



# *Green Economy: 10 years Success Story of End-of-Life Vehicles*

EGARA

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Speaker: Artemis Hatzi-Hull



# Outline

- 1. The E.L.V Directive**
- 2. Extended Producer Responsibility in ELV**
- 3. The importance of car recycling for a resource efficient Europe**
- 4. Implementation of ELV Directive in Member States**
- 5. Towards the Future**



# *The ELV Directive*



# Objectives

- Minimise the environmental impact of ELVs
  - Reduce the final disposal
  - Improve environmental performance of economic operators
- Ensure proper functioning of the internal market and avoid distortions of competition
- Reduce the use of hazardous materials
- Standardise treatment requirements (ensuring that treatment facilities hold permit and have the necessary equipment to prevent pollution)

## Scope

→ Vehicles category M1 and N1



# *Extended Producer Responsibility*



# EPR overview

## ■ Design responsibility

- Producers to limit the use of hazardous substances in vehicle production
- Producers to design more recyclable vehicles (in order to reach targets)
- Standards for dismantling, recoverability and recyclability in type-approval directive
- Producers to integrate more recycled materials in new vehicles

## ■ Organisational responsibility

- Economic operators to set up collection systems and achieve reuse, recovery and recycling targets

## ■ Financial responsibility (free take back)

## ■ Information responsibility (coding standards)



# Design Responsibility

## ■ Design responsibility

→ Producers to limit the use of hazardous substances in vehicle production

## ■ Reduction of hazardous substances achieved

→ Annex II to the ELV Directive: driver for lifecycle emission reduction (2010 ACEA report)

- 99,6% in the use of lead
- 96% in the use of cadmium
- 0% in the use of mercury (which is phasing-out)
- 99,9% in the use of hexavalent chromium



# Collection

• ELV / Authorised Treatment Facility

■ **Member States to guarantee adequate availability of collection facilities**

■ **Economic operators to set up collection systems**

- End-user can return ELV free of charge
- Producers pay for all or significant part of take-back costs, in case ELV has a negative value
- Take-back is not fully free of charge, if:
  - ELV does not contain essential components such as engine or coachwork or ELV contains added waste

■ **End-user needs certificate of destruction for deregistration**

# Treatment

- **Minimum treatment requirements in Annex I**
- **Treatment operators need a permit**
- **ELV needs to be de-polluted as soon as possible**



