2.4
Scotland	66	2%	1.2
Northern Ireland	17	1%	0.9
Total	**2,839**	**100%**	**4.1**

[8] Eunomia (2025) The financial impact of small WEEE and battery collection options and impacts on waste fires. Available at: https://eunomia.eco/reports/the-financial-impact-of-small-weee-and-battery-collection-options-and-impacts-on-waste-fires/.

Figure 3-1: Number of UK LIB fires by nation and English region

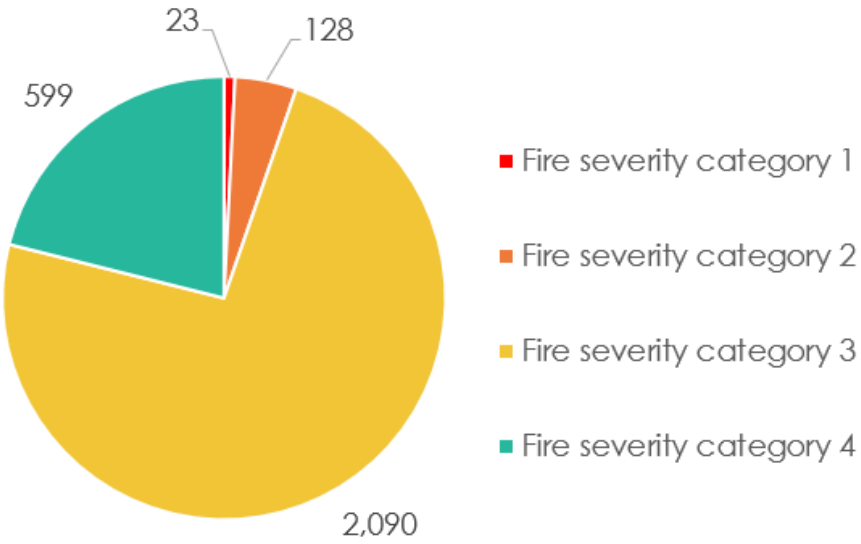


These fires span the four different severity categories. A breakdown of fires by severity category is presented below in Table 3-2 and **Error! Reference source not found.**. The findings indicate that the majority (over 70%) of fires were of severity category 3, with only 23 fires (under 1%) deemed the most severe at severity category 1. Further detail on the categorisation of severity categories is provided in section 2.3.

Table 3-2: Number of fires by fire severity category

Fire severity category	% of fires	Number of fires
Fire severity category 1	0.8%	23
Fire severity category 2	4.5%	128
Fire severity category 3	73.6%	2,090
Fire severity category 4	21.1%	599

