

## The Review of the ELV Directive

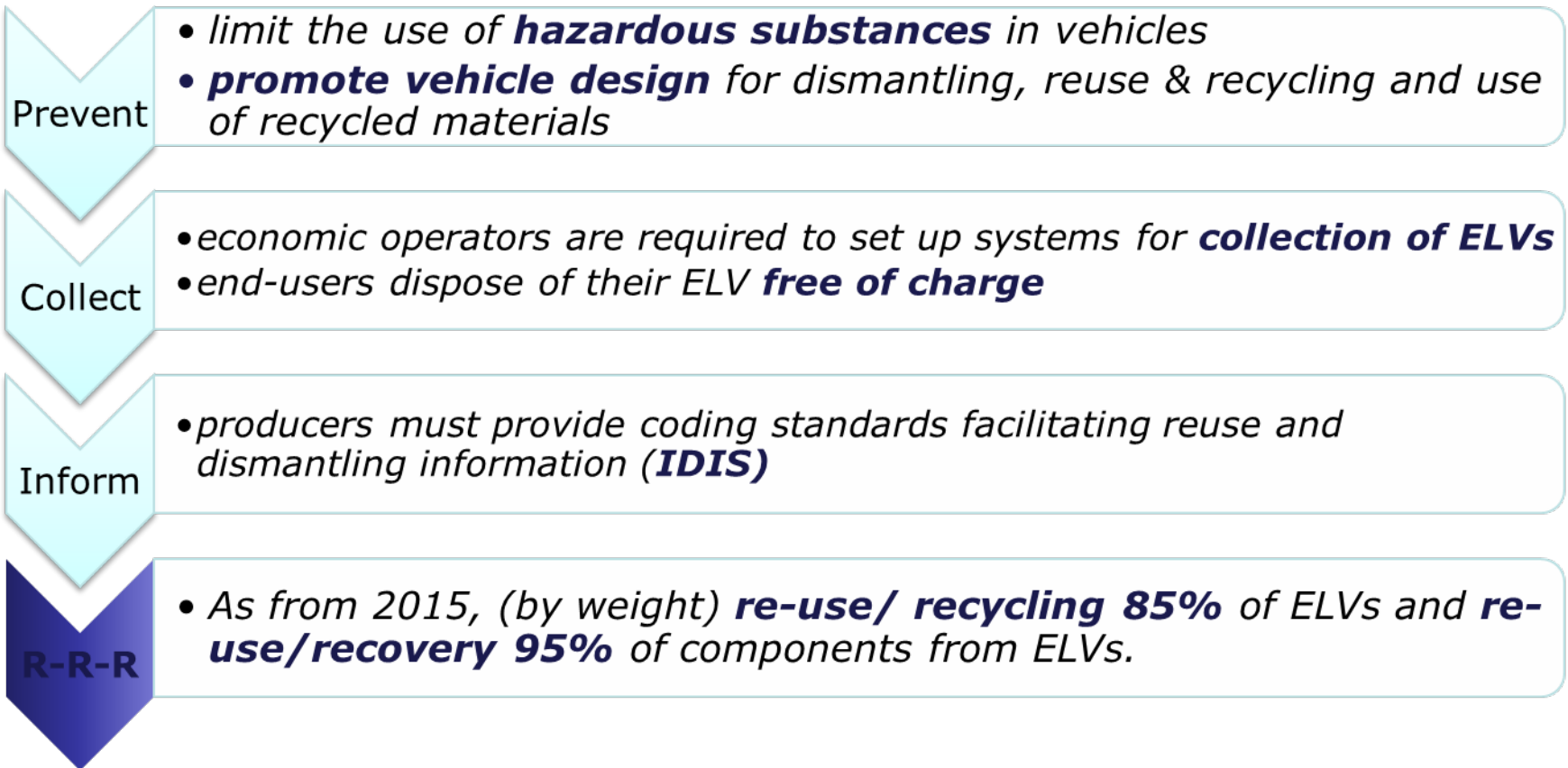


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**ATF Professional, 26 January 2021**

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

- *Adopted in 2000*
- *Main Objectives:*
  - ✓ *Prevent waste from vehicles*
  - ✓ *Promote reuse, recycling & recovery of ELVs and their components*
  - ✓ *Improve the environmental performance of all economic operators involved in the life cycle of vehicles, especially those involved in the treatment of ELVs*
  - ✓ *ELVs are transferred to Authorized Treatment Facilities (ATF) free of charge and the owner gets a Certificate of Destruction (CoD) to deregister the vehicle*
  - ✓ *To ensure the smooth operation of the internal market and avoid distortions of competition in the Community*

