EEB
European Environmental Bureau

Auto Recycling World & ICOE
News and information for the vehicle recycling industry

India International Vehicle Recycling Summit

27, 28, 29 April 2021

The Worldwide Approach to Vehicle Recycling

A FREE event for the auto recycling community

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29th April 2021

What is the EEB?

EEB
European
Environmental
Bureau

EEB: the environmental voice of European citizens

We stand for environmental justice, sustainable development and participatory democracy.

Our aim is to ensure the EU secures a healthy environment and rich biodiversity for all.

www.eeb.org

NATURE, AGRICULTURE & WATER

- Nature
- Agriculture
- Soil
- Water

CLIMATE & ENERGY

- Biofuels
- Climate change
- Energy savings
- Make polluters pay

SUSTAINABILITY & GOVERNANCE

- Environmental democracy
- Sustainable development
- Priorities, policies & procedures
- Implement for LIFE
- Protecting Europe

INDUSTRY & HEALTH

- Air quality
- Chemicals
- Mercury
- Industrial emissions

GLOBAL & REGIONAL POLI ES

- EU enlargement & neighbourhood
- Intergovernmental processes
- Environmental justice

RESOURCE EFFICIENCY

- Circular economy
- Waste prevention
- Product policy
- Right to Repair
- EU Ecolabel

New Circualar Economy Action Plan

A new vision for Europe

35 actions along the entire life cycle of products, to:

- Make **sustainable products** the norm in the EU
- **Empower** consumers and public buyers
- **Focus also on key product value chains**: electronics and ICT; batteries and vehicles; packaging; plastics; textiles; construction and buildings; food; water and nutrients
- Ensure **less waste**
- Make circularity work for **people**, **regions** and **cities**
- **Lead global efforts** on circular economy

Key product value chains

Food, water & nutrients

Electronics and ICT

Batteries & vehicles

Construction & buildings

Textiles

Plastics

Packaging

https://eeb.org/library/eeb-position-on-the-end-of-life-vehicles-directive/

Revision of the End-of-Life Vehicles Directive – EEB comments

Categories: Circular Economy, Product Policy, Resource Efficiency, Waste and Recycling

Types: Position, Response

Published: 19 November 2020

Size: 114.23 KB

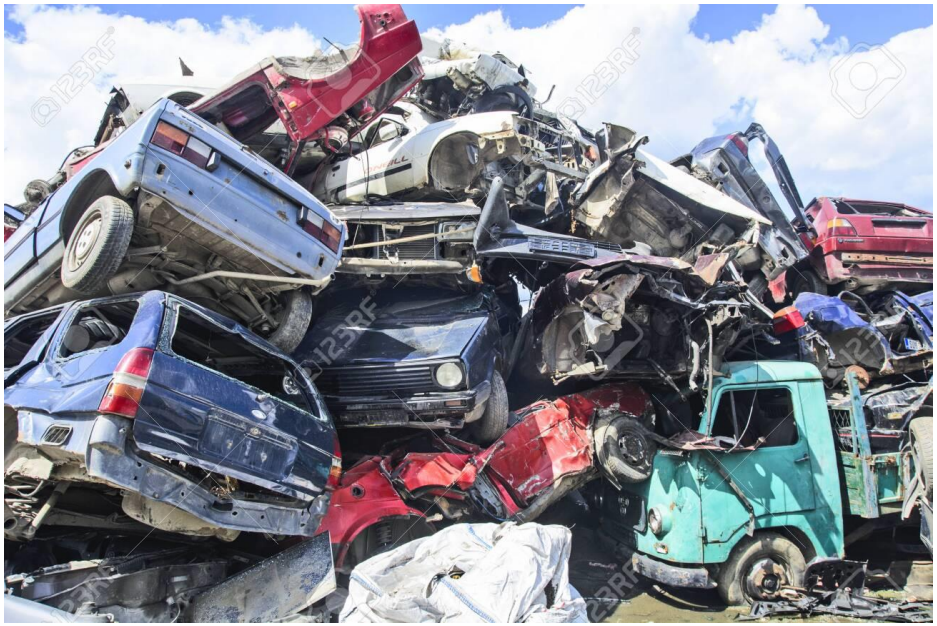
1. Ecodesign,
2. Reuse and preparation for reuse
3. Recycling targets
4. Recycled content
5. Extended Producer's Responsibility
6. Harmonised chemicals inventory
7. EV batteries