Figure 3-2: Number of fires by fire severity category

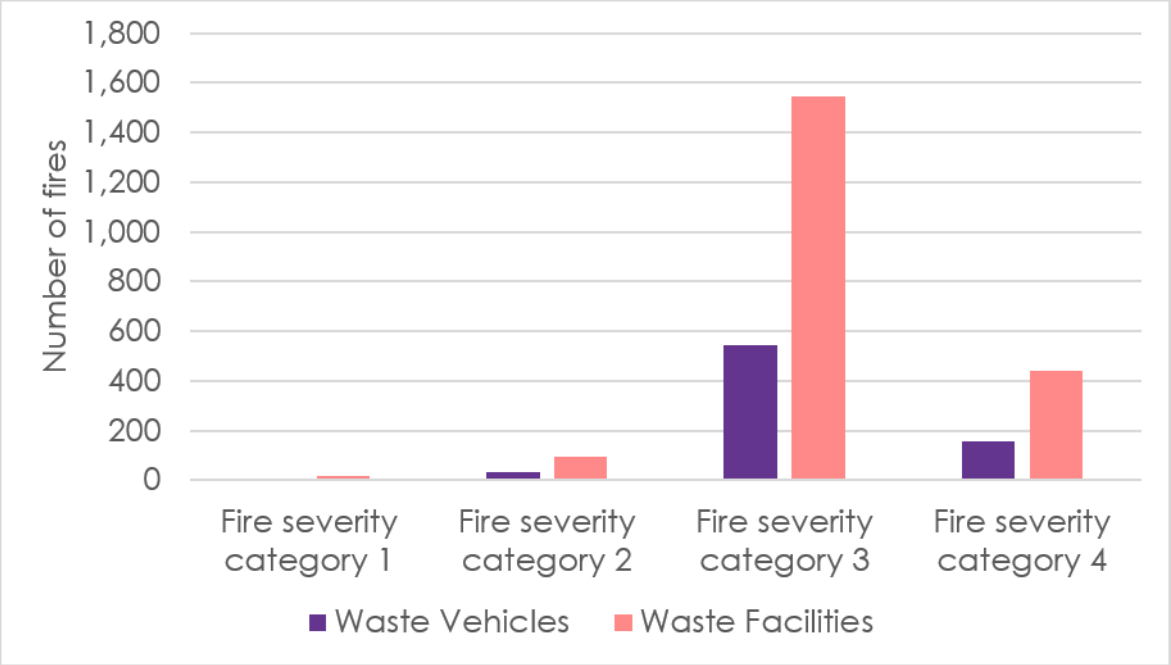


The total number of fires has also been split by the infrastructure type: waste vehicle fires and fires from waste facilities. The results are presented in Table 3-3 and Figure 3-3 below.

Table 3-3: Fire severity category by infrastructure type

Fire severity category	Number and percentage of fires (waste vehicles)	Number and percentage of fires (waste facilities)
Fire severity category 1	6 (0.2%)	17 (0.6%)
Fire severity category 2	33 (1.2%)	94 (3.3%)
Fire severity category 3	546 (19.2%)	1,543 (54.4%)
Fire severity category 4	157 (5.5%)	442 (15.6%)

Figure 3-3: Fire severity category by infrastructure type



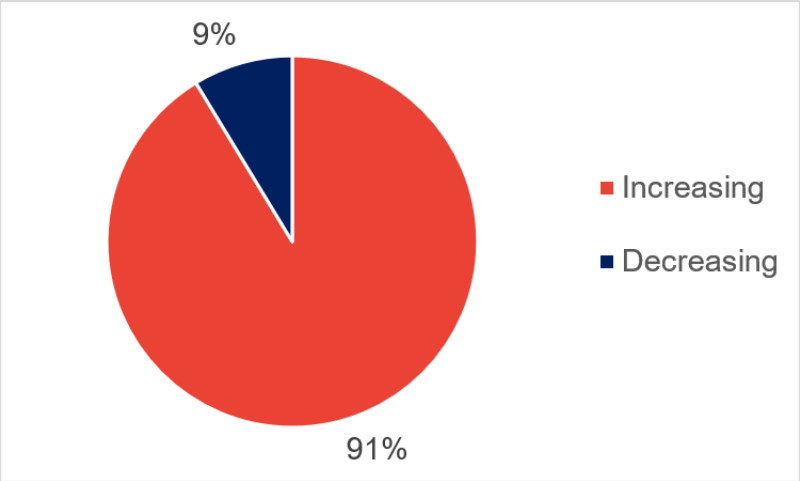
Is the problem increasing or decreasing?

The survey conducted by Material Focus also asked the question:

> *"Are the number of fires caused by crushed or damaged batteries in the waste stream increasing or decreasing?"*

A large majority of respondents (91%) reported that the problem was increasing, while only 9% considered it to be decreasing. This is shown in Figure 3-4 below.

Figure 3-4: Are battery fire incidents increasing or decreasing?



This provides strong evidence that LIB fires are an escalating challenge for local authorities and that the scale of the issue is continuing to grow.

4.0 Economic Impact of LIB Fires

This section outlines the economic cost of LIB fires. Section 4.1 outlines the total economic cost by fire severity category and infrastructure type, section 4.2 the costs by each of the 12 ITL1 regions, and section 4.3 the costs by stakeholder group. The methodology employed to estimate these costs is outlined in section 2.3 and in further detail in Appendix A.1.0.

