



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

ECOMONDO

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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



■ Eco-design

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

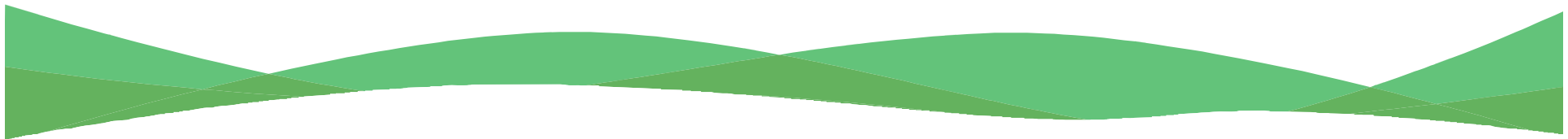
ELV Management Systems in EU

■ Funded Systems

- Capture Majority of ELV's arising in their country
- Few complaints of illegal activity
- Likely to meet 85% target in 2010 but stricter legal obligations to economic operators may be considered

■ Non-Funded Systems

- Far lower volumes of ELV's arising than expected
- Complaints regarding the numbers of illegal operators
- Struggling to meet 85% target for 2010





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%



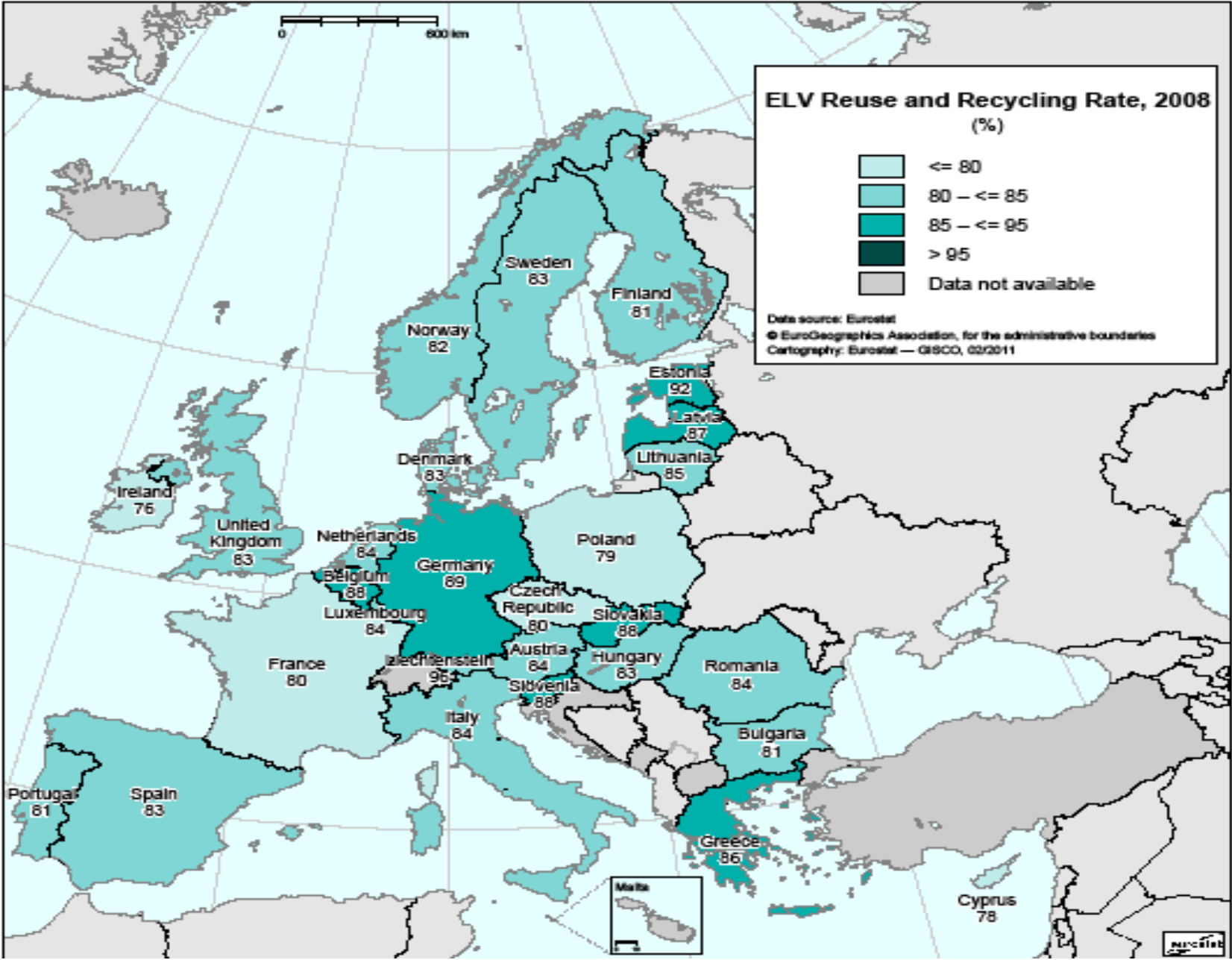
■ Targets to be reached as from 2015:

