



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



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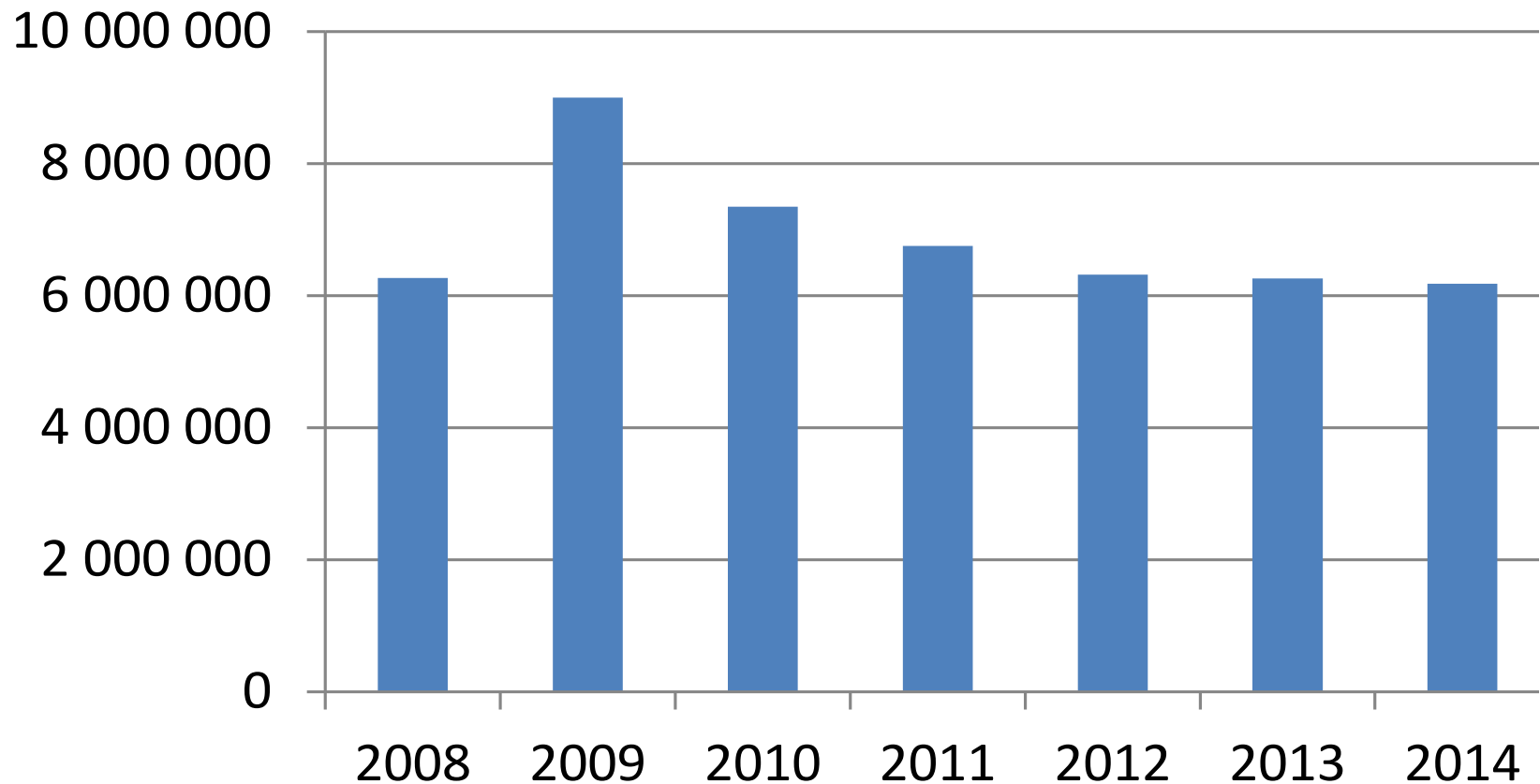
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in 2000: Directive 2000/53/EC on end-of-life vehicles

- *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



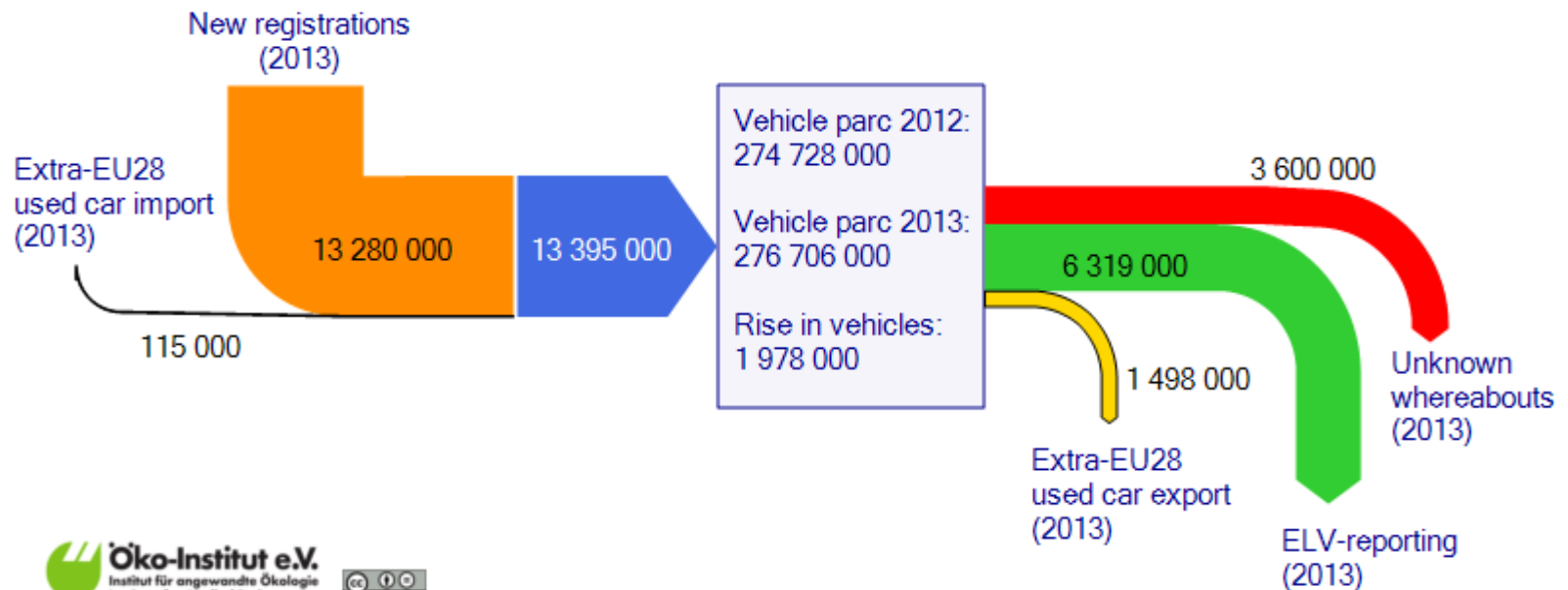
Achievements of the ELV Directive

- 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





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 than 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>

http://ec.europa.eu/eurostat/statistics-explained/index.php/End-of-life_vehicle_statistics

Thank you for your attention!

ONLY ONE EARTH