4.1 Total economic cost

The total economic cost to the UK from the 2,839 fires is estimated to be £2.37 billion. The research finds that the likely range of total economic cost is between £2.2 - £2.4 billion; however, the central estimate of £2.37 billion has been used for the remaining analysis. This is equivalent to a cost of around £82 per household.[9,10]

The total economic cost can also be split by the infrastructure type: waste vehicle fires and fires from waste facilities, using the total number of fires by severity category shown in Table 3-3. This cost breakdown is presented in Table 4-1. Despite the most severe fires having the greatest cost implications per fire, the high incidence of severity category 3 fires means that, despite their lower "per incident" costs, they have the highest annual cost implications.

Table 4-1: Economic cost by fire severity category and infrastructure type

Fire severity category	Economic cost (waste vehicle fires), £ million	Economic cost (waste facility fires), £ million
Fire severity category 1	3.4	85.1
Fire severity category 2	13.2	234.3
Fire severity category 3	123.5	1,851.6
Fire severity category 4	8.8	53.0
Total	**148.9**	**2,224**

Insurance costs

An interview with a waste operator conducted by Eunomia for the 2025 study[11] found that insurers providing property damage and fire cover are increasingly requiring substantially higher excesses per claim due to the heightened fire risk posed by batteries. The interview also found that insurance premiums have increased significantly for the same reason. Together, these changes are likely to result in a substantial increase in annual operating costs for waste operators, regardless of whether a fire occurs.

[9] Based on an estimated 29 million households in the UK in 2025. Source: Office for National Statistics (2025), Families and households in the UK: 2025. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/families/bulletins/familiesandhouseholds/2025.

[10] These costs do not take into account expenditure on fire prevention, suppression systems or insurance costs,

[11] Eunomia (2025) The financial impact of small WEEE and battery collection options and impacts on waste fires. Available at: https://eunomia.eco/reports/the-financial-impact-of-small-weee-and-battery-collection-options-and-impacts-on-waste-fires/

4.2 Costs by region

The total approximate economic cost to the UK by region is presented in Table 4-2 below.

Table 4-2: Scale of economic cost across the UK

Region	Cost per region (£ million)
North West	597
South East	584
London	291
Eastern	254
Yorkshire and the Humber	194
East Midlands	85
South West	84
North East	76
West Midlands	75
Wales	62
Scotland	55
Northern Ireland	14
Total	**2,373**

4.3 Costs by stakeholder group

The costs of waste fires are borne by different groups of stakeholders. In this section, we examine the distribution of costs between stakeholders. This is presented below in Table 4-3.

The vast majority (94%) of total UK economic costs arise from waste facility fires, with 96% of waste facility fire costs coming from waste operators. Combined, both waste vehicles and facility fires cost waste operators 2.29 billion (97% of total UK economic costs).

Table 4-3: Economic costs by stakeholder group

Stakeholder	Cost to waste vehicles, £ million	Cost to waste facilities, £ million	Combined cost, £ million
Waste operator costs	149	2,146	2,295

Fire and rescue service costs	0.09	70.8	70.9
Environment agency costs	0.04	7.2	7.2
Total	**148**	**2,209**	**2,373**

5.0 Case Studies of LIB Fires

Four case studies of LIB fires are presented in this section, with two in England, one in Wales and on in Scotland.[12]

[12] It was not possible to interview anyone from a Northern Ireland case study.

5.1 Caerwent recycling centre fire

The incident

Location: ***Caerwent, Monmouthshire, Wales***

Date: **17th August 2026**

Infrastructure impacted: **Five Lanes recycling centre**

Cause: **Lithium-ion Battery (suspected)**

Duration: ***Fire contained within 3-4 hours, transfer station remains disrupted more than two months later***

A major fire broke out at Five Lanes Household Waste and Recycling Centre (HWRC) in Caerwent early in the morning of Monday 17 August 2026. South Wales Fire and Rescue Service received the call at 5.37am, and nearby crews attended the fire. Firefighters worked for several hours to bring the incident under control, and the fire was eventually extinguished approximately three to four hours after the initial call. As nobody was on site when the fire started, and there were no immediate residential neighbours, there were no reported injuries or community concerns. However, smoke from the fire was visible in the surrounding area.