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

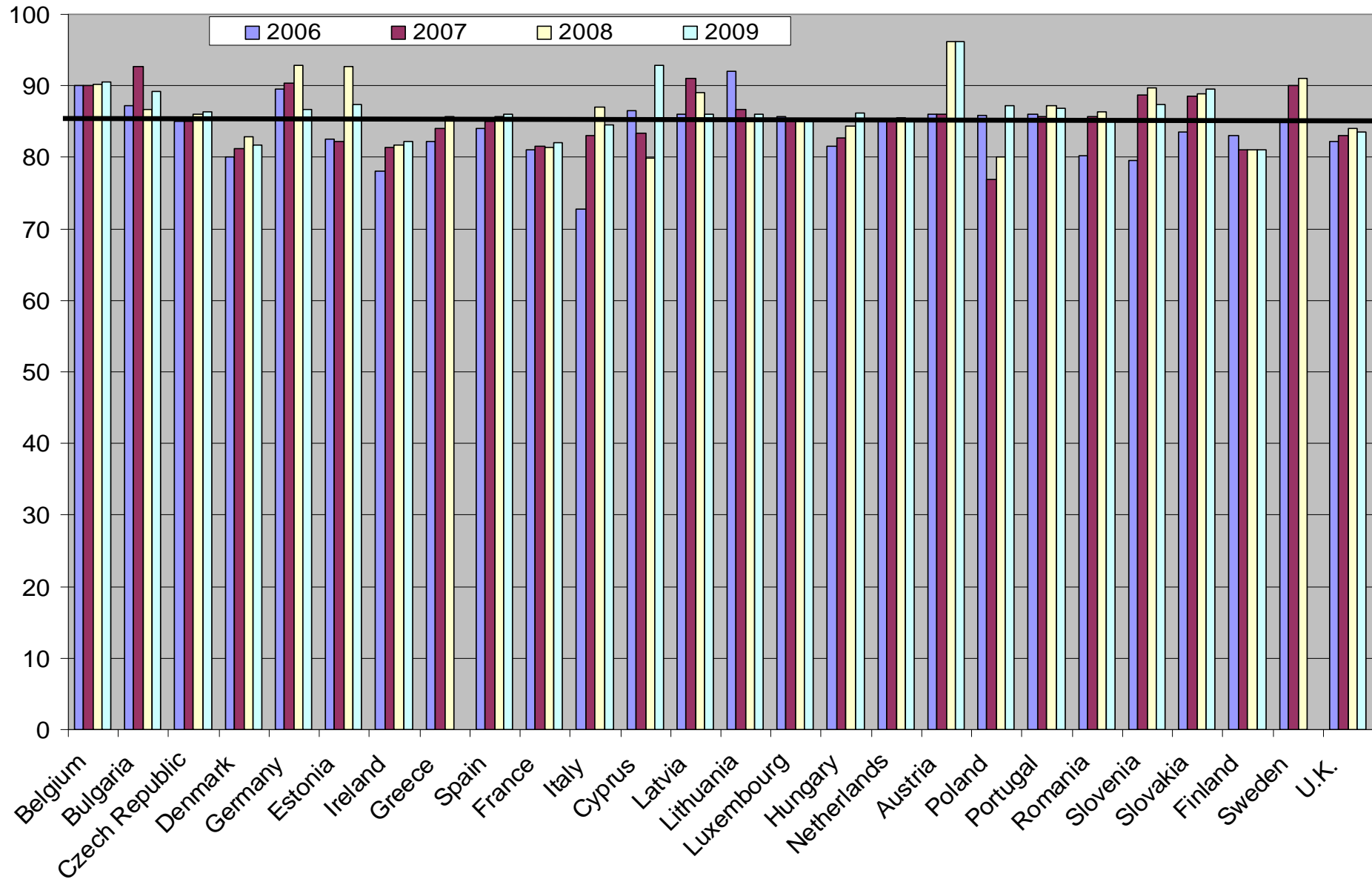
■ Lower targets for vehicles produced before 1980:

