

# The ELV Directive and assessment of its implementation



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# Outline

## 1. The ELV Directive

- Objectives of the Directive
- Legislative set-up
- Targets

## 2. Extended Producer Responsibility in ELV Directive

## 3. Achievements and remaining challenges

## 4. Current legislative discussions and ELV Directive

## 5. Next steps in the future



# Objectives

- *Minimise the environmental impact of ELVs (reduce the final disposal and improve environmental performance of economic operators)*
- *Ensure proper functioning of the internal market and avoid distortions of competition*

# Prevention

- *Design new vehicles taking into account dismantling, reuse and recycling*
- *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*



# 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*
- *Commission Decision 2005/293/EC laying down detailed rules on the monitoring of the reuse/recovery and reuse/recycling targets*

# 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*

# Producer's Responsibility

## ***Design responsibility***

- Producers to limit the use of hazardous substances in vehicles
- Producers to design more recyclable vehicles (to reach the targets)
- Standards for dismantling, recoverability and recyclability in the type-approval 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)***





# Achievements of the ELV Directive

- The ELV Directive has been transposed by all EU Member States
- No more abandoned ELVs
- Design of new vehicles for disassembly and design for reuse and reduction of hazardous substances
- Increase in the number of ELVs treated in ATFs
- Increase in the number of Authorised Treatment Facilities (ATFs) and with ATFs with environmental standards
- Improved information for dismantling and parts
- 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

# Remaining Challenges

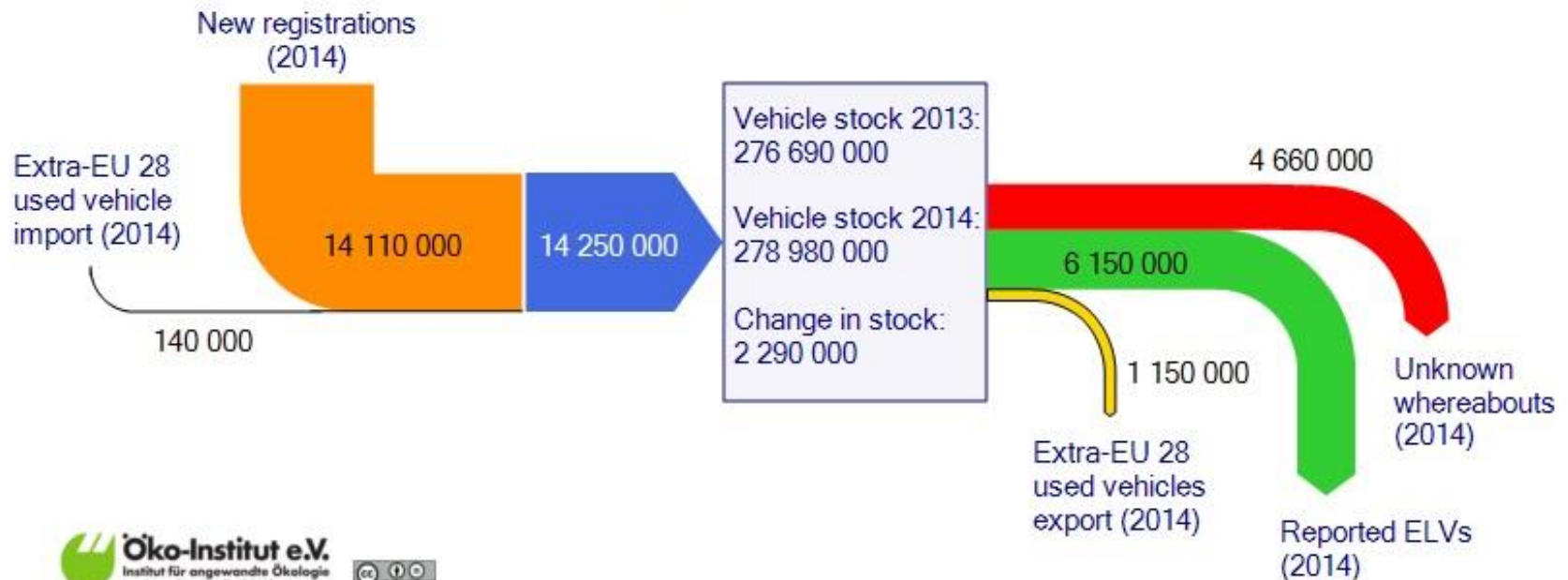
- Systemic problem with statistically **missing ELVs**; only a part of deregistered ELVs receive a certificate of destruction (CoD)
- Inadequate link between registration and de-registration or re-registration
- Lack of good quality data
- Recycling infrastructure effectiveness
- Design: design for assembly, 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.