The waste that caught fire had been stored in the transfer station since the previous Friday. The suspicion of the site operators is that a damaged battery likely acted as the ignition source, creating a hotspot that caused surrounding waste materials to smoulder over several days before the fire became apparent. This then developed into a larger fire that triggered the thermal imaging system.

The recycling centre was impacted temporarily, requiring residents to use alternative sites. At the time of writing, over two months after the incident, not all areas of the transfer station were operational, with some sections unusable pending repairs. The council are considering whether the building should be repaired or dismantled and rebuilt. However, repair costs are not yet available, with the council still working through contractor quotes and evaluating the available options.

Waste transfer activities continued to be undertaken by the external contractor. Some material was temporarily redirected to an alternative depot to maintain service continuity while recovery works are underway. This reduced available space and disrupted normal operations, with further disruption expected during repair or rebuilding work.

The impact

3-4 hours	2+ months
Duration of fire	Transfer station disrupted

The full financial cost is not yet known. Immediate costs were largely absorbed within the existing waste contract, but building repairs, operational disruption, uncovered winter storage and additional fire-prevention measures are likely to create further costs which are not yet accounted for.

"We are still operating as a transfer station, but everything is external. It is not operating as it should be because there is a building in the middle that we cannot use."

Why it happened

The fire was believed to have been caused by the incorrect disposal of a lithium-ion battery in a black bin bag (general waste). Lithium-ion batteries should not be placed in general waste or mixed recycling. This incident highlights how a single incorrectly discarded battery-powered item can damage essential waste infrastructure.

The council had previously experienced battery-related fires in collection vehicles, sometimes requiring waste loads to be discharged onto the road so they could be extinguished safely. In response, the council has used social media and other communications to remind residents not to place batteries, vapes or battery-powered electrical items in black bags or household bins. Recycling wardens also regularly find incorrectly discarded batteries in residual waste.

"This is a national issue. It's bigger than us, and as numbers go up, we see more and more of them."

5.2 Glasgow waste vehicle fire

The incident

Location: **Glasgow city centre, Scotland**

Date: **12th August 2026**

Infrastructure impacted: **Waste vehicle**

Cause: **Lithium-ion Battery (suspected)**

Duration: **1-2 hours**

At approximately 7.50am, a refuse collection crew noticed smoke coming from the rear of their vehicle shortly after completing collections in Glasgow city centre. The crew quickly evacuated the vehicle and discharged approximately two tonnes of waste onto Jamaica Street, preventing the fire from spreading inside the vehicle's compaction chamber and causing further damage. The Scottish Fire and Rescue Service was alerted at 7.59am and extinguished the burning waste. There were no reported injuries, and the incident was concluded at 9.02am. Council teams then removed the waste and mechanically swept the road before it reopened.

"The incident response was aided by the prompt actions of the refuse collection crew, who immediately discharged the burning load from the vehicle onto the roadside. This significantly limited fire spread and prevented substantial damage to the vehicle."

Jamaica Street was temporarily blocked off to vehicles and pedestrians, causing short-term disruption to traffic, businesses and other city-centre users. The vehicle sustained only superficial damage but was withdrawn for inspection and safety checks before returning to service. Staff involved in the incident were also offered welfare support.

"The volume of waste involved, the emergency service attendance, and the potential for vehicle loss had the fire not been identified and managed quickly all demonstrate the seriousness of the incident and the importance of the control measures and emergency response undertaken."

The impact

£2,800	700
Estimated missed collections and clean up costs	Household collections impacted

Collections on the vehicle's route were suspended for the rest of the day, affecting approximately 700 households. Additional staff and vehicles completed seven missed collection rounds the following day, at a cost of approximately £2,100. The waste removal and street clean-up cost a further £700, bringing the quantified cost to approximately £2,800. This figure, however, excludes the emergency response and any insurance costs.

"[RCVs] are considered critical operational assets that support the day-to-day delivery of waste collection services to residents throughout Glasgow."

Why it happened

The precise cause was not confirmed, but the investigation concluded that the most likely source was a lithium-ion battery or battery-powered electrical item incorrectly placed in residual waste. The item may have been crushed or punctured during collection and compaction, causing it to short circuit and ignite. The fire could likely have been prevented if the suspected battery or electrical item had been separated from household waste and taken to an appropriate recycling point.