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

Progress achieved: ELV targets – reuse and recycling



Reuse and recovery reports for 2009



ELV targets and Italy

Targets to be reached as from 2006:

→ **Minimum reuse and recovery: 85%**

2005: 734.904 tonnes or 70,8%

2006: 825.050 tonnes or 72,7%

2007: 1.010.437 tonnes or 83,1%

2008: 824.309 tonnes or 87,1%

→ **Minimum reuse and recycling: 80%**

2005: 136.038 tonnes or 69,9%

2006: 127.735 tonnes or 70,3%

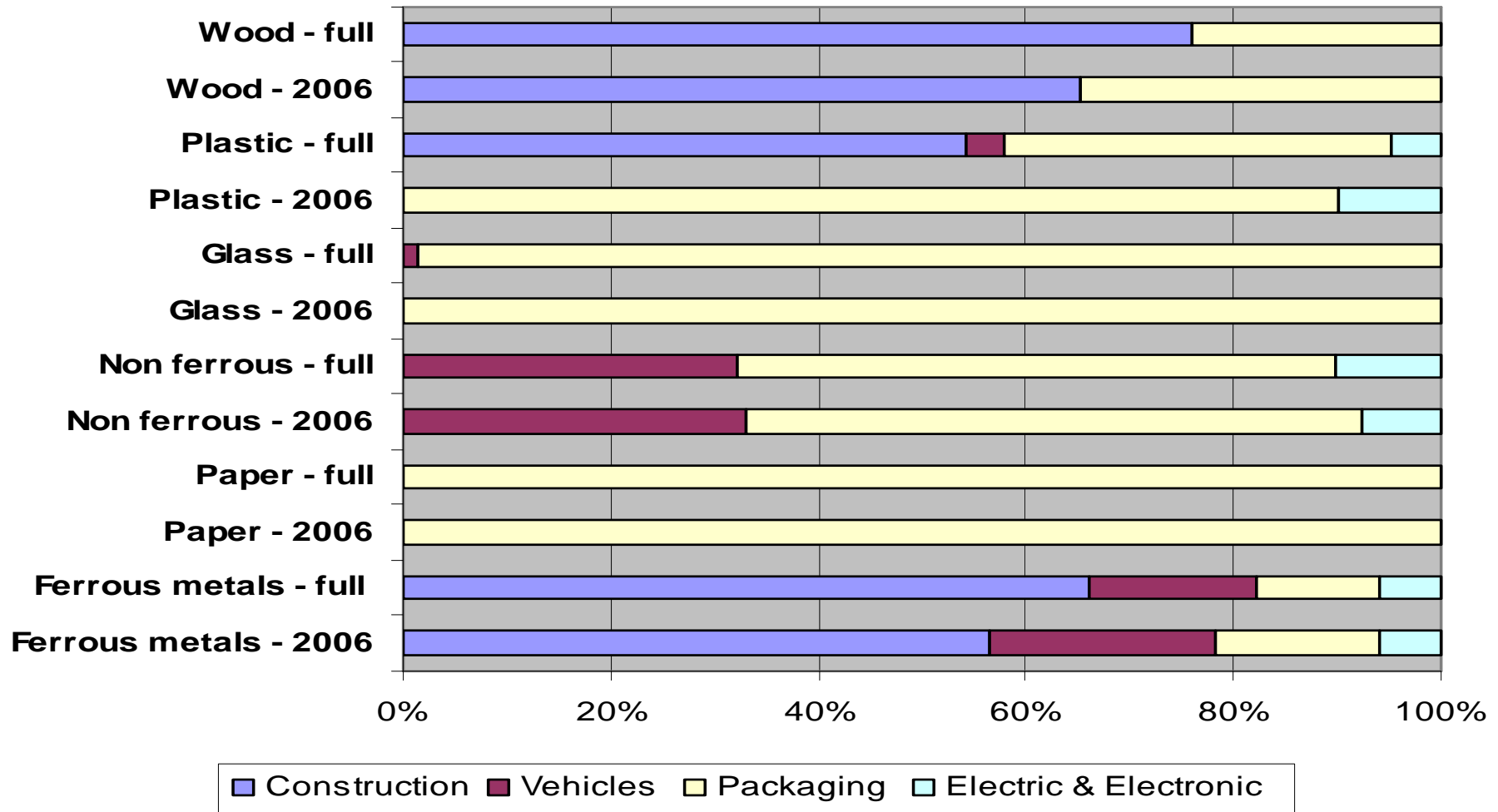
2006: 183.542 tonnes or 82,3%

2008: 139.660 tonnes or 84,3%

→ Total shredding in tonnes 693.379 for 2008 (2nd after UK)