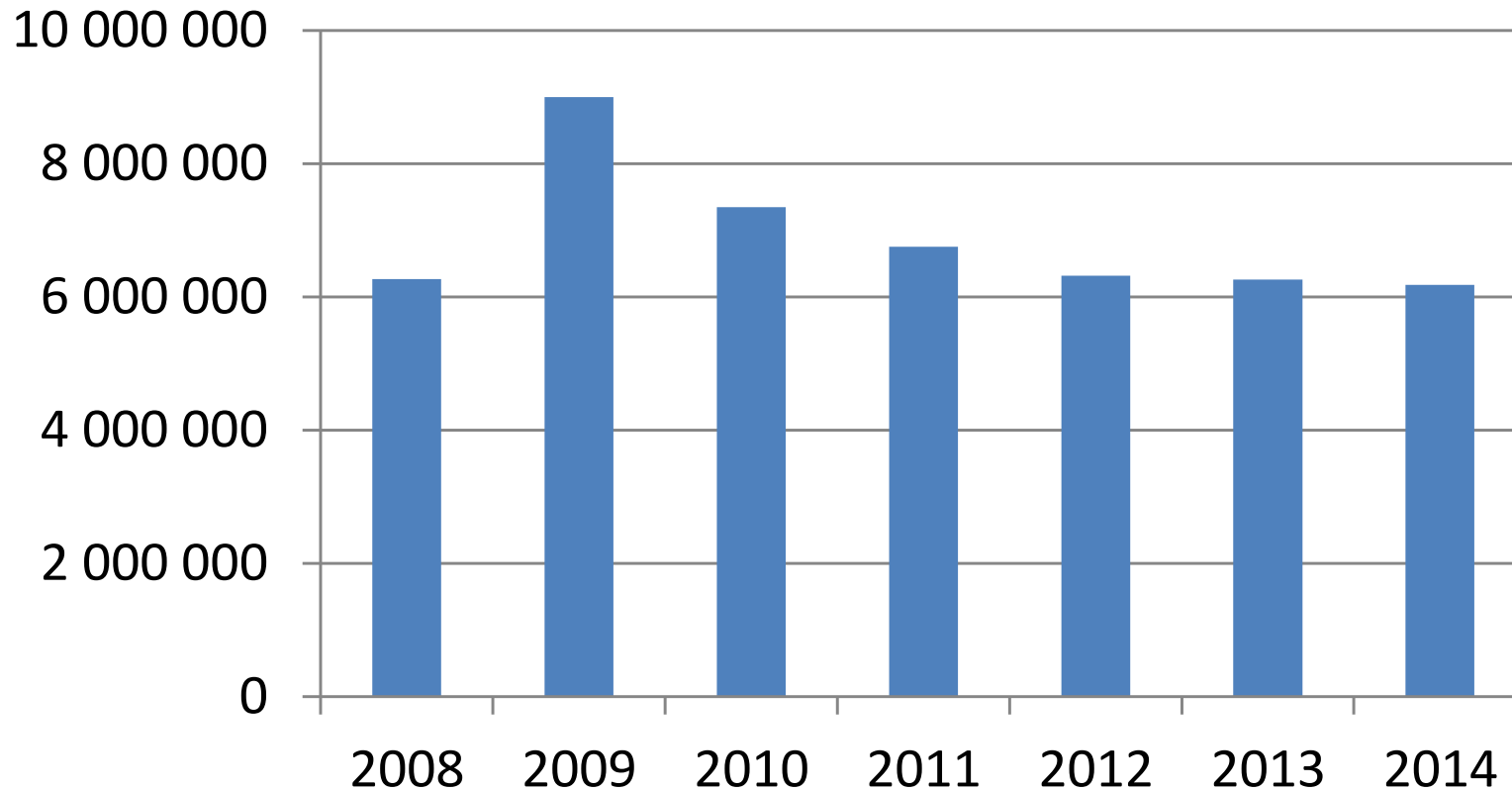
# Remaining Challenges – Missing ELVs

## 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)





## Figures for Poland

*In 2010 (source: the final report of BIOS on implementation of the ELV Directive for 2008-2011)*

- *Estimated number of generated ELVs: +/- 1.000.000*
- *Number of ELVs legally treated: 150.987*
- *Estimated number of illegally treated ELVs: +/-850.000*

*In 2015 (source: Eurostat)*

- *Registered passenger cars: 20.723.423*
- *New registrations: 1.145.506*
- *ELV generated waste (tonnes): 493.468 (+/- 704.954 cars)*



environment



# Commission's initiatives

- Guidelines for Waste Vehicles adopted by the Waste Shipment Correspondents in 2011
- 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
- On-going: Commission's compliance promotion initiative on the implementation of the ELV Directive with emphasis on the ELVs of unknown whereabouts, study and consultations

# Points to be addressed for better ELV tracking

- Monitoring of intra-EU trade
- Monitoring of extra-EU trade:
  - *More complete reporting*
  - *Distinguishing between ELVs/used vehicles*
- Update of the national registration systems
- Better linking up with registration systems of other MS
- Enforcement to reduce illegal dismantling of ELVs at dealers and repair shops and improve ATF compliance - Inspections of ATFs
- Standards for ELV treatment
- Awareness and incentives; penalties

# Current legislative discussions with impact on the ELV legislation

- Waste package and EP recommendations
  - Definition for "remanufacturing"
  - Review of the ELV Directive and present legislative proposals, if appropriate by end 2018, in particular its scope and targets, and considering specific issues such as shipments of used vehicles and resource targets for critical raw materials
  - Common methodology for data collection and processing for all waste streams and electronic reporting within **12** months
- End of tri-annual implementation reports
- Upcoming evaluation of the Regulation on Shipments of Waste and the Batteries Directive

# New challenges

- Electric Vehicles
  - Second life for Batteries from EVs
  - Dismantling/repair – information to dismantlers
- POPs in vehicles
- Reporting per material?
- Revision of the ELV Directive?



**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!  
Dziękuję za uwagę!*

**ONLY ONE EARTH**