- Incentivize durability and repairability
- Facilitate recycling and avoid the circulation of toxic substances

- ELVs amount to 8 million tonnes in the EU a year and raise several environmental challenges for EU governments. Large amounts of waste could be cut down if national authorities put in place the right policies and followed **the Waste Management Hierarchy outlined in the EU's Circular Economy strategy.**

  According to this strategy, waste streams should be tackled at the source by improving the **design of vehicles at production stage and to to eliminate the toxic content of this waste stream**, which would help reduce most of the environmental impact of ELVs.

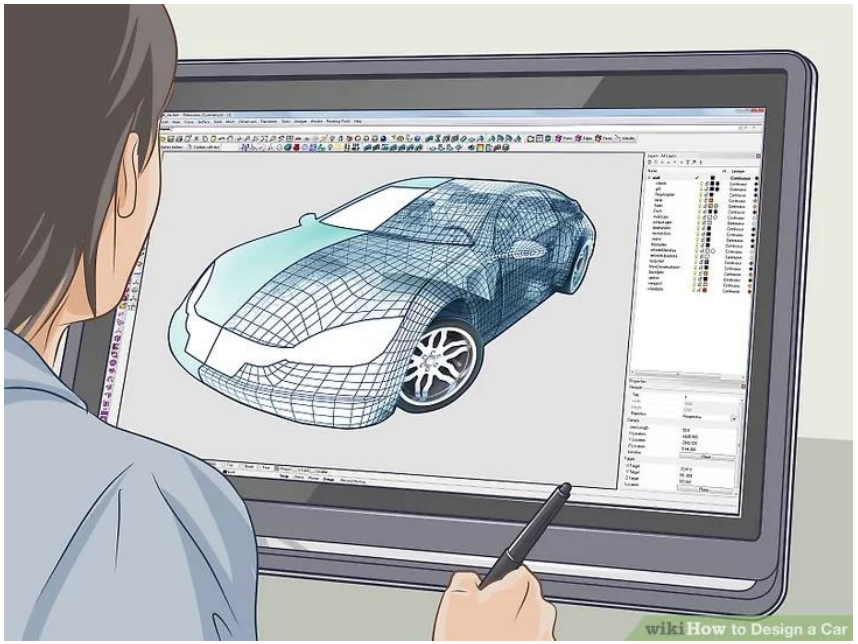
  Waste prevention measures



Eco-design principles

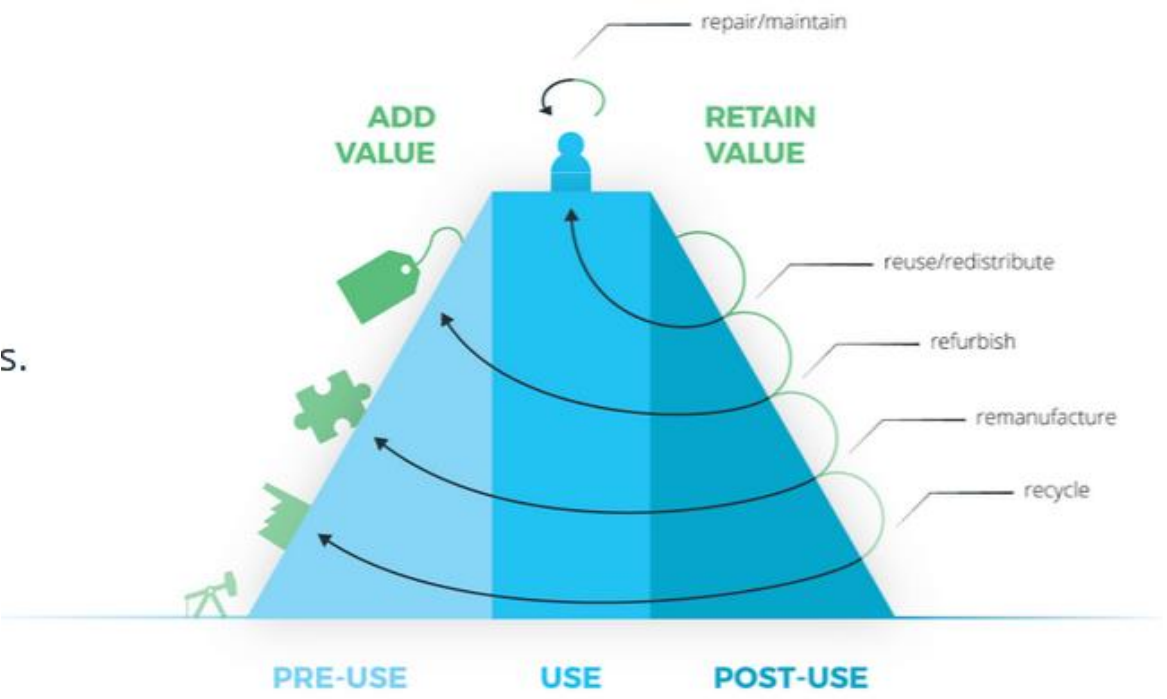
- **Greater attention will need to be given to how the design of vehicles can influence their full life-cycle impacts**.