DEPOLLUTION



# *The importance of car recycling for a resource-efficient Europe*



# Reuse – Recycling - Recovery

## ■ Targets to be reached as from 2006:

- Minimum reuse and recovery: 85%
- Minimum reuse and recycling: 80%



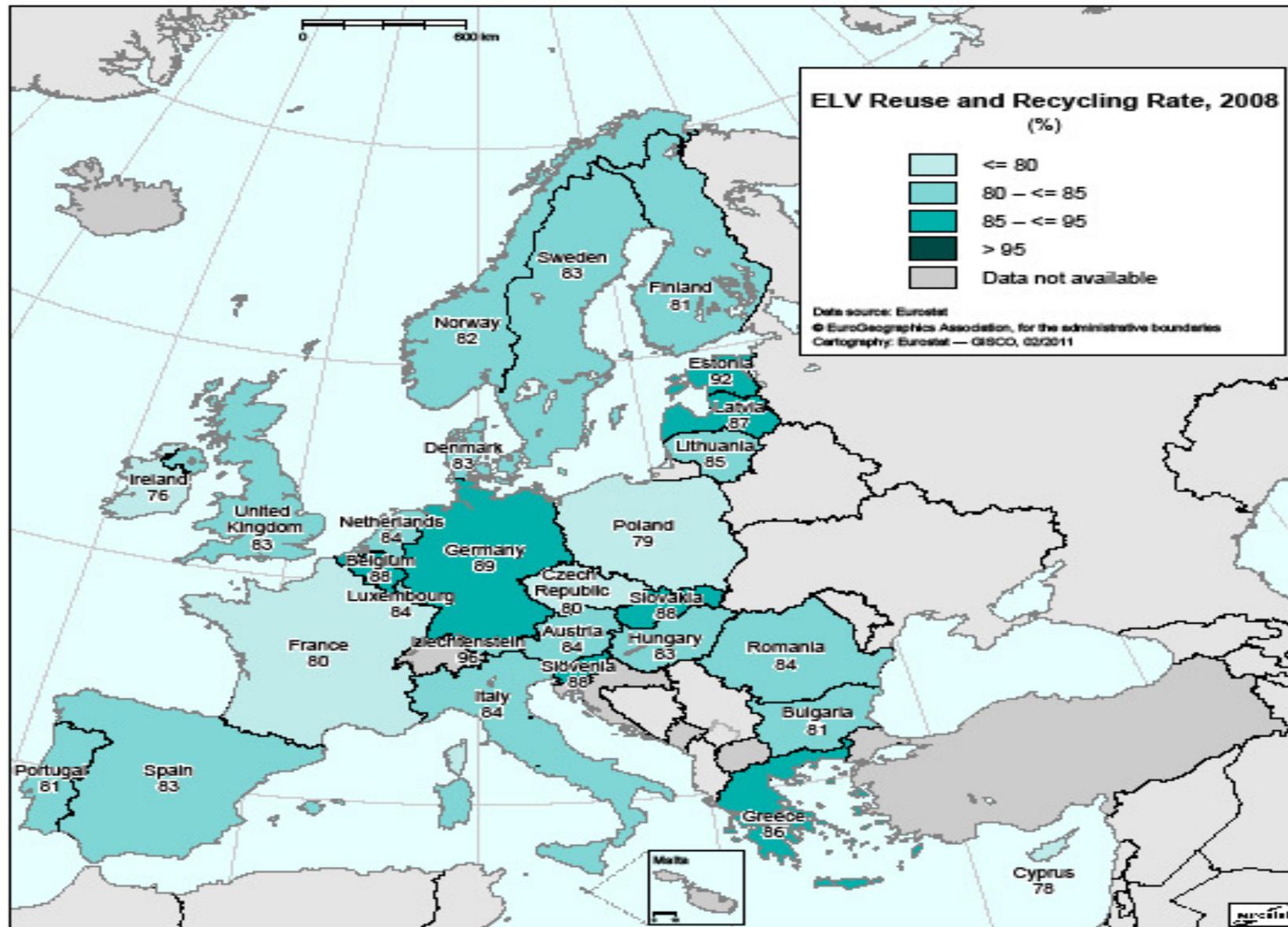
