

Assessment of the implementation of Directive 2000/53/EU on end-of-life vehicles (the ELV Directive) with emphasis on the end-of-life vehicles of unknown whereabouts

Documentation of the public consultation: Part 1. The numerical statements, