



Car demolition between present & future

RIMINI, 10 November 2023

Organised by **CTS ECOMONDO** & **ASSOAMBIENTE**

Emmanuel KATRAKIS, Secretary General

ekatrakis@euric.org



EURIC AT A GLANCE



75 members



23 EU and EFTA countries



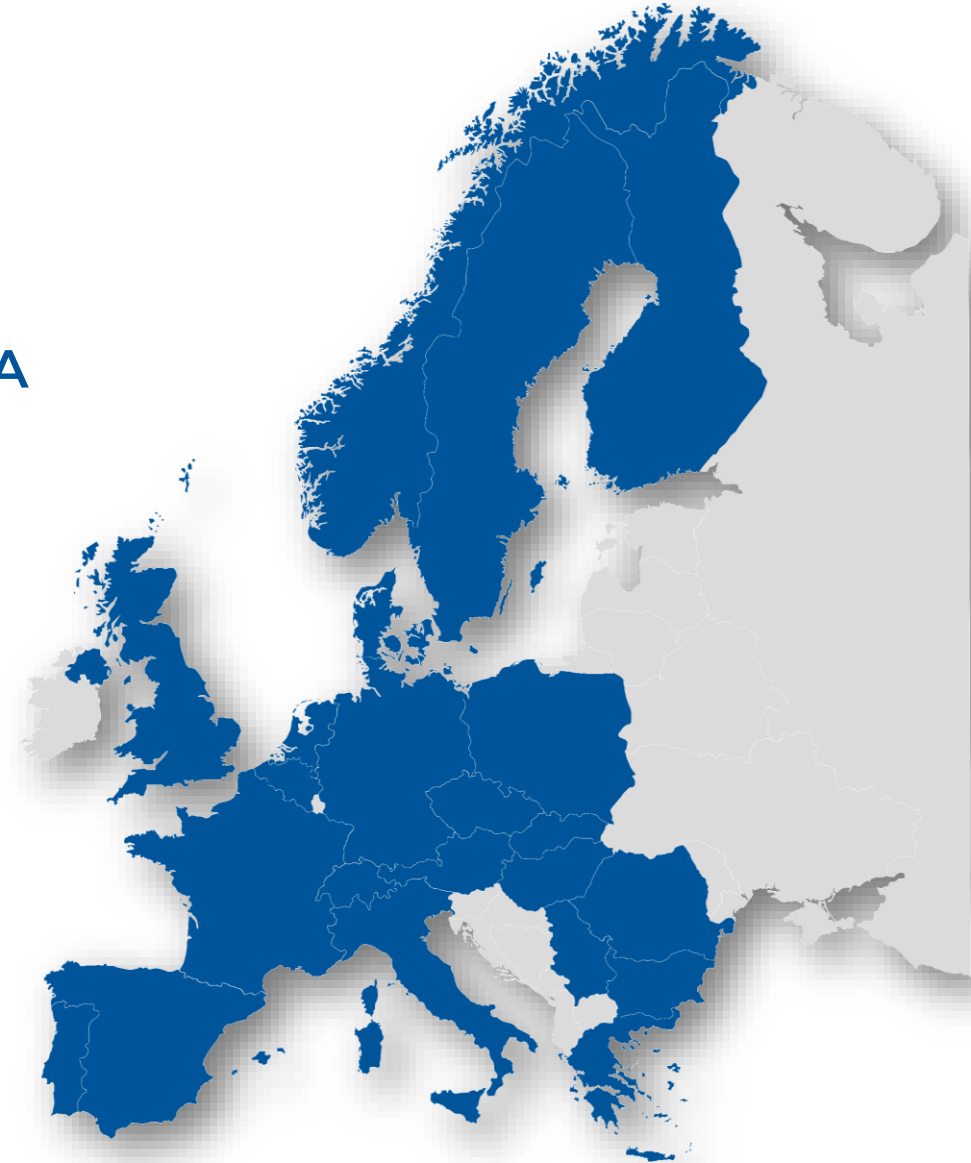
300,000
Green and local jobs



5500+
companies



95 billion euros turnover



STREAMS COVERED



Ferrous and non-ferrous
METALS



PLASTICS



PAPER



TEXTILES



TYRES



END-OF-LIFE
Vehicles



**ELECTRICAL &
ELECTRONICAL
WASTE**



**CONSTRUCTION
& DEMOLITION
WASTE**

Why merging the ELV and 3RTA Directives into a single Regulation?



