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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 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
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”
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
• 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
• 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
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;
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);

• **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