  We suggest considering a cap on fossil fuel consumption/CO2 emissions per vehicle that will put an end to the placement on the market of more energy guzzling cars.



In contrast, the transition towards zero emission vehicles while likely shift the burden to the production stage. In this case, **issues around design for reuse, remanufacture, refurbishment, repair and recycling will become more important than ever**. Eco-design measures are expected to be developed for batteries for EVs in the context of the revision of the Batteries Directive. However, these measures will not address other parts of the vehicle, chassis, vehicle management system, etc. where extending mileage before the end of life of vehicles may present the most desirable option from a climate perspective.

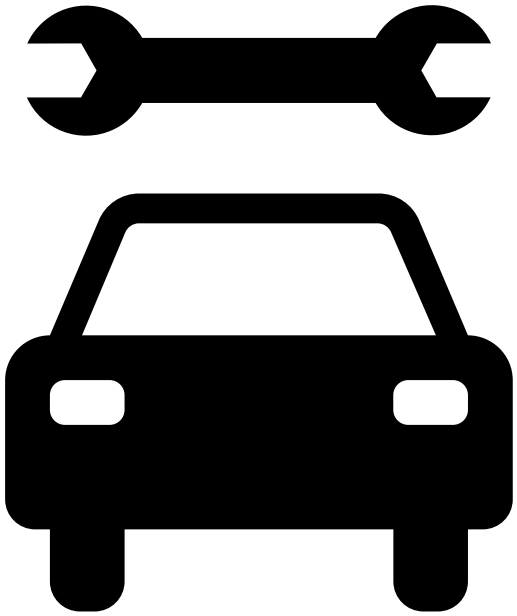
Reuse and preparation for reuse



The ELV's Directive should better reflect the Waste Management Hierarchy, where prevention is the top priority, followed by reuse. The current target does not give enough attention to such activities as reuse or preparation for reuse.

Not only should this difference from recycling be visible in reporting the rates, but also a separate mandatory target for reuse should be considered to incentivise this activity. The rules to incentivise reuse should also be harmonised across the EU to avoid market distortions.

Reuse and preparation for reuse



We **recommend binding requirements to ensure non-destructive disassembly and removal of all reusable modules from the vehicle before shredding, and to store them safely for reuse**.

The easiness and economic feasibility of dismantling before shredding depends on design for dismantling, therefore that should also be one of the minimum requirements for the design stage. Appropriate dismantling of layers and modules will also facilitate quality recycling. It also depends on a functioning IDIS (International Dismantling Information System). **It might be necessary to consider additional funding schemes within the Extended Producer Responsibility (EPR) framework to finance those operations.**

Recycling targets - calculation methodology

1. Same calculation methodology across the EU

2. Residues coming from recycling must be deducted

3. Set material specific recycling targets

4. Recovery definition (target) – misleading

5. No to incineration and backfilling

Encourage recycled content

- Mandatory recycled content in new materials (vehicles) staged 2025-30-35 and from post-consumer waste
- **Ensure the same standards apply for recycled as for virgin material.**
- **Avoid dillution of SVHCs**