	<p>Directive 2000/53/EC</p> <p>Legal base:</p> <p>Key objective:</p>	<p>On End-of-Life Vehicle (ELV)</p> <p>192 TFEU (Environment)</p> <ul style="list-style-type: none"> • prevent waste from vehicles; • promote reuse, recycling and recovery of ELVs; • Improve environmental performance of all operators <p>This 'compact' Directive contains 13 Articles and 2 Annexes covering</p> <ul style="list-style-type: none"> • scope (N1, M1), prevention, • collection and treatment, • reuse and recovery, • dismantling information and reporting <p>Except for the Annex II on hazardous substance exemptions, it has not been subject to any substantial amendments since its adoption in 2000</p>	<p>Directive 2005/64/EC</p> <p>Legal base:</p> <p>Key objective:</p>	<p>On the type-approval of motor vehicles regarding their reusability, recyclability and recoverability (3RTA)</p> <p>114 TFEU (Single Market)</p> <p>New vehicles to be</p> <ul style="list-style-type: none"> • reused and/or recycled > 85 % • or reused and/or recovered > 95 % <p>National type-approval authorities to verify information provided by car manufacturers</p> <p>The 3R type-approval Directive is part of the Type-approval framework → Regulation (EU) 2018/858, incl. 'lex specialis' market surveillance of vehicles, systems, components and technical units</p>
--	---	--	---	---



A single Regulation based on the Internal market legal basis ensures:

- Modernisation and harmonisation of requirements
- Coherent alignment of design and end-of-life management aspects
- Improve the functioning of the internal markets related to:
 - Consistency in sustainability criteria at design and production,
 - Improved conditions for reuse, refurbishment and remanufacturing of parts/components,
 - Secondary raw materials, ensuring 'matching' of demand and secondary supply measures,
 - Consistency in organisation and financial responsibilities for producers (EU wide EPR).
 - ELVs and low-quality used vehicles exported out of the Union,

For more details see:

- Proposal: Page 2
- Executive Summary to the Impact Assessment
- IA Section 3.1



Scope extension



Phased-in approach to gradually cover lorries, buses and motorcycles

Current ELV Directive scope = M1,N1

?	L	Motor-cycle	
✓	M1	Passenger car	
?	M2	Small bus	
?	M3	Large bus	
✓	N1	Vans	
?	N2	Light trucks	
?	N3	Heavy trucks	
?	O	(Semi)-trailers	



- Removal information to treatment operators

End-of-life management

- Collection
- Mandatory depollution in ATFs
- Certificate of Destruction
- Basic EPR requirements



- Roadworthiness (except for L category)



Note: Scope extension applies 5 years after entry into force. All application dates of Art. 4-49 are for the existing scope!



General scope exemptions:			
special purpose vehicles	other parts than in the base vehicle	vehicles produced in small series	vehicles of historical interest

For more details see:
• Article(s): 2, 55(2a)
• Recitals: 8,9,10,95
• Impact Assessment: M28,M30,M31,M32

Revision of the ELV Legislative framework – Circularity requirements (important features)

1. Recycled content targets or declaration

❖ Plastics

25 % of plastic recycled by weight from post-consumer plastic waste with at least 25 % of the target set out in the first subparagraph shall be achieved by including plastics recycled from end-of-life vehicles in the vehicle type concerned.

❖ Declaration for steel, aluminium, magnesium & rare earths

Drive innovation in recycling and use of recycled steel in automotive flat steel components

2. Dismantling obligations

❖ Re-use, material recovery vs. technology-neutrality driven by material efficiency and end-markets (dashboards)



Revision of the ELV Legislative framework – Business model & Enforcement

1. State of play
 - ❖ 88% of costs for the implementation of the current ELV directive borne by the ELV treatment operators → ELV positive value
2. Increased responsibility transferred to EPR Schemes
 - ❖ Relevance for the implementation of the ELV Regulation vs. Disruption of the ELV value chain
 - ❖ Representation of the recycling industry at the Executive body of collective EPR Schemes (FEBELAUTO)
3. Enforcement
 - ❖ Roadworthiness test
 - ❖ Inspections to cover at least 10% of ATFs
 - ❖ Interconnection of electronic systems



Thank you for your attention!