## Main features of the ELV Directive





## Why the review?

- The ELV Directive was adopted in 2000 (new technologies, new materials, reinforcement of EPR etc. need to be addressed)
- First assessment in 2014 (Fitness Check) identified some weaknesses
- Requested by the European Parliament and the Council (Member States)
- Other EU policy changes of relevance to the ELV review
  - ✓ *the European Green Deal*
  - ✓ *EU's Plastic Strategy of January 2018 – automotive sector is a significant source of plastic waste that could be recycled and has potential for uptake of recycled content*
  - ✓ *Growth of new challenges (i.e. EVs, connected vehicles)*
  - ✓ *Coherence with other legislative instruments (i.e. Batteries, RoHS/ WEEE Directives)*



# Previous initiatives and process to the review

- *First assessment in 2014 (Fitness Check) identified weaknesses*
- *Waste Shipment's Correspondents Guidelines for Waste Vehicles No 9*
- *Commission's study on the implementation of the ELV Directive with emphasis on the ELVs of unknown whereabouts (2018)*
- *The Commission is presently reviewing the ELV Directive*
  - ✓ *The first part of the review (**evaluation** looking at the performance of the ELV Directive) is finalized – Commission's report expected in the coming weeks*
  - ✓ *The second part of the review (**Impact Assessment**) will look into measures to improve the implementation of the ELV Directive. The Roadmap for the Impact Assessment of the ELV Directive was published for consultation (22 October 2020 - 19 November 2020)*
  - ✓ *Adoption of the **legislative proposal** planned for Q2 2022*



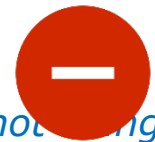
# Key findings and conclusions of the evaluation I

## ELV Directive has largely delivered on its objectives

- *Elimination of hazardous substances from cars*
- *Increase in collection points and ATFs for ELVs*
- *Attainment of the recovery and recycling targets*
- *Consolidation of economic sector in charge of dismantling of vehicles*
- *EU level playing field for collection and treatment of ELV*

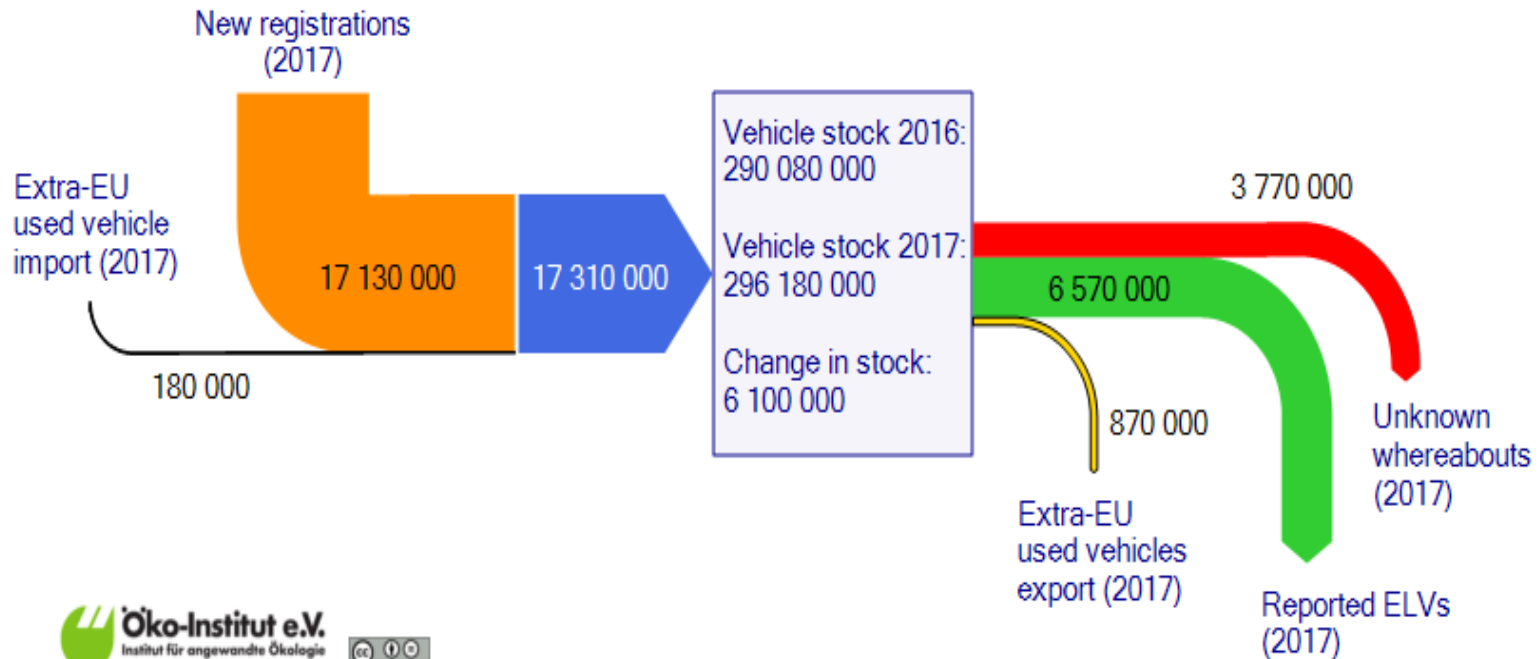
## A major problem in the implementation of the Directive is the large number of “missing vehicles”

