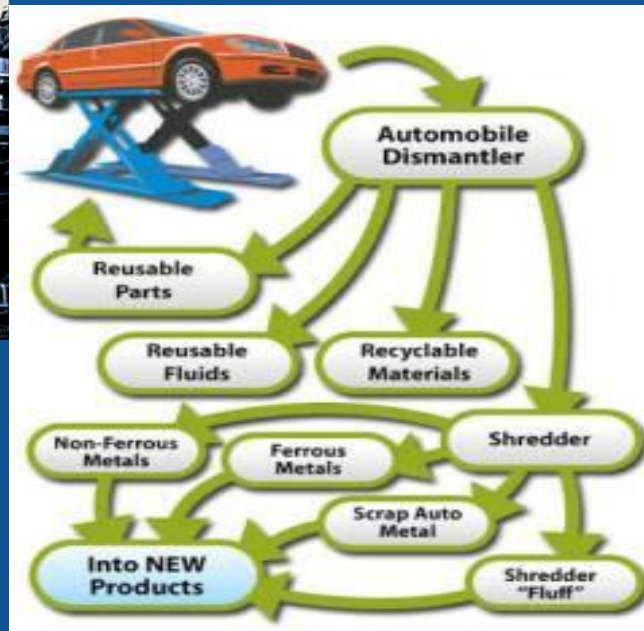


The Circular Economy and the ELV Directive – the future changes



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Rimini, 9 November 2018

The ELV Directive

- ELVs are a priority waste stream already from 1982s/1990s
- Objectives: *minimise the environmental impact of ELVs* (reduce the final disposal and improve environmental performance of economic operators) and *ensure proper functioning of the internal market* and avoid distortions of competition
- Prevention: design new vehicles taking into account dismantling, reuse and recycling and 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)
- High recycling targets: 95% reuse/recycling; 85% reuse/recovery
- De facto: an instrument to drive **circularity in the automotive sector**



Achievements of the ELV Directive

- Contributed to making the car manufacturing in the EU a more efficient, innovative and more sustainable industry
- No more abandoned ELVs, increase in the number of ELVs treated in Authorised Treatment Facilities (ATFs); increase in the number of ATFs and ATFs with environmental standards
- Design of new vehicles for disassembly and design for reuse and reduction of hazardous substances
- Improved information for dismantling and parts (IDIS)
- 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
- Reduction of hazardous substances largely achieved

HOWEVER....