"Fires involving lithium-ion batteries are particularly hazardous due to their intensity and their ability to spread quickly through mixed waste loads."

5.3 Islington waste transfer station fire

The incident

Location: **Islington, London, England**

Date: **24th December 2025**

Infrastructure impacted: **Hornsey Street Waste Transfer Station (WTS)**

Cause: **E-bike battery**

Duration: **Fire lasted two hours, site was closed for three days**

A lithium-ion battery incorrectly placed in household waste exploded at approximately 9:30am on Christmas Eve after coming in contact with an industrial loading vehicle at Hornsey Street Waste Transfer Station in Islington, London. The fire developed rapidly, and the vehicle was soon engulfed in flames. The waste transfer station and adjacent reuse and recycling centre were evacuated before firefighters arrived, and no injuries were reported.

"The fire developed extremely quickly and [the loading vehicle] was soon engulfed in flames."

Around 60 firefighters and eight fire engines attended. The fire was extinguished after approximately two hours, with crews remaining for a further two hours while smoke cleared. Roads were closed to keep access clear for emergency services.

"The fire demonstrated a significant incident in terms of its scale."

The fire significantly damaged essential equipment. The volume of water needed to control the fire flooded the site, requiring an extensive clean-up before operations could resume.

"Smoke from the fire was visible from several miles away on the day of the incident."

The adjacent reuse and recycling centre reopened on 27 December, while the waste transfer station became operational again on 28 December. During the closure, waste services were disrupted and material had to be redirected to an alternative site in Edmonton.

Damage to equipment, waste diversion, service disruption and clean-up resulted in an estimated total cost of at least £1 million. Staff working near the fire were provided with support after witnessing the rapidly developing fire.

The impact

£1 million+ Estimated cost	3 days Site closure
60 Firefighters attended	8 Fire engines attended

"Some of my colleagues were understandably in shock following the incident."

Hornsey Street is one of three waste transfer stations serving north London. Permitted to handle up to 401,500 tonnes of waste annually, it primarily serves the boroughs of Islington and Camden but can receive waste from all seven north London boroughs when required. Its closure therefore reduced capacity across the wider north London waste system.

Why it happened

A review of CCTV footage identified a large lithium-ion battery from an e-bike within the waste and concluded that it caused the fire. The battery is understood to have been incorrectly discarded and subsequently damaged during waste handling, causing it to explode. The fire could potentially have been prevented if the battery had been taken to an appropriate battery or electrical recycling point instead of being placed in household waste.

"These batteries can cause serious fires if they are damaged or crushed during the waste handling process or disposed of incorrectly within general waste in the first place."

"I would like people to understand the serious dangers that lithium-ion batteries can cause if they are not disposed of correctly. These batteries can become damaged, overheat and catch fire, potentially putting staff, members of the public and emergency services at risk. A

battery fire can also cause significant damage to equipment, disrupt waste services and affect the local community. My message to the public is to dispose of lithium-ion batteries safely and responsibly via local recycling services. They should never be placed in general household waste or mixed recycling bins. Instead, they should be taken to an appropriate battery recycling or collection point."

5.4 Thetford recycling centre fire

The incident

Location: Thetford, Norfolk

Date: 16th April 2026

Infrastructure impacted: Waste sorting facility

Cause: Lithium-ion battery (suspected)

Duration: Fire lasted over 12 hours, site remains closed at time of writing

Norfolk Fire and Rescue Service was called to a significant fire at a commercial electrical waste facility on Brunel Way at 7.05pm. The fire occurred a few hours after the facility had closed, meaning no employees were on site. CCTV appeared to show an initial explosion followed rapidly by two further explosions in the incoming-waste area. The fire then spread extremely quickly through the building.

Firefighters tackled the blaze for over 12 hours, and fire and rescue services from across Norfolk and Suffolk responded, with 27 fire appliances in attendance at the height of the incident. Thick black smoke billowed from the site, prompting nearby residents to keep their doors and windows closed.