- *35% of estimated ELVs each year are not reported (4 Mi!)*
- *Typically exported as used vehicles (or illegally as ELVs), with this export not being reported, or dismantled but not reported as ELVs*



# ELVs of unknown whereabouts

Unknown whereabouts of vehicles (N1 + N1) in the EU -28 excluding Bulgaria in 2017





# Key findings and conclusions of the evaluation II

**The scope of the Directive leaves out 25% of vehicles (e.g. trucks > 3.5t and motorcycles)**

## **Mixed performance on material and parts recovery and reuse**

- *Metal and metallic components are nearly 100% reused and/or recycled, but a significant share of some other materials (e.g. glass, tyres and most plastics) are directed to energy recovery or disposal*
- *The share of reuse of parts and components from ELVs varies across the EU, from less than zero to 33%*
- *Reporting to EU needs improvement, as well as transmission of information to facilitate repair/reuse/remanufacturing/recycling*

## **The Directive is not fully adapted to address challenges and opportunities posed by the evolution in vehicle design and production**

- *Increased use of plastics and electronics*
- *Expected development of the market for electric vehicles.*



# Objectives for the impact assessment

## Ensure consistency with the European Green Deal and the CEAP

### General objective:

- *Turning the automotive sector into a circular industry*

### Specific objectives:

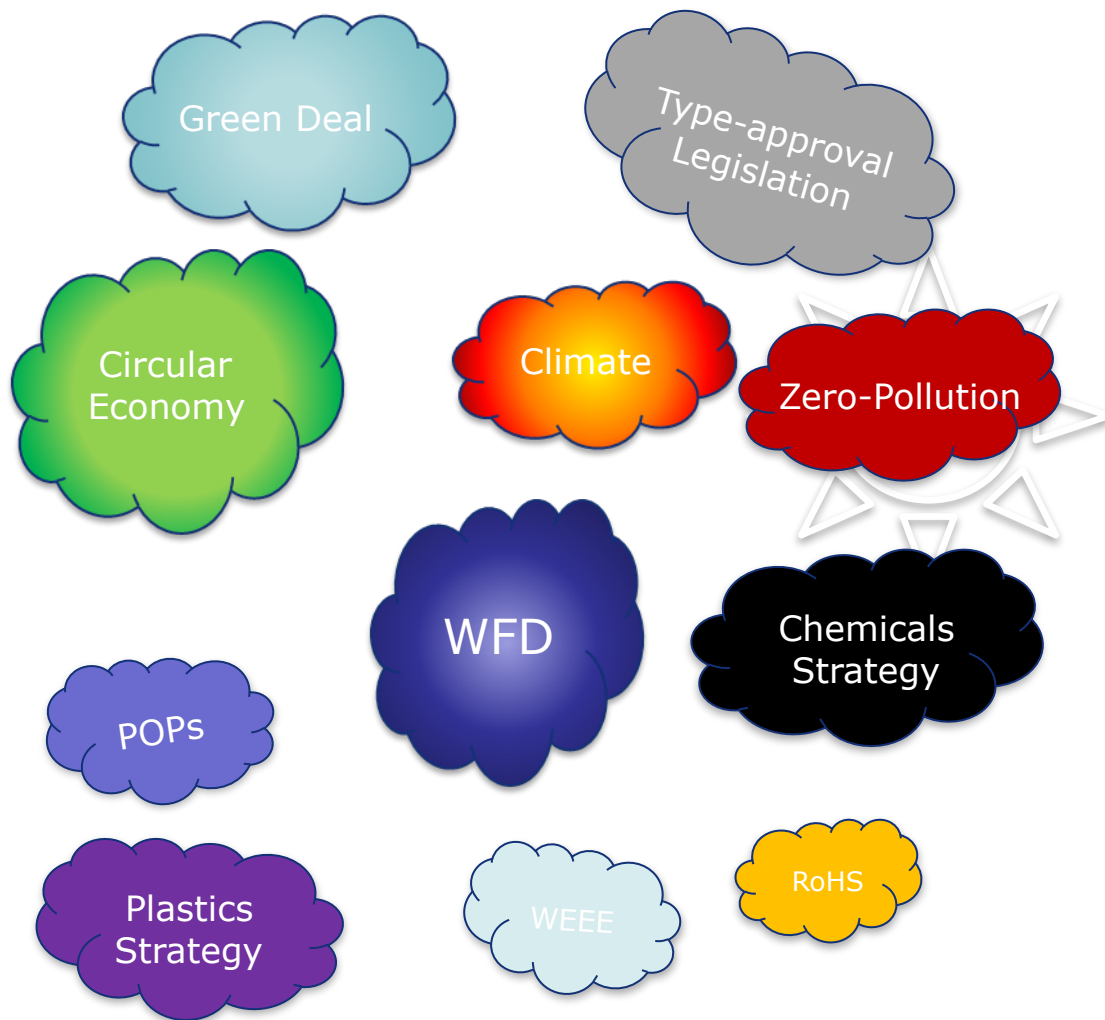
- *Extend the scope of the Directive to motorcycles and bigger trucks*
- *Eco-design of cars to facilitate re-use and recycling*
- *Targets for use of recycled materials in new vehicles*
- *More ambitious and specific targets for reuse, distinguished from those of recycling*
- *Targets for recycling of specific materials (i.e. plastics)*
- *Fully-fledged Extended Producer Responsibility scheme*
- *Need improvements to match the expectations that the car industry should truly become a circular industry*
- *Address the problem of "missing vehicles" and increase inspections and enforcement (i.e. awareness campaigns, incentives, penalties)*

### Operational objectives:

- *Establish effective governance to ensure implementation (e.g. monitoring).*



## The ELV Directive and the interlinkages with other EU legislation



- Relates to major objectives of the European Green Deal
- The challenge is defining the option which provides best outcome in terms of:
  - Safe dismantling of vehicles
  - High reuse of parts and components from ELVs
  - Safe, non-toxic materials
  - Recycling of substances (i.e. plastics) in new vehicles
  - Enhanced recycling
  - Reduction in GHG emissions by use of recycled material – considering full life-cycle
- Relates to vehicles legislation under other relevant EU legislation (i.e. Type-approval Regulation Roadworthiness Legislation)

# Options for the review

## **Baseline scenario: Reinforcing the implementation of the ELV Directive without legislative changes**

### **Targeted modification of the ELV Directive**

- ✓ Address the problem posed by the large number of “missing vehicles”
- ✓ Ensure better harmonisation of reporting across the EU Member States
- ✓ Reuse and recycling targets: more ambitious targets for reuse and recycling, specific ones per material such as plastics, new targets on remanufacturing
- ✓ Alignment of definitions (i.e. recycling)

### **Complete re-design of the Directive based on a life-cycle approach**

- ✓ Targeted modifications
- ✓ Design for circularity
- ✓ Minimum recycled plastic content targets: adoption of a mandatory target(s) for a minimum content of recycled plastics in new cars
- ✓ The quality of the environment is protected, preserved and improved, because more material is recycled with higher quality grade (expressed in emission credits)
- ✓ Scope



## Timetable for the review

- ✓ *Consultant's report on evaluation of the Directive published in August 2020*
- ✓ *Commission report (Staff Working Document) on the ELV evaluation to be published in the coming weeks*
- ✓ *IIA (the roadmap to the Impact Assessment) published on 20 October 2020 for public feedback (61 replies received)*
- ✓ *IA launched in January 2021 (contract for 12 months)*
- ✓ *Public/targeted stakeholder consultations in 2Q 2021*
- ✓ *Stakeholders workshop in 3Q 2021*
- ✓ *Review to be finalised in 2Q 2022 with Commission's legislative proposal*



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For more information please visit:

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

[https://ec.europa.eu/environment/waste/elv/evaluation\\_en.htm](https://ec.europa.eu/environment/waste/elv/evaluation_en.htm)

<http://epp.eurostat.ec.europa.eu/portal/page/portal/waste/data/wastestreams/elvs>

<https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12633-Revision-of-EU-legislation-on-end-of-life-vehicles>

<http://ec.europa.eu/eurostat/data/database>

[http://ec.europa.eu/environment/circular-economy/index\\_en.htm](http://ec.europa.eu/environment/circular-economy/index_en.htm)

*Thank you for your attention!*

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