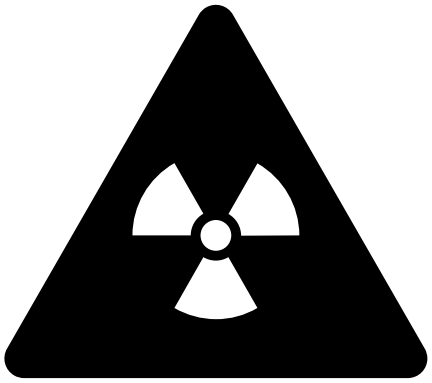
Extended Producer's Responsibility

- Traceability of information across all parties involved
- EPR schemes for vehicles should closely follow the polluter-pays principle. Producers should ensure full traceability towards downstream users and pay an additional fee to cover the costs of treating difficult and toxic substances, including the dismantling and proper segregation before shredding.
- We encourage to consider any kind of secured system of financial flow where the EPR fee paid in the EU would follow the vehicle to its last end-of-life stage in order to finance its safe treatment, wherever it will take place.

A harmonised chemicals inventory list

- To **improve the information flow from producer to recycler, a product information system shall be established in the form of an inventory of substances of concern**. **This would facilitate the end-of-life activities of ELVs' handlers.**
  It should require a list of all substances used in a vehicle to improve safe dismantling of the problematic ones (ie, PVC, PU, batteries, etc).

- Additionally, the Directive's provisions regarding safe pretreatment of components containing hazardous substances should be made stricter.



ELECTRIC VEHICLES' (EV) BATTERIES

Enhancing the sustainability of batteries – NGO position paper

Download File

Categories:	Circular Economy, Resource Efficiency, Waste and Recycling
Types:	Joint Publication
Published:	16 March 2021
Size:	3.11 MB

From transport and energy storage to smartphones, the revision of the EU's Battery Regulation has the potential to reduce the environmental impact and downside risks of our increasingly electrified and digital economy.

For this reason, together with **Deutsche Umwelthilfe, ECOS** and **Transport & Environment**, we are calling on EU governments and institutions to implement a number of specific policy measures that would make durable, repairable and low carbon batteries the norm.

https://eeb.org/library/enhancing-the-sustainability-of-batteries-ngo-position-paper/

Electric vehicles' (EVs) batteries

- Close alignment between ELV Directive and Battery Directive
- Unleashing the second life of battery (repurposing)
- Standardized rules for dismantling and repair information (IDIS)
- Access to Battery Management System (BMS)
- Battery Passport
- ….

EU Waste Directives explained + examples of good transposition

https://eeb.org/work-areas/resource-efficiency/waste-recycling/

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#NoTimeToWaste

EXPLAINED:

EUROPE'S NEW LAWS FOR THE SEPARATE COLLECTION OF WASTE

In this brief, the European Environmental Bureau (EEB) provides an overview of the revised laws set out by the EU to improve the way household waste is sorted and collected for recycling. The paper also outlines good practice examples from EU Member States where the laws have already been successfully implemented.

CONTEXT

In 2018, EU Member States and institutions agreed on a comprehensive set of laws aimed at preventing household waste and boosting recycling. The new laws are part of four EU Directives, namely the *Waste Framework Directive* (WFD), the *Landfill Directive* (LD), the *Packaging and Packaging Waste Directive* (PPWD) and the *Single-Use Plastics Directive* (SUP). All Member States are expected to transpose the agreed EU laws into national legislation by **July 2020**.

Among the most transformative changes is an obligation to sort and separately collect different materials, such as textiles, hazardous material and organic waste. This is in addition to the existing laws mandating the separate collection of plastics, glass, paper, metals, waste oils.

The separate collection of waste is a precondition for high-quality recycling and preparation for reuse. It also prevents hazardous substances from contaminating other waste streams as well as communities and the environment.

The smooth and timely transposition of the new measures is essential to ensure Member States and municipalities complete the transition to a Circular Economy, where waste is prevented and materials recycled.