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



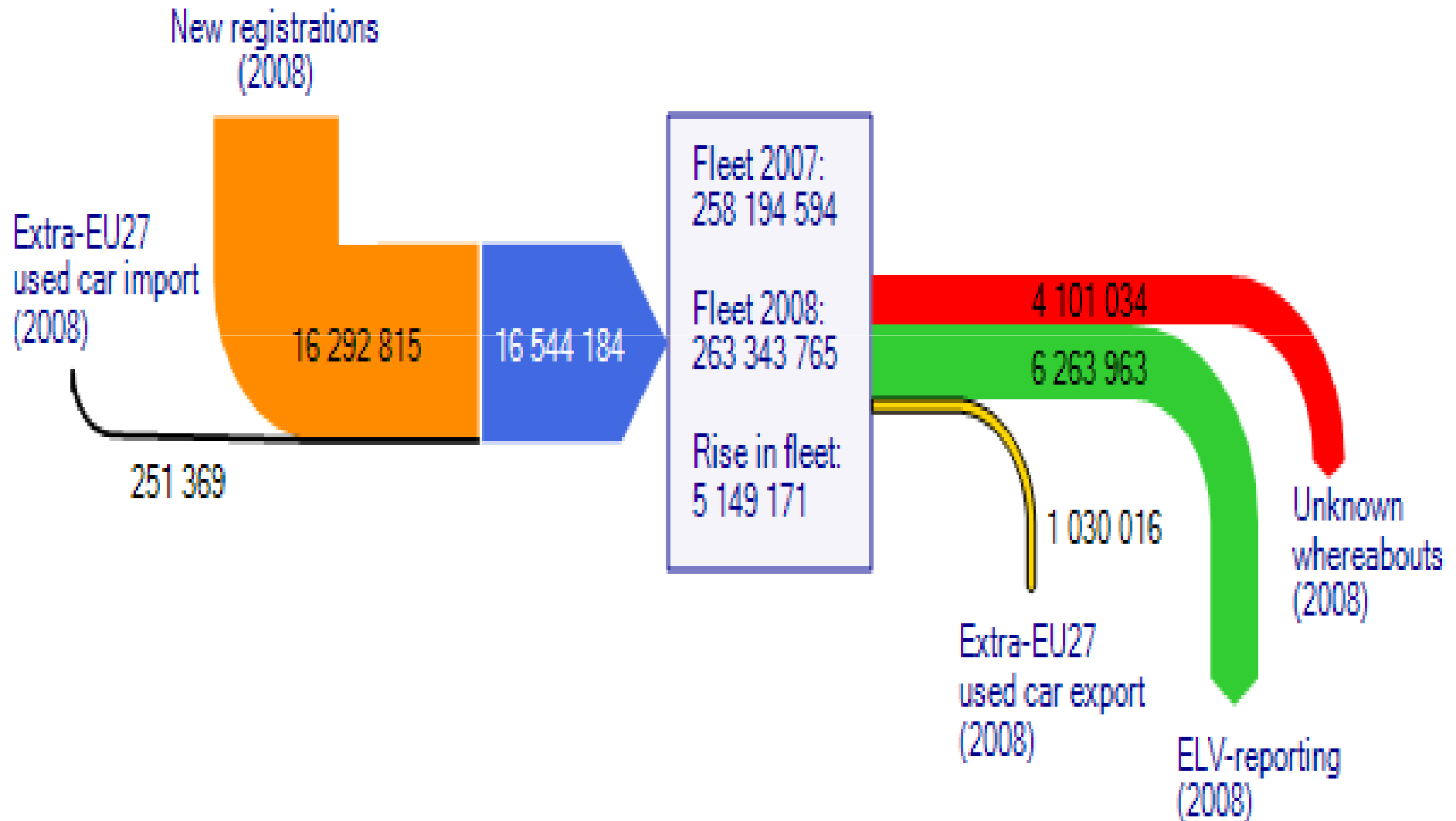
Implementation of the ELV Directive in the Member States