@EuRIC_Recycling



EuRIC – The European Recycling
Industries

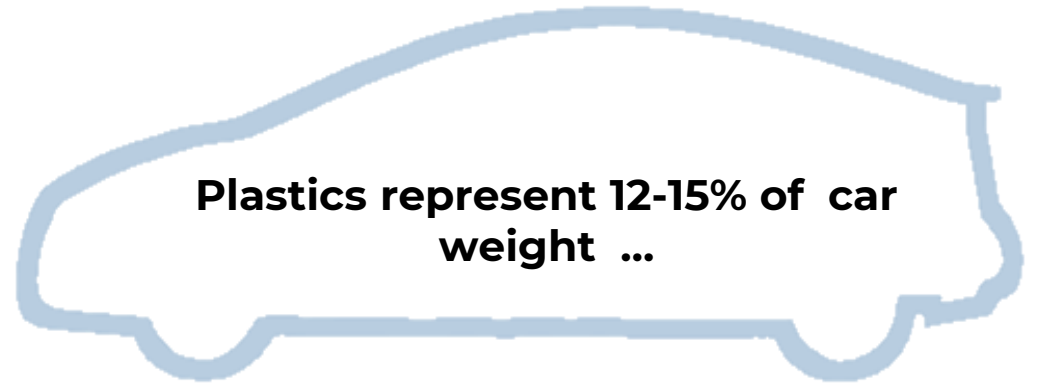
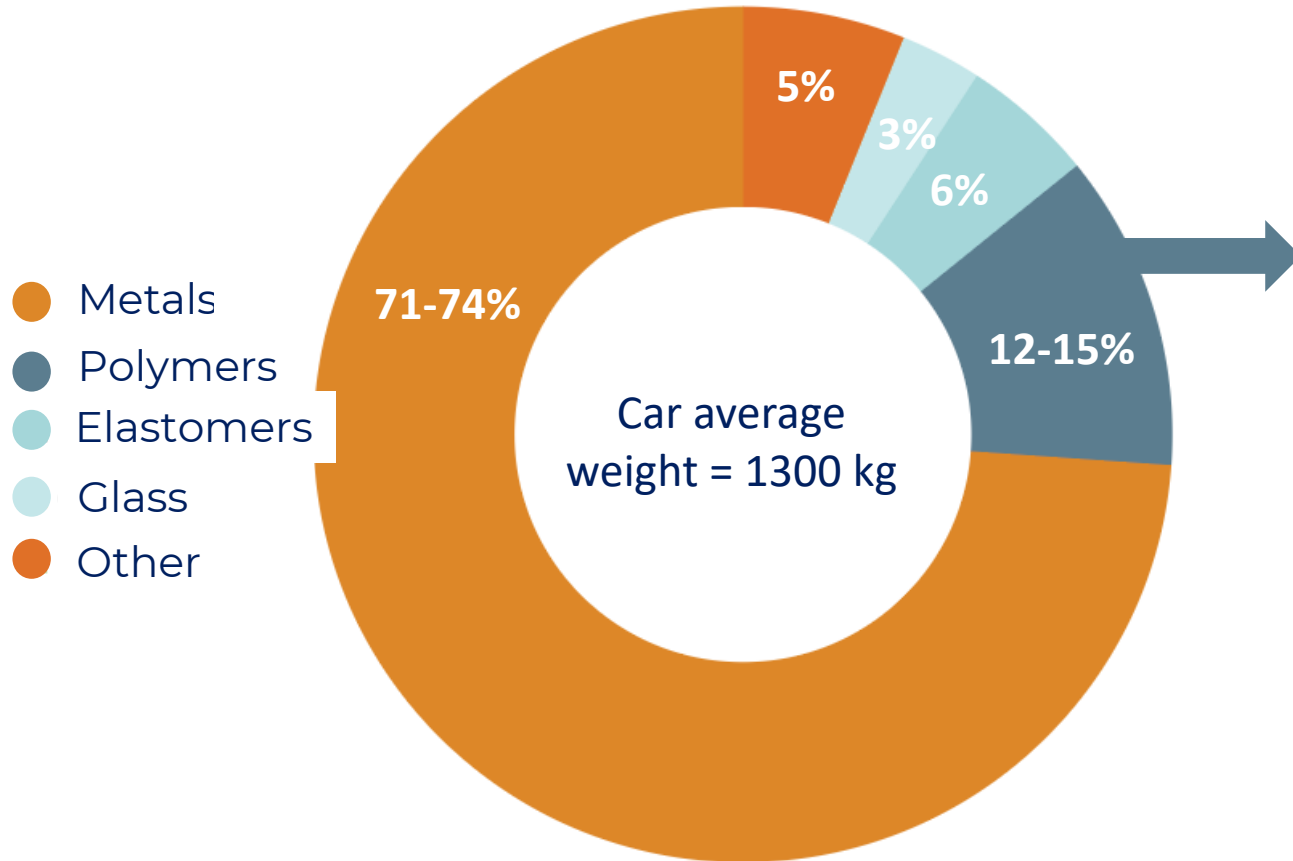


www.euric.org

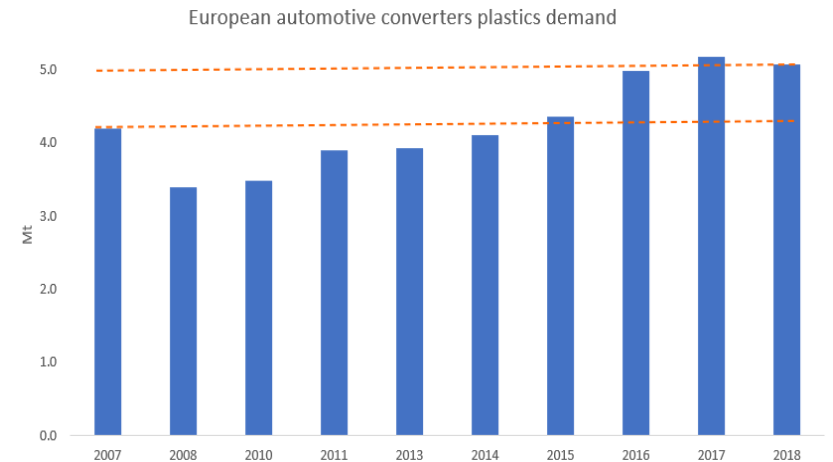
Car **Average Composition**

Plastics in cars

Plastic is the second material in vehicles after metals



... and their use is increasing



Plastics contribute to car mass reduction
=
Lower fuel consumption and CO₂ emissions

ELVs “unknown whereabouts” (2017)

Figure 1-1: EU-28 balance for registration of new and import of used vehicles, the change in the vehicle stock and the whereabouts of the vehicles