## ■ Targets to be reached as from 2015:

- Minimum reuse and recovery: 95%
- Minimum reuse and recycling: 85%

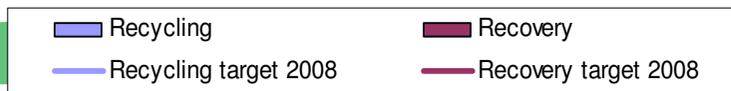
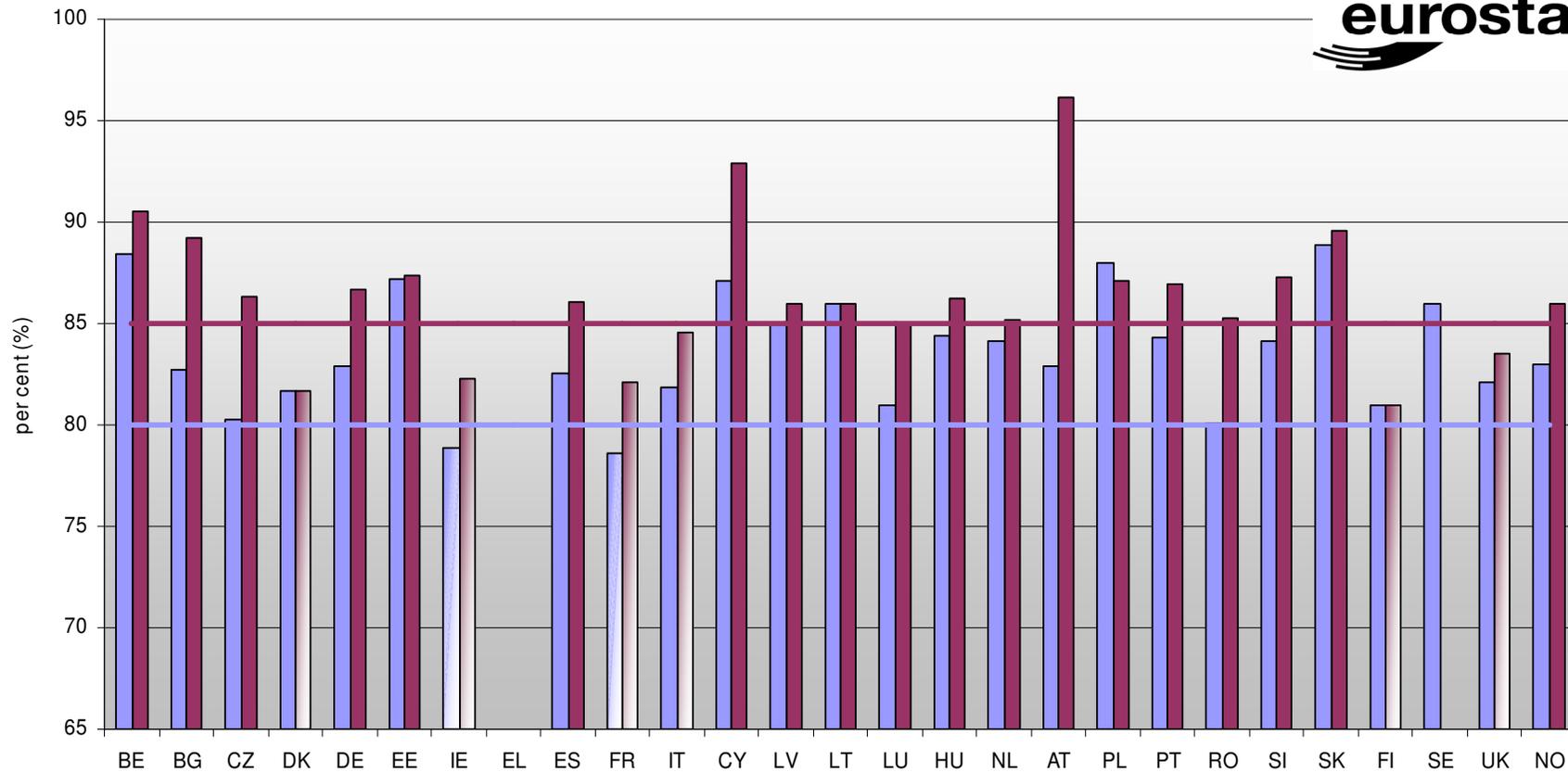
## ■ Lower targets for vehicles produced before 1980:

- Minimum reuse and recovery: 75%
- Minimum reuse and recycling: 70%
  - Commission to be informed

# Progress achieved: ELV targets – reuse and recycling

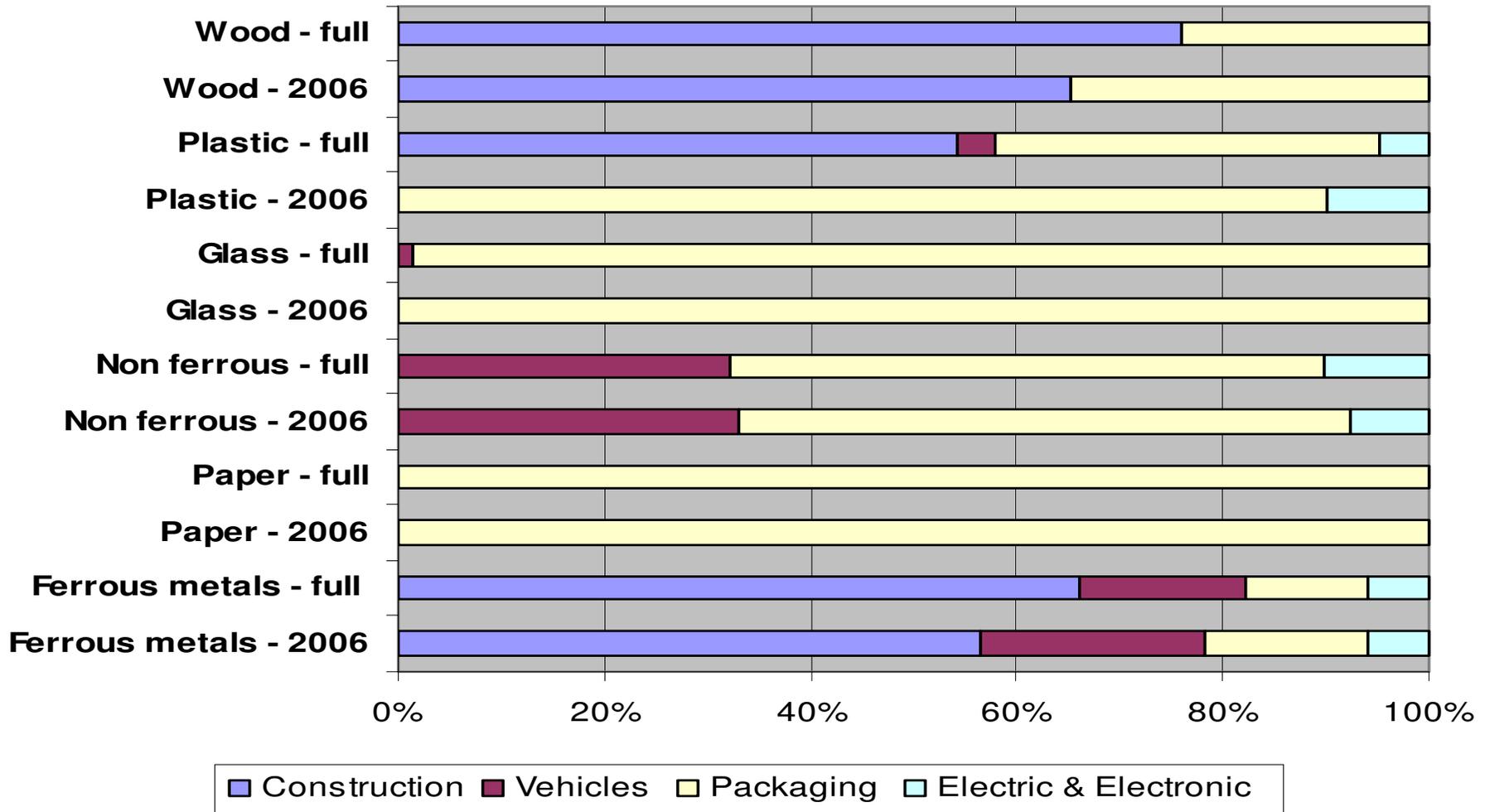


# Recovery and recycling of ELV in 2009



# Moving towards Sustainable Material Management

**Material and Recycling : Contribution of each Directive**  
 (recycled in 2006 and recycled through full implementation of the Directives)



Source: Derived from study; "Analysis of the key contributions to Resource Efficiency", BIO Intelligence Service with Social Ecology Vienna, for DG ENV

# Calculation of targets and Valuable Waste

- **Description of the monitoring process: an average weight of 900kg used for the incoming ELVs, determined through a representative weighing campaign.**
  - Non-metallic reuse – 1.6%
  - Recycling of fluids – 1.5%
  - Recycling of tyres – 2.4%
  - Energetic recovery of tyres – 1.2%
  - Recycling of glass – 2.4% (manual dismantling) 3% (glass separated at the shredder)
  - Fix metal content of an ELV – 75% traded as scrap
  - Catalytic Converters ("cats") – extract of precious metals
  - Batteries