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

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

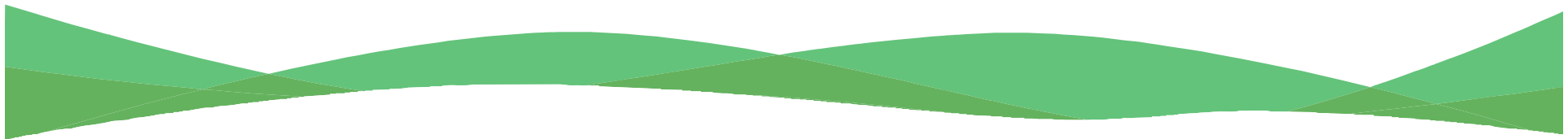


Towards the Future



Challenging Projections for 2020

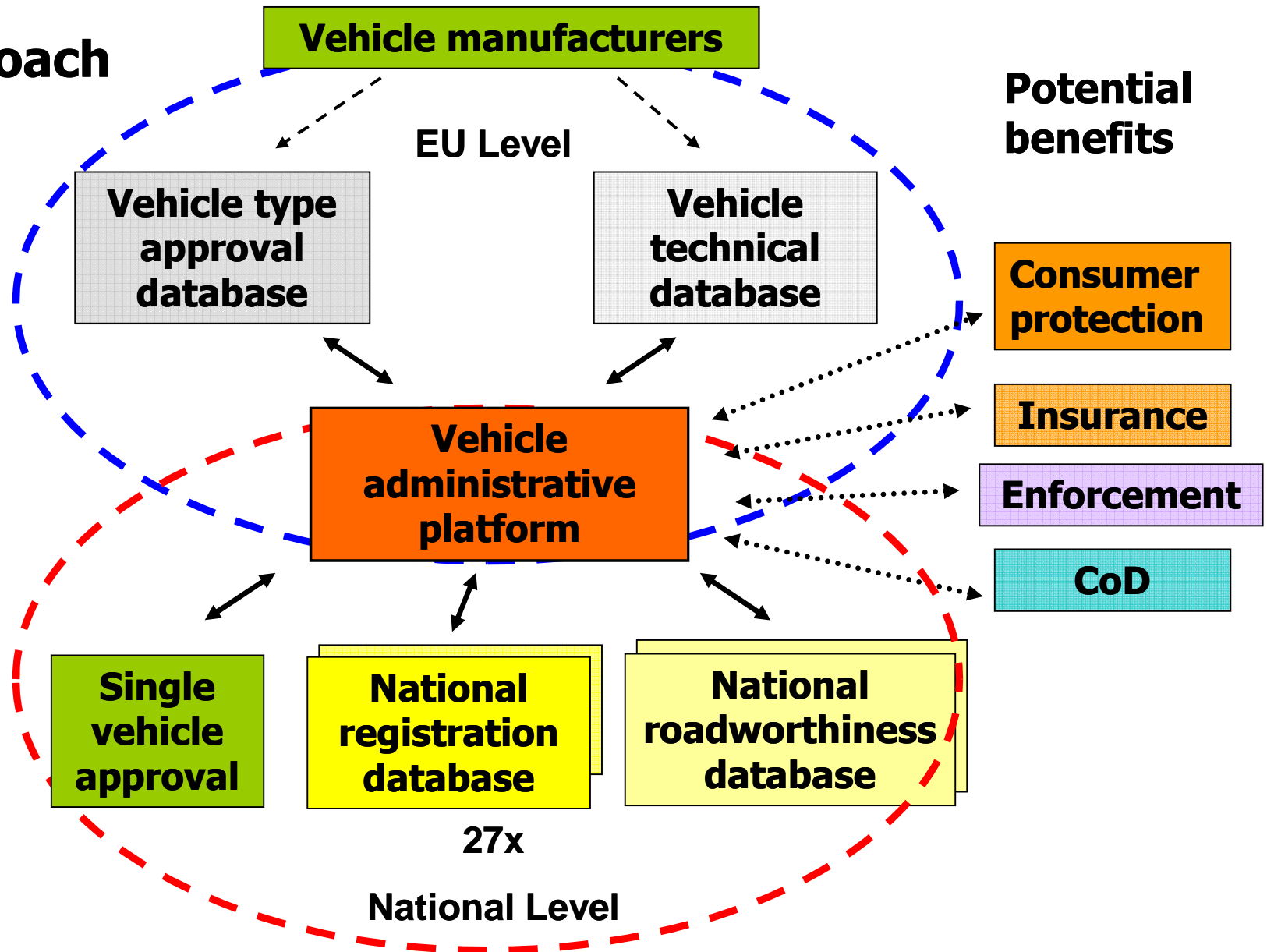
- ELV's projected 16,600,000
(ETC/RWM working paper 2008/2)
- Average Weight per ELV in 2020 1025kg's
(Various Reports)
- 17,015,000 Tonnes of ELV's
 - **These vehicles are on the road now!**
 - **Typically registered in 2005**
- 95% = 16,164,250 Tonnes



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

Thank you for your attention!

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