In this brief, the EEB outlines several examples of good legal solutions they can take inspiration from.

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#NoTimeToWaste

EXPLAINED:

EUROPE'S NEW WASTE PREVENTION AND REUSE LAWS

EXAMPLES OF WASTE PREVENTION POLICIES AND OTHER MEASURES TO PROVIDE INCENTIVES FOR THE REDUCTION OF WASTE GENERATION

Revised EU waste directives that came into effect in July 2018 included a set of measures to boost recycling and cut waste.

All EU Member States (MS) must put in place new measures **by July 2020** to help them achieve these targets.

By July 2021, governments will also have to introduce legal measures addressing single-use plastic items, as part of the Single-Use Plastics Directive.

This legal briefing provides an overview of the most important new EU waste obligations from **The Waste Framework Directive** (WFD), **The Landfill Directive** (LD), **The Packaging and Packaging Waste Directive** (PPWD) and **The Single-Use Plastics Directive** (SUP) and good examples of how countries have translated these into national law. The briefing can be used to inspire the ongoing development of national transposition of revised waste directives in order to make sure it is ambitious and in line with sound environmental waste management.

The best way to deal with waste is to prevent it from being created (see 10 policy measures to reduce waste (EEB 2019)).

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EXPLAINED:

ANNEX IVa OF THE EU WASTE FRAMEWORK DIRECTIVE

EXAMPLES OF ECONOMIC INSTRUMENTS AND OTHER MEASURES TO PROVIDE INCENTIVES FOR THE APPLICATION OF THE WASTE HIERARCHY

In 2018, EU Member States (MS) and institutions agreed on a comprehensive set of laws aimed at preventing household waste and boosting recycling. The new laws are part of four EU Directives: the **Waste Framework Directive (WFD), the Landfill Directive (LD), the Packaging and Packaging Waste Directive (PPWD) and the Single-Use Plastics Directive (SUP)**. All MS are expected to reflect the agreed EU laws in their national legislation **by July 2020**.

Article 4 (3) WFD requires MS to use economic instruments in order to provide incentives for the effective application of the waste hierarchy. These instruments are primarily to be set up and used by MS, not at the EU level. These economic instruments are used to varying degrees for waste management in some MS, but they are not used systematically or to their full potential everywhere.

Annex IVa of the WFD lists examples of the advanced MS economic instruments, as well as other measures, that can be used to further implement the waste hierarchy and make reuse and recycling more economically attractive. **This document provides case studies from different MS to show how these examples have been put into practice.** The examples are listed in the same order as the Annex.

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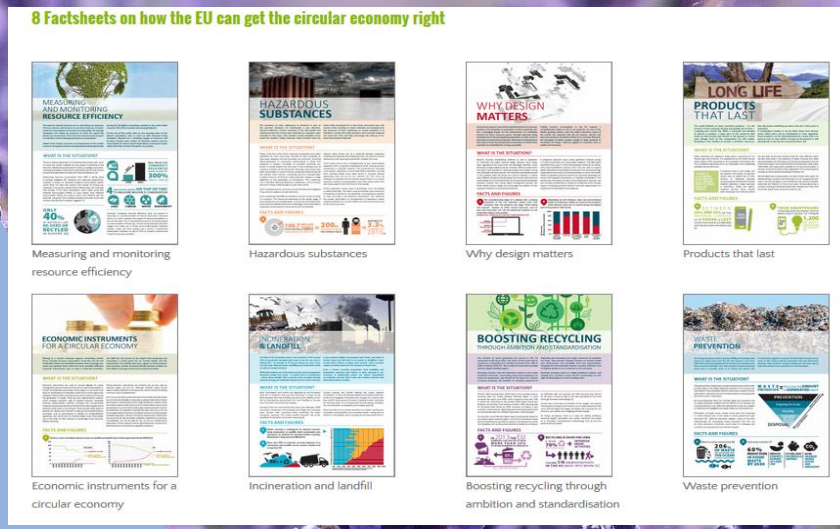

The EEB gratefully acknowledges the financial support from the LIFE Programme of the European Union. This communication reflects the organizers' views and does not commit the donors.