The intensity of the fire caused extensive structural damage. Part of the roof had to be collapsed to allow firefighters to apply water to the hottest area, while the heat buckled sections of the steel roof structure. The facility was subsequently condemned, with demolition and decontamination required.

The site processed an estimated 5,000 to 6,000 tonnes annually and represented approximately half of the operator's business. The loss of the facility forced the operator to scale back from approximately 11 or 12 collection vehicles each making two or three collections per day, to serving only its two principal customers through temporary arrangements. These inefficient arrangements were estimated to result in losses of £10,000 and £20,000 per day. The operator subsequently entered liquidation, resulting in significant job losses.

The impact

£10k-20k Estimated daily operating loss	5,000-6,000 tonnes Annual throughput diverted
27 Fire appliances in attendance	12+ hours Firefighting response

"The more direct impact on our staff was redundancy. We made 10 people redundant the day after [the fire], and made the rest of our team redundant two weeks later. It had a huge impact on their livelihoods."

The disruption extended across Norfolk. With no alternative treatment capacity immediately available, all Norfolk recycling centres temporarily stopped accepting electrical items and batteries. District council bulky-waste collections containing electrical items were likely also affected.

Why it happened

The exact cause had not been confirmed at the time of writing, and the insurers' forensic investigations were still pending. However, the pattern of explosions and rapid fire development leads experts to suspect that a lithium-ion battery concealed within the incoming electrical-waste stream may have been involved.

The site operator would undertake temperature checks before closing, and would avoid disturbing incoming material late in the day. However, lithium-ion batteries can be difficult to identify and separate because they are often concealed within small electrical products, so a damaged or defective battery can therefore enter an electrical-waste facility despite site controls.

6.0 Discussion

This section outlines the main limitations of the methodology used to derive the estimates presented in this report and compares them with estimates from other sources

Limitations to methodology

The methodology that has been deployed to develop the estimates given in this report makes use of the best available evidence, and the report has detailed the reasonable assumptions made in extrapolating from this evidence. However, it is important to recognise the inherent limitations of the methodology when using the estimates of both the number of LIB fires and their associated economic impacts.

The most significant source of uncertainty relates to the extrapolation methodology used to estimate the total number of fires. The approach assumes that local authorities which did not respond to the survey experienced LIB fire rates comparable to those that did respond, and that responding authorities were no more likely to report LIB fires than non-responding authorities. If, in reality, authorities experiencing higher numbers of LIB fires were more inclined to respond to the survey, the national estimate may be overstated. Under this scenario, the true number of LIB fires could be lower than the estimated total of 2,839.

A further limitation is that no local authorities from Yorkshire and the Humber responded to the survey. As a result, the national average fire rate of 4.1 fires per 100,000 population was applied to the region and scaled according to its population. The result for Yorkshire and the Humber is therefore more speculative than for other regions.

Regional variation in reported fire rates also introduces uncertainty. For example, the North West recorded an estimated rate of 9.2 fires per 100,000 population, substantially higher than the national average. This appears to reflect a combination of a relatively low survey response rate and a high number of reported fires among responding authorities. Applying this elevated rate to non-responding authorities within the region is therefore likely to have increased both the North West regional estimate and the overall national estimate. However, to ensure consistency, the methodology assumes that responding and non-responding authorities within each region are subject to the same underlying fire rate.

Additional uncertainty surrounds the estimation of economic costs. Average per-fire cost estimates were derived from Eunomia's February 2025 study for the ESA and adjusted for inflation. While this represents the most robust evidence currently available, fire costs can vary considerably depending on factors such as fire severity, site characteristics, operational disruption, asset damage and business interruption. Consequently, the cost estimates presented should be regarded as indicative rather than precise.

Comparison with other estimates

The estimate of 2,839 LIB fires calculated in this study is higher than the estimate of approximately 1,760 LIB fires reported for 2025 by *The Guardian*[13] and QBE[14].