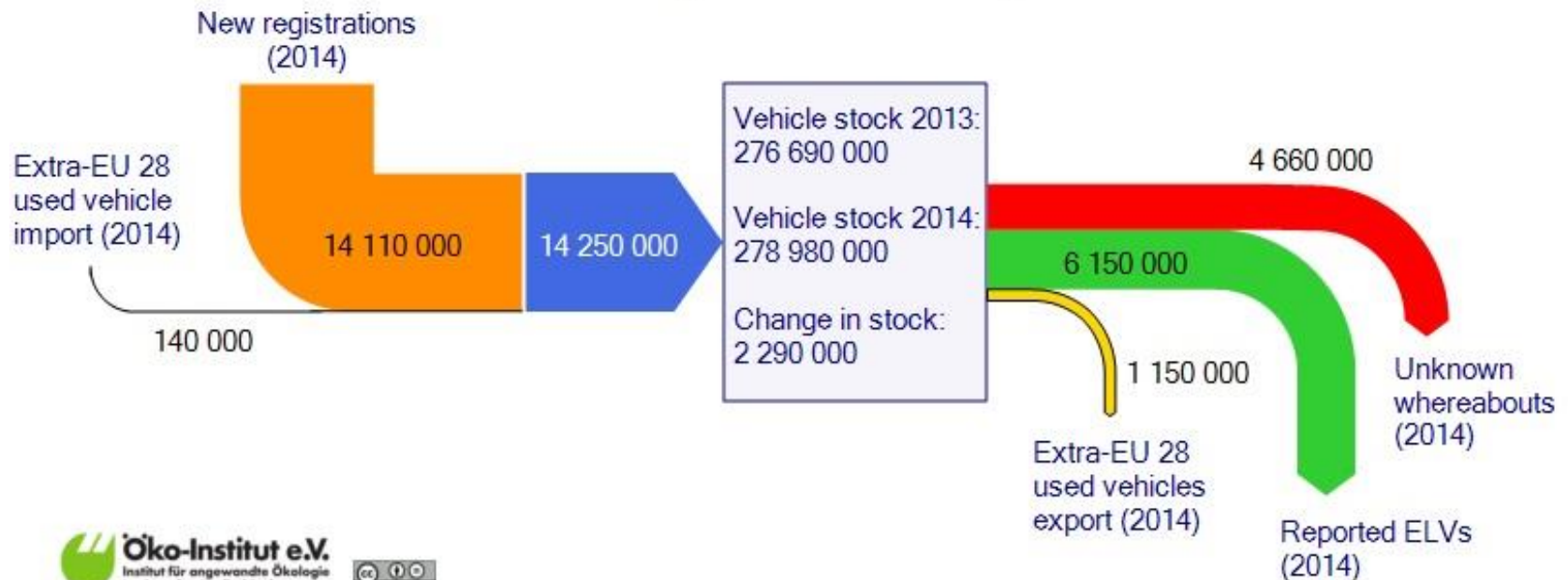
Challenges and Opportunities

- Systemic problem with statistically **missing ELVs: 4.6 Mio!**
 - inadequate link between registration and de-registration or re-registration
 - only a part of deregistered ELVs receive a certificate of destruction (CoD)
- Lack of good quality data, also reporting by MS
- Recycling infrastructure effectiveness
- Design: design for assembly, for manufacture, for recycling/reuse, for environment, for life-cycle (e.g. life-cycle engineering), for quality, for maintainability, for reliability
- Innovations are expected, (e.g. concerning material, material separation enhancement, thermo-chemical conversion (gasification and pyrolysis) and recycling/recovery routes of the residue); increase use of recycled materials (e.g. plastics)

Remaining Challenges – Missing ELVs

ELVs, registered vehicles, import / export: 2014

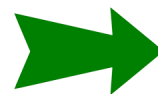
Vehicle stock development in EU 28 - 2014
(M1+N1 - vehicles)



Commission's initiatives

- Waste Shipment's Correspondents Guidelines for Waste Vehicles No 9
- 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
- Best Environmental Management Practice for the Car Manufacturing Sector (Sectoral Reference Document under EMAS)
- Commission's compliance promotion initiative on the implementation of the ELV Directive with emphasis on the ELVs of unknown whereabouts
- European Strategy for Plastics in a Circular Economy and interface between chemical, product and waste legislation

The Plastics Industry
of the future



Smart Innovative
Sustainable

Legislative changes affecting the ELV legislation

- Waste package - Adopted in April 2018
 - Proposal for a **Review of the ELV Directive by 31 December 2020**
 - Proposal for a Review of the Batteries and the WEEE Directives
- European Strategy for Plastics aiming to boost recycled content
- Upcoming revision of COM DEC 2005/293 on reporting on ELV targets
- Upcoming evaluation of the Regulation on Shipments of Waste and the Batteries Directive

Review of the ELV Directive

- Article 10a of Directive 2018/849/EU: ***“the Commission shall review this Directive, by 31 December 2020, and to this end, shall submit a report to the European Parliament and the Council, accompanied, if appropriate, by a legislative proposal”.***
- The ELV Directive *“should be reviewed and, if necessary, amended, taking account of (its) implementation and giving consideration, inter alia, to the **feasibility of setting targets for specific materials** contained in the relevant waste streams. During the review of Directive 2000/53/EC, **attention should also be paid to the problem of end-of-life vehicles that are not accounted for, including the shipment of used vehicles suspected to be end-of-life vehicles, and to the application of the Correspondents' Guidelines No 9 on shipments of waste vehicles”***
- **Roadmap for the evaluation** published on 4 October 2018 and remained open for public feedback until 1 November 2018 (30 replies)

Tentative timetable for the review of the ELV Directive

- *2019: Evaluation of the ELV Directive (including stakeholders consultation) – duration 12 months*
- *First trimester of 2020: Evaluation report prepared by the Commission*
- *First trimester 2020: Impact Assessment – duration 12 months*
- *Second trimester 2021: final report on Impact assessment*
- *Second-third trimester 2021: Commission's proposal for the review of the ELV Directive*
- *Updated information on the evaluation and review:
<http://ec.europa.eu/environment/waste/elv/index.htm>*

Key action areas – ELV Directive in a Circular Economy

- *Increase reuse*
- *Quality recycling (separation), increase yield rates and processing efficiencies (improve sorting, develop better pre-and post-shredding technologies)*
- *Enhance information for recycling*
- *Enhance vehicle design (recyclability, disassembling, substitution of materials...)*
- *Incentivize & enforce*
- *Awareness- raising and information*

Points to be considered in the evaluation

- **Relevance** : are the main objectives still relevant?
- **Effectiveness** : implementation in line with the objectives of the ELV Directive
- **Efficiency** : economic linkages between the different steps of the life-cycle of the vehicle and implementation of relevant provisions
- **Coherence** : links and interactions with other legislation
- **EU added value** : what has been reached through the implementation of the Directive could have been reached by a Member State acting at national, regional and international level alone?

New challenges for the review

- Improvement of Registration systems
- Coordination among MS for registration/deregistration
- Better data on exports
- Electric Vehicles
 - Second life for Batteries from EVs – EPR questions
 - Dismantling/repair – information to dismantlers
- Improvement of information in IDIS (ex. POPs in vehicles)
- A number of 27 raw materials identified as critical by the EU (COM(2017)490) are to be found in vehicles, in particular EVs, and their expected growth will significantly affect the issue
- Revision of Commission Decision 2005/293 on monitoring of the ELV targets
 - Annual data to be accompanied by quality report?
 - Reporting per material?
 - Reporting per vehicle stock?



For more information please visit:

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/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!

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