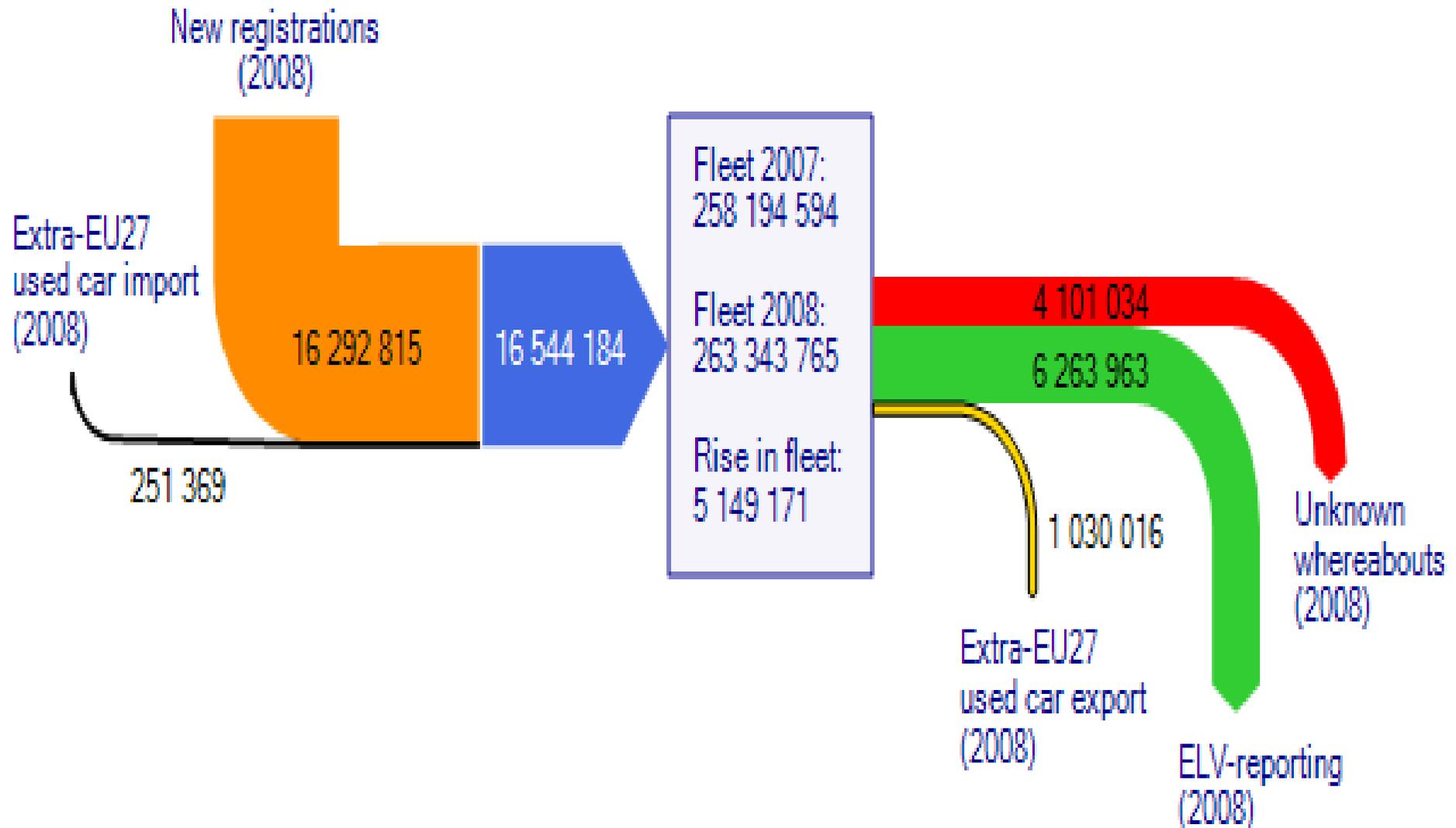
# *Implementation of the ELV Directive in the Member States*



# Implementation of the ELV Directive

- 8 open infringements for non-conformity
- 1 open case in front of the ECJ
- 2 ECJ rulings against MS
- Commission's Report on implementation for 2005-2008 recognizes that "implementation is not satisfactory and the overall implementation should be further improved"
- E.P. ENVI Committee invited the Commission to take measures to improve implementation and stop illegal exports

# Balance EU-27: Fleet development in Europe for 2008 (M1 + N1 vehicles)



# ELV arising: problems and EU action

- **Data for 2006 (first compulsory reporting) showed problems to reach the targets and discrepancies in methodologies used**

- Working group (Commission, Member States and industry) to agree on common methodology
- Common guidelines for MS issued by DG ESTAT

- **Reports and studies estimate about 13,000,000 ELVs but only 6,263,963 reported for 2008**

- Deregistration and CoD issues; export markets; unknown whereabouts (illegal activity, garaged old vehicles...)
  - Guidelines for Shipment of Waste Vehicles apply from Sep. 2011
  - Questionnaire addressed to MS inquiring on the national ELV management systems

