The End-of-life vehicles (ELV) Directive and its implementation

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- Minimise the environmental impact of ELVs
- Producer responsibility
- Design new vehicles taking into account dismantling, reuse and recycling
- Ambitious reuse/recovery/recycling targets: 95%/85% respectively from 2015 (from 85%/80% largely met)
- Substance ban: Pb, Hg, Cd, hexavalent chromium, much reduced exemptions
- Economic operators required to set up systems for ELV collection
- Member States to ensure that ELVs are transferred to Authorized Treatment Facilities where the owner gets a Certificate of Destruction
- Deregistration systems for an ELV upon presentation of a CoD
- Annual reporting on number of treated ELVs
Total number of ELVs reported for EU-28

- 2008: 60000000
- 2009: 90000000
- 2010: 70000000
- 2011: 60000000
- 2012: 60000000
- 2013: 60000000
- 2014: 60000000
Achievements of the ELV Directive

- No more abandoned ELVs
- Increase in the number of ELVs treated in Authorised Treatment Facilities (ATFs)
- Increased number of higher performing ATFs
- New Technologies for the treatment of ELVs
- Proper treatment of recycling/recovery of not only materials with a positive value
- Design for disassembly and design for reuse, use of recycled materials
Remaining Challenges

‘unknown whereabouts’

ELVs, registered vehicles, import / export: 2013

Sources:
Extra EU trade: Eurostat FTS
ELVs: Eurostat
Registered vehicles: POLK / Eurostat / ACEA
Commission's initiatives

- In 2011: Guidelines for Waste Vehicles by the Waste Shipment Correspondents

- 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

- Ongoing: Commission's compliance promotion initiative on the implementation of the ELV Directive with emphasis on the ELVs of unknown whereabouts, study and consultations
Correspondents' Guidelines No.9 on shipments of waste vehicles

- Common understanding of all Member States on the interpretation of the Waste Shipment Regulation
- Guidance to persons arranging shipments of used or waste vehicles; authorities responsible for WSR enforcement; garage owners, dismantlers, recyclers, dealers, traders
- Export from the EU to non-OECD countries of ELVs that are hazardous waste is prohibited (for disposal: all waste)
- The export from the EU of ELVs that are depolluted - non-hazardous waste - is prohibited only to those non-OECD countries that have explicitly banned their import in accordance with Regulation (EC) No 1417/2007 (Trade Regulation on procedures of export of green-listed waste to non-OECD countries)
Criteria and indicators on distinction among vehicle types

Type 1: Operational used vehicle (non-waste): intended for direct reuse - contracts, proof of roadworthiness test, aspect: tyres profile, no corrosion etc.

Type 2: Repairable used vehicle (non-waste): evidence of valid roadworthiness test certificate, declaration repairable, minor repairs, no safety risk

Type 2a: Vintage cars/vehicles (non-waste)

Type 3: Waste vehicle – depolluted (non-hazardous waste): proof that all hazardous liquids and components removed

Type 4: Waste vehicle wreck not depolluted (hazardous waste) - no registration, last roadworthiness test more then 2 y., repair costs (in EU) exceed value of vehicle, battery, fluids not removed, etc.
Challenges 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

- Better linking up with registration (CoD as a requirement for deregistration not fully implemented in practice!)

- Enforcement to reduce illegal dismantling of ELVs at dealers and repair shops and improve ATF compliance

- Awareness and incentives, or disincentives
For more information please visit:

http://ec.europa.eu/environment/waste/elv_index.htm

http://ec.europa.eu/environment/waste/shipments/guidance.htm


Thank you for your attention!