

# Directive 2000/53/EC on End-of-Life Vehicles

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# Legislative Set-Up



Directive 2000/53/EC on end-of-life vehicles

Commission Decision 2001/753/EC concerning a questionnaire for Member States 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 Decision 2002/525/EC amending Annex II of Directive 2000/53/EC for the first time

Commission Decision 2005/673/EC amending Annex II of Directive 2000/53/EC for the second time



# Legislative Set-Up



Commission Decision 2002/525/EC amending Annex II of Directive 2000/53/EC for the first time

Commission Decision 2005/673/EC amending Annex II of Directive 2000/53/EC for the second time

Commission Decision 2005/63/EC on spare parts

Commission Decision 2005/293/EC on compliance control with the ELV targets



# Objectives of the ELV Directive



- Minimising the environmental impact of ELVs
  - Reduce the final disposal
  - Improve environmental performance of economic operators
- Ensuring proper functioning of the internal market and avoid distortions of competition



# Scope

## Article 3



- Vehicles category M1 and N1
  - M1: *Vehicles used for the carriage of passengers and comprising no more than eight seats in addition to the driver's seat*
  - N1: *Vehicles used for the carriage of goods and having a maximum mass not exceeding 3,5 tonnes.*
  - If these conditions are met: motor caravans are included
- Three wheel motor vehicles
  - Only the collection requirements and the treatment rules apply
- Special purpose vehicles are excluded from the reuse/recovery/recycling targets
- Motor tricycles are excluded



# Prevention

## *Article 4*



- Limit the use of hazardous substances in vehicles
- Design new vehicles taking into account dismantling, reuse and recycling
- Develop market for recycled materials in vehicles
- Substance ban
  - Pb, Hg, Cd, CrVI
  - Materials and components of vehicles (also spare parts)
  - Applies since 1 July 2003
  - List of exemptions in Annex II
  - Annex II to be revised by the Commission on a regular basis according to technical and scientific progress



# Collection

## *Article 5*



- Economic operators to set up collection systems
- Member States to guarantee adequate availability of collection facilities
- End-user needs certificate of destruction for deregistration of ELV
- Producer responsibility



# Collection

## *Free take-back*



### Entry into force of free take back:

- As from 1 July 2002 for ‘new’ vehicles
- As from 1 July 2007 for ‘existing’ vehicles
- Member States may apply free take back scheme prior to those dates

### Scope of the free take back:

- Any ATF who received a permit from the component authority should be able to take-back ELVs free of charge





# Collection

## *Free take-back*



- 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
  - ELV contains added waste



# Producer Responsibility



- Addressees of the responsibilities:
  - producers: “car manufacturers and professional importers into a Member State”
  - Member States may exempt producers that make or import small series from certain obligations of the Directive
  - economic operators: “producers, distributors, collectors, motor vehicle insurance companies, dismantlers, shredders, recoverers and other treatment operators of end-of life vehicles, including their components and materials”



# Producer Responsibility



## Overview:

- Design responsibility (Art. 4)
- Organisational responsibility (Art. 5 (1) and 7 (2))
- Financial responsibility (Art. 5 (4))
- Information responsibility (Art. 8)



# Design Responsibility



- Producers to limit the use of hazardous substances in vehicle production
- Producers to design more recyclable vehicles (in order to reach the targets)
- Dismantability, recoverability and recyclability standards in type-approval directive (ISO standard 22628:2002)
- Producers to integrate more recycled materials in new vehicles



# Organisational Responsibility



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



# Financial Responsibility & Informative Responsibility



- Producers to cover costs of take-back and further treatment of ELVs with negative market value
- Producers as well as material and component manufacturers to provide dismantling information and to use coding standards



# Treatment

## *Article 6*



- Minimum treatment requirements in Annex I
- Treatment operators need a permit
- ELV needs to be de-polluted as soon as possible
- Temporary storage more than 3 years = landfill



# Reuse, Recovery, Recycling

## *Article 7*

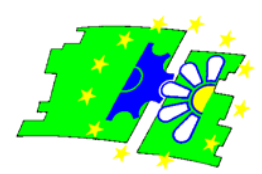


- Member States should encourage reuse of components
- Member States to ensure that economic operators meet:
  - minimum reuse/recovery targets and
  - minimum reuse/recycling targets
- Exports count for achieving the targets, if exporters proves conditions are equivalent to requirements of the Directive





# Reuse, Recovery, Recycling



## *Article 7*

### The 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



# Reuse, Recovery, Recycling

## *The Targets*



- Targets apply to the annual arisings of ELVs as from 2006;
- Treatment operations taking place in other countries count for achieving the targets;
- Existing stockpiles prior to the number of ELVs arisen as from 2006: to be treated in accordance with minimum treatment requirements of the Directive;



# Reuse, Recovery, Recycling

## *The Targets*



### Future expectations on car recycling

- The Directive fixes targets based on best practices which existed when the Directive was being discussed;
- The targets are minimum targets, Member States can impose stricter requirements;
- First set of targets apply as from January 2006;
- The more ambitious targets, which apply as from 2015, will be reviewed;
- Commission Decision on compliance with the targets recently adopted;



# Reuse, Recovery, Recycling

## *The Targets - Future*



### Future developments on the targets:

- Revision of the targets:
  - *EP and Council to re-examine the 2015 targets*
  - *Basis of the revision - Commission report on development of material composition of vehicles*
- Commission to promote dismantability, recoverability and recyclability of vehicles
- EP and Council to establish targets beyond 2015

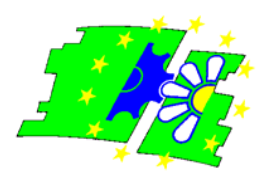


# Reuse, Recovery, Recycling



## *The Targets – Revision Process*

- **Stakeholders Working Group on 2015-targets**
  - Mandate:
    - Present stakeholders' opinion on achievability of the targets;
    - Provide possible input for the Commission's Report;
  - Established in March 2005;
  - First plenary meeting on 1 April 2005;
  - Three sub-groups established to address:
    - "Status Quo"
    - "Barriers to Progress"
    - "Do It Smarter" – how to progress towards targets' achievement;
  - Final Report presented in autumn 2005 (available on [www.assurre.org](http://www.assurre.org));
- **Costs & Benefits Analysis** of the ELV Directive (external consultant);
- Third quarter 2005 – Commission to prepare **a report** (accompanied by a proposal) and present it to the Council and the EP;



# Thank you for your attention.



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