However, these estimates are not directly comparable because they are based on different datasets and methodologies. The estimate reported by *The Guardian* was derived from Freedom of Information requests submitted by QBE to UK Fire and Rescue Services and, for the 2026 analysis, drew on responses

[13] The Guardian (2026). UK firefighters called to one lithium-ion battery fire every five hours. Available at: https://www.theguardian.com/uk-news/2026/may/11/uk-firefighters-lithium-ion-battery-fires-ebikes
[14] QBE (2026). UK fire brigades tackling lithium-ion fire every five hours. Available at: https://qbeeurope.com/news-and-events/press-releases/uk-fire-brigades-tackling-lithium-ion-battery-fire-every-five-hours/

from 42 of the UK's 49 Fire and Rescue Services. By contrast, the estimate presented in this study is based on survey responses from local authorities and uses a population-based extrapolation methodology to estimate fire incidents across non-responding authorities.

As a result, the two approaches capture different datasets, use different assumptions, and extrapolate in different ways. The difference between the resulting estimates should therefore be interpreted as reflecting methodological differences and data coverage, rather than necessarily indicating inconsistency between the underlying evidence sources.

7.0 Conclusion

LIB fires in the UK waste sector continue to represent a growing and significant challenge. Consistent with the upward trend reported in previous years, this study estimates that there were approximately 2,839 LIB fires across the UK in 2025, equivalent to an average of 4.1 LIB fires per 100,000 people per year. While the analysis identified notable regional variation in fire incidence rates, these differences should be interpreted with caution given that the estimates are based on a partial dataset covering approximately 25% of UK local authorities. Nevertheless, stakeholder evidence strongly supports the conclusion that the problem is continuing to worsen, with 91% of local authority respondents reporting that the number of LIB fires is increasing.

The findings show that LIB fires are predominantly a waste facility issue rather than a waste vehicle issue, with around three-quarters of all incidents occurring at waste treatment, transfer, recycling and disposal facilities. Most incidents are classified as Severity Category 3, representing minor or minimal impacts on the environment, people and/or property, and accounting for 73.6% of all LIB fires. However, the high frequency of these events means that their cumulative impact is far from minor. Even where individual incidents are relatively low severity, LIB fires generate substantial costs through asset damage, operational disruption, clean-up activities, waste diversion, emergency response, and regulatory follow-up. As a result, LIB fires are estimated to impose an annual cost of approximately £2.4 billion on the UK economy.

Waste fires also have a human cost. They create dangers for people who work in the waste industry, and can be harmful to the wider public. Whether directly affected by fire and smoke, or by the disruption to services that can result, business and households experience significant harms as a result.

The four case studies presented in this report demonstrate the real-world consequences of LIB fires across different parts of the UK. Together, they highlight the operational, financial and safety impacts experienced by waste operators, as well as the resource demands placed on fire and rescue services responding to incidents. Taken alongside the quantitative analysis, these case studies reinforce the conclusion that LIB fires are not isolated events but a widespread and escalating issue. Without effective interventions to prevent batteries from entering the incorrect waste stream and to reduce the likelihood and consequences of ignition, the frequency and economic burden of LIB fires are likely to continue increasing in the years ahead.

Appendix

A.1.0 Appendix

A.1.1 Fire severity cost assumptions

Fires are assigned a severity category from 1 to 4, with Category 1 representing the most severe incidents and Category 4 the least severe. The categorisation follows the approach used by the EA and reflects the actual or potential impact of the incident. However, the categories are applied qualitatively and, to our knowledge, the EA does not prescribe specific quantitative thresholds for assigning incidents to each category.

For each severity category, the assumptions set out in Table 7-1 were used to estimate the corresponding cost impact factors, which are presented at the bottom of the table. As the EA's severity classifications are not linked to defined quantitative criteria, this modelling approach applies illustrative assumptions, based on expert judgement, regarding the characteristics of fires expected within each severity category, enabling costs to be estimated consistently across the four severity categories. The relative magnitude of each assumption is assessed against the baseline Severity Category 3 fire. For example, assumptions are made about how much longer a Category 1 fire lasts than a Category 3 fire, or how much more waste is burned in a Category 1 fire compared with the baseline. These relative differences are then used to derive the cost impact factors shown in bold at the bottom of the table for each severity category.

