

# The ELV Directive What comes next?



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# Outline

## 1. The ELV Directive

- The general lines and the objectives of the Directive
- Extended Producer Responsibility in the ELV Directive
- ELV existing targets

## 2. Achievements and remaining challenges and opportunities

## 3. Legislative changes affecting the ELV Directive

## 4. Towards the future



# The ELV Directive

- *ELVs are a priority waste stream already from 1982s/1990s*
- *Objectives: minimise the environmental impact of ELVs (reduce the final disposal and improve environmental performance of economic operators) and ensure proper functioning of the internal market and avoid distortions of competition*
- *Prevention: design new vehicles taking into account dismantling, reuse and recycling and substance ban for materials and components of vehicles (also spare parts) (Pb, Hg, Cd, CrVI - Applies since 1 July 2003 - List of exemptions in Annex II to be revised by the Commission on a regular basis according to technical and scientific progress)*
- *De facto: an instrument to drive **circularity in the automotive sector***



# Producer's Responsibility

## ***Design responsibility***

- Producers to limit the use of hazardous substances in vehicles
- Producers to design more recyclable vehicles to facilitate dismantling, recycling and reuse and reach the targets
- Standards for dismantling, recoverability and recyclability in the type-approval directive (The "3R Directive: EU Directive 2005/64/EC)
- Producers to integrate more recycled materials in new vehicles

## ***Organisational responsibility***

- Economic operators to set up collection systems and achieve targets

## ***Financial responsibility (free take back)***

- End-user needs certificate of destruction (CoD) for the deregistration of ELV

## ***Information responsibility (coding standards)***

- Coding standards to facilitate identification of components suitable for reuse and recovery
- Provide dismantling information in IDIS

# ELV – Treatment and organisation

- Treatment by Authorised Treatment facilities (ATFs)
- Minimum technical requirements for storage and treatment of ELVs
  - Hazardous materials to be removed before shredding, stripping to ensure suitability of components for reuse and recovery
- MS to encourage treatment operators to implement certified environmental management systems
- Vehicles are not to be deregistered without a certificate of destruction to be provided by the ATF (or producer or dealer)

# Reuse/Recycling/Recovery Targets

- *Targets to be reached as **from 2006**:*
  - Minimum reuse and recovery: **85%**
  - Minimum reuse and recycling: **80%**
- *Targets to be reached as **from 2015**:*
  - Minimum reuse and recovery: **95%**
  - Minimum reuse and recycling: **85%**
- *Lower targets for vehicles produced before 1980:*
  - Minimum reuse and recovery: 75%
  - Minimum reuse and recycling: 70%

*Commission to be informed*



# Materials in an ELV in 2015\*

<i>Ferrous Metal</i>	66%
<i>Non Ferrous Metal</i>	9%
<i>Plastics and Process Polymers</i>	12%
<i>Tyres</i>	3%
<i>Glass</i>	2%
<i>Batteries</i>	1%
<i>Fluids</i>	1%
<i>Textiles</i>	1%
<i>Rubber</i>	2%
<i>Other</i>	2%

*Plastics\*: PP 40%, ABS 7%, PC4%, PA 8%, PU 11%, PE 5%, PVC 7%, Epoxy 1%, Other: 17%*

\*Commission Staff Working Document on targets 2007



# Achievements of the ELV Directive

- Contributed to making the car manufacturing in the EU a more efficient, innovative and more sustainable industry
- No more abandoned ELVs, increase in the number of ELVs treated in Authorised Treatment Facilities (ATFs); increase in the number of ATFs and ATFs with environmental standards
- Design of new vehicles for disassembly and design for reuse and reduction of hazardous substances
- Improved information for dismantling and parts (IDIS)
- New Technologies for the treatment of ELVs (e.g. post-shredding) and specific environmental and health improvements (waste oils and fluids, tires etc.)
- Proper treatment of recycling/recovery of not only materials with a positive value
- Reduction of hazardous substances largely achieved