- Enforcement

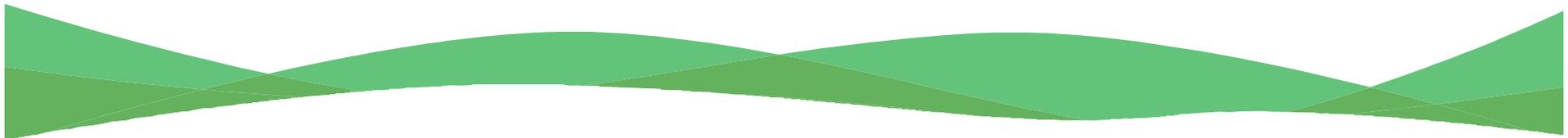


# *Towards the Future*



# Challenging Projections for 2020

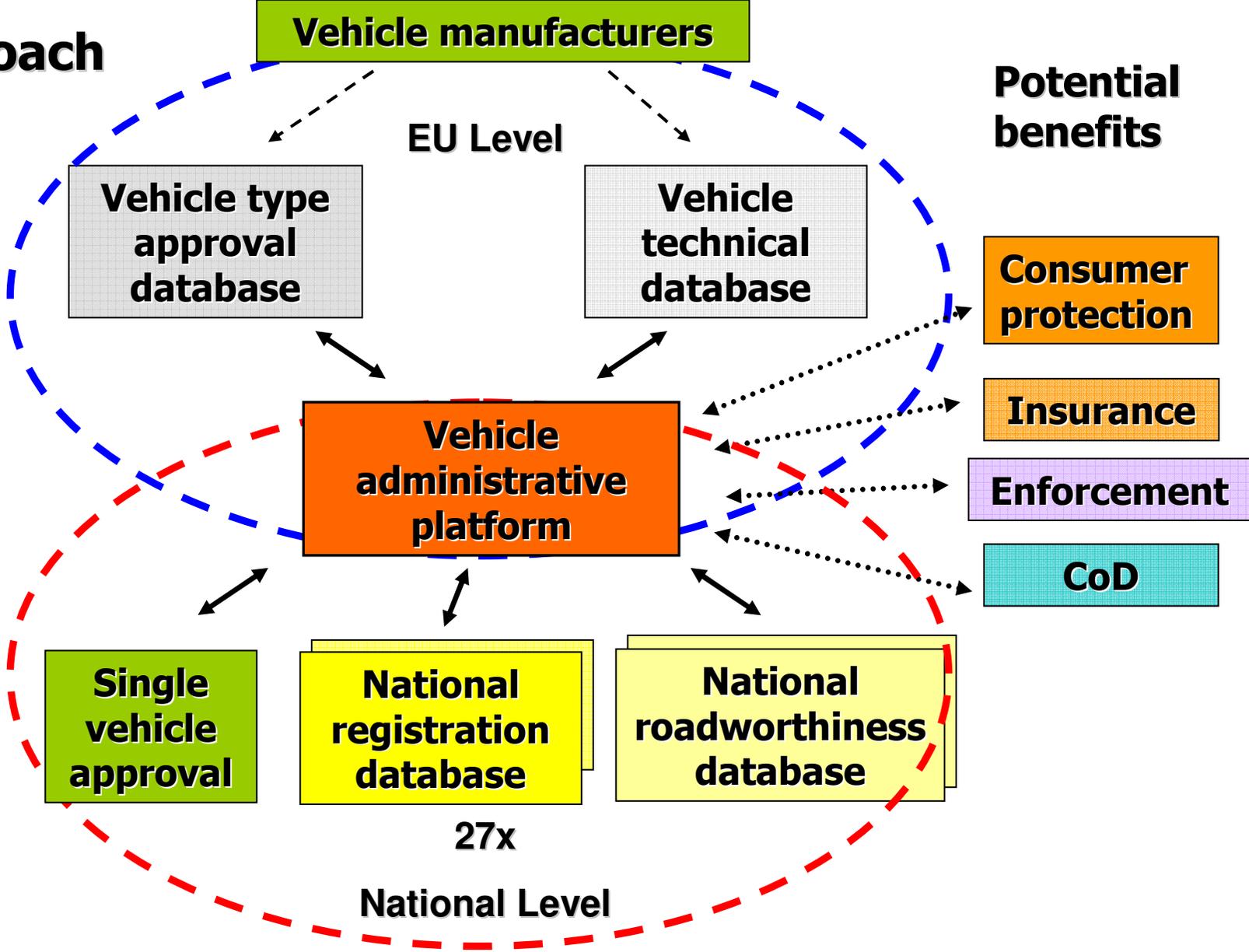
- ELV's projected 16,600,000  
*(ETC/RWM working paper 2008/2)*
- Average Weight per ELV in 2020 1025kg's  
*(Various Reports)*
- 17,015,000 Tonnes of ELV's
  - **These vehicles are on the road now!**
  - **Typically registered in 2005**
- 95% = 16,164,250 Tonnes



# Future expectations in ELV

- Member States reports on targets 2009
- Sixth amendment of Annex II to the ELV directive granting exemptions to the use of hazardous substances above an accepted limit (previous amendments in 2002, 2005, 2008, 2010 and 2011)
- Common shredding methodology to be agreed in 2012 and amendment of COM DEC 2005/293/EU on annual reporting
- Future link to EU other policies (ex. DG MOVE – vehicles administrative platform)

# New approach



# ONLY ONE EARTH

For more information please visit:

[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>



Thank you for your attention!

[Artemis.Hatzi@ec.europa.eu](mailto:Artemis.Hatzi@ec.europa.eu)



<http://ec.europa.eu/environment/>