Table 7-1: Fire severity cost assumptions

Assumption	Fire Severity Category 1	Fire Severity Category 2	Fire Severity Category 3	Fire Severity Category 4
Duration Range (hours)	> 72	24 - 72	4 - 24	1 - 4
Modelled Duration (hours)	120	72	24	4
Waste Tonnage Burnt (t)	> 500	250 - 500	50 - 249	< 50
Modelled Tonnages (t)	1,000	375	150	25
Modelled Tonnages (cubic m)	750	450	250	50
Litres Water Assumed	900,000	540,000	300,000	60,000
No. Fire Trucks Attending	10	6	4	2
Cost Impact (factor of increase)	**4.0**	**2.0**	**1.0**	**0.10**

A.1.2 Estimation of costs

Waste vehicle fires

Waste operator costs: For Severity Category 1 vehicle fires, the model assumes the waste vehicle is a total loss. The estimated replacement cost, including the value of any damaged contents, is £564,560. This estimate is based on a 2024 Eunomia interview with a waste operator (reporting 2023 costs) and has been uprated to 2025 prices using inflation.

Fire and rescue service costs: For Severity Category 1 vehicle fires, the cost to fire and rescue services is estimated at £333. This estimate is based on interviews conducted with the Environment Agency and the London Fire Brigade for the 2021 study and has been uprated to 2025 prices using inflation.

EA costs: For Severity Category 1 vehicle fires, the cost to the Environment Agency is estimated at £152. This estimate is based on the Environment Agency's 2019 charging scheme[15] and has been uprated to 2025 prices using inflation.

The cost impact factors in Table 7-1 are then applied to the Severity Category 1 cost estimates to derive the corresponding cost per fire for Severity Categories 2, 3 and 4.

Waste facility fires

Waste operator costs: For Severity Category 1 facility fires, the model assumes that the facility requires substantial reinstatement, including replacement of damaged plant and equipment, repairs to buildings and infrastructure, and replacement of damaged stock. The estimated costs comprise £2.5 million for plant replacement, £1.4 million for building repair and reinstatement, and £195,000 for damaged contents and stock. These estimates are based on a 2024 Eunomia interview with a waste operator (reporting 2023 costs).

In addition, a Severity Category 1 facility fire is assumed to result in £235,000 of business interruption costs, including downtime, waste diversion, overtime working and lost profits. This estimate is informed by Home Office evidence[16], which suggests that business interruption costs are equivalent to around 5% of total property damage costs, alongside evidence gathered through a Eunomia interview with a waste operator.

All costs have been uprated to 2025 prices using inflation. On this basis, the total cost borne by the waste operator for a Severity Category 1 facility fire is estimated at £4,656,279.

Fire and rescue service costs: For Severity Category 1 facility fires, the cost to fire and rescue services is estimated at £399,673. This estimate is based on interviews conducted with the Environment Agency and the London Fire Brigade for the 2021 study and has been uprated to 2025 prices using inflation.

EA costs: For Severity Category 1 vehicle fires, the cost to the Environment Agency is estimated at £18,167. This estimate is based on the Environment Agency's 2019 charging scheme and has been uprated to 2025 prices using inflation.

The cost impact factors in Table 7-1 are then applied to the Severity Category 1 cost estimates to derive the corresponding cost per fire for Severity Categories 2, 3 and 4.

[15] Environment Agency (2026) Environmental permits and abstraction licences: tables of charges. Available at: https://www.gov.uk/government/publications/environmental-permits-and-abstraction-licences-tables-of-charges
[16] Home Office (2023) Economic and social cost of fire. Available at: https://www.gov.uk/government/publications/economic-and-social-cost-of-fire/economic-and-social-cost-of-fire#costs-as-a-consequence-of-fire

Material Focus is an independent, not-for-profit organisation on a mission to stop valuable, critical and finite materials inside electricals from going to waste. We do this through...

Insights

We identify, produce and share insights to improve the UK e-waste system and inform policy decisions.

Investments

We identify and fund projects that make it easier to reuse and recycle; or that encourage circular design.

Inspiration

We inspire, educate and encourage the UK public to fix, donate, sell and recycle their unwanted electricals through our Recycle Your Electricals campaign.

www.materialfocus.org.uk