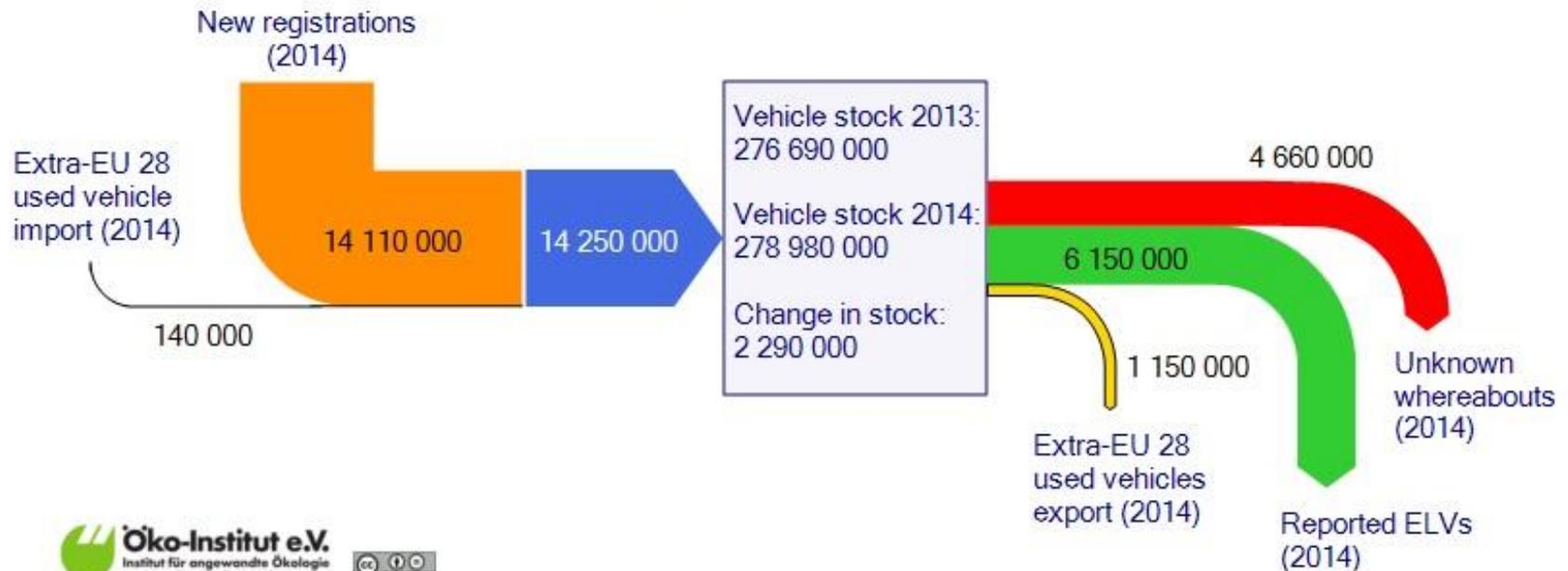
# Challenges and Opportunities

- Systemic problem with statistically **missing ELVs**; only a part of deregistered ELVs receive a certificate of destruction (CoD)
- Inadequate link between registration and de-registration or re-registration
- Lack of good quality data
- Recycling infrastructure effectiveness
- Design: design for assembly, for manufacture, for recycling/reuse, for environment, for life-cycle (i.e. life-cycle engineering), for quality, for maintainability, for reliability
- Innovations are expected, i.e. concerning material separation enhancement, thermo-chemical conversion (gasification and pyrolysis) and recycling/recovery routes of the residue.

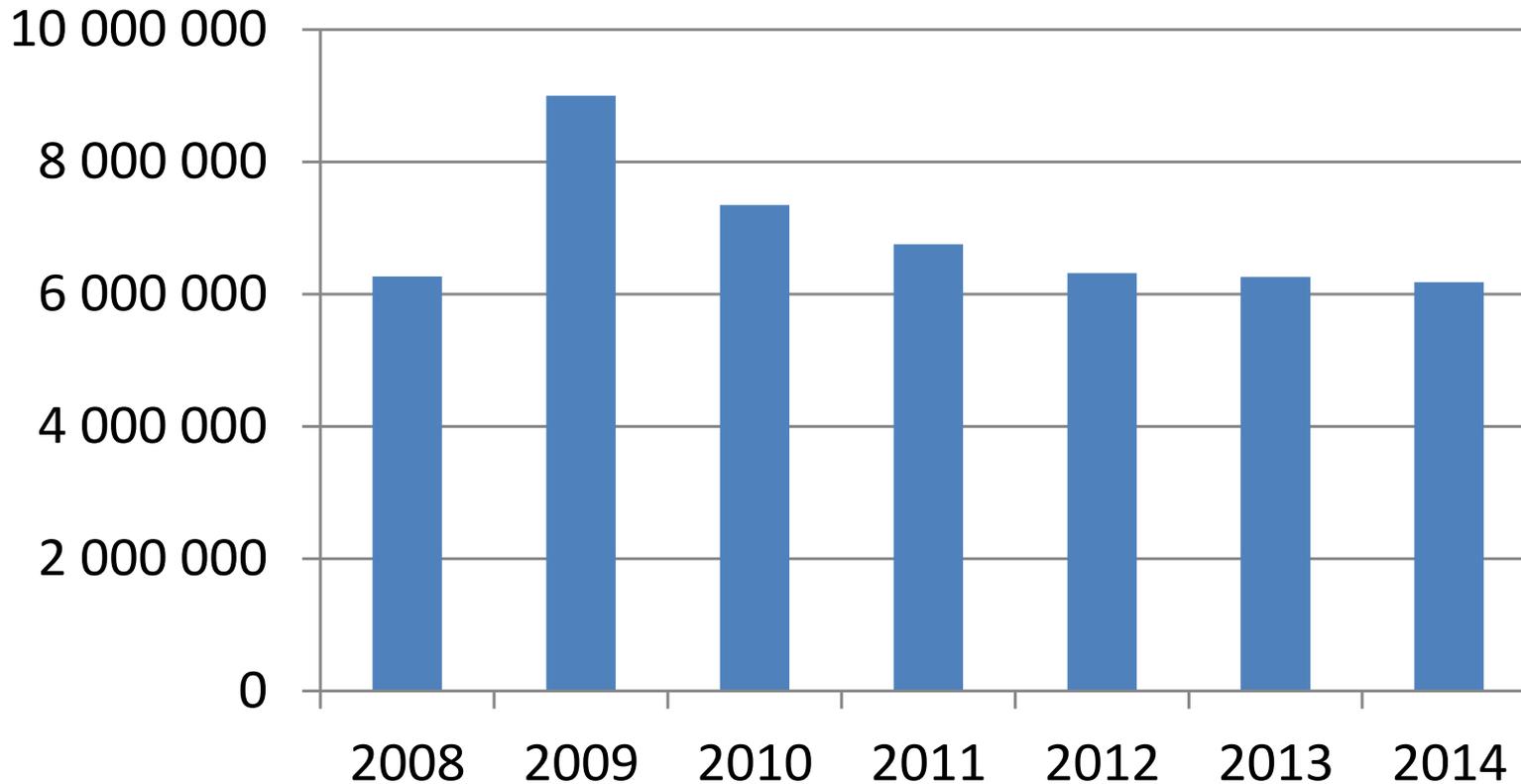
# Remaining Challenges – Missing ELVs

## ELVs, registered vehicles, import / export: 2014

Vehicle stock development in EU 28 - 2014  
(M1+N1 - vehicles)



# Total number of reported ELVs for EU-28 (estimates applied for missing data)



# Commission's initiatives

- Waste Shipment's Correspondents Guidelines for Waste Vehicles No 9
- Reviewed WSR: Inspection Plans required by 2017
- ESTAT Guidelines on Reporting (revised) require also reporting of registered and de-registered vehicles in addition to number of CoDs
- Commission's compliance promotion initiative on the implementation of the ELV Directive with emphasis on the ELVs of unknown whereabouts, study and consultations – consultant's recommendations
- Best Environmental Management Practice for the Car Manufacturing Sector (best practice: inspiring environmental improvements from front runners' achievements, sectoral reference document under EMAS – guidance for the whole sector
- European Strategy for Plastics in a Circular Economy and interface between chemical, product and waste legislation

# Future legislative changes affecting the ELV legislation

- Waste package - Expected adoption in April 2018
  - Proposal for a Review of the ELV Directive by 31 December 2020
  - Proposal for a Review of the Batteries and the WEEE Directives
- Revision of COM DEC 2005/293 on reporting on ELV targets
- Upcoming evaluation of the Regulation on Shipments of Waste and the Batteries Directive



# Legislative Set-Up

- Directive 2000/53/EC on end-of-life vehicles
- Commission Decision 2001/753/EC concerning a questionnaire for Member States tri-annual reports on the implementation of Directive 2000/53/EC
- Commission Decision 2002/151/EC on minimum requirements for the certificate of destruction
- Commission Decision 2003/138/EC establishing component and material coding standards
- Commission Directive 2005/64/EU on type-approval of motor vehicles with regards to their reusability, recyclability and recoverability (the 3R Directive)
- Commission Decision 2005/293/EC laying down detailed rules on the monitoring of the reuse/recovery and reuse/recycling targets
- Annex II– 9<sup>th</sup> amendment

# Points to be considered to improve the implementation of the ELV Directive

## For better ELV tracking

- Improvement of registration and de-registration
- Better statistics
  - ❖ Monitoring of intra-EU trade
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- Improving data on vehicle stock and import/export to enable better monitoring
- Awareness; incentives and/or penalties for issuing and presenting CoDs
- Enforcement to reduce illegal dismantling of ELVs at dealers and repair shops

## For better performance

- Alignment of definitions
- Standards for ELV treatment
- Targets for materials

# New challenges

- Electric Vehicles
  - Second life for Batteries from EVs – EPR questions
  - Dismantling/repair – information to dismantlers
- Improvement of information in IDIS (ex. POPs in vehicles)
- A number of 27 raw materials identified as critical by the EU (COM(2017)490) are to be found in vehicles, in particular EVs, and their expected growth will significantly affect the issue
- Revision of Commission Decision 2005/293 on monitoring of the ELV targets
  - Annual data to be accompanied by quality report?
  - Reporting per material?
  - Reporting per vehicle stock?



**For more information please visit:**

[http://ec.europa.eu/environment/circular-economy/index\\_en.htm](http://ec.europa.eu/environment/circular-economy/index_en.htm)

[http://ec.europa.eu/environment/waste/target\\_review.htm](http://ec.europa.eu/environment/waste/target_review.htm)

[http://ec.europa.eu/environment/waste/elv\\_index.htm](http://ec.europa.eu/environment/waste/elv_index.htm)

<http://epp.eurostat.ec.europa.eu/portal/page/portal/waste/data/wastestreams/elvs>

<http://ec.europa.eu/eurostat/data/database>

*Thank you for your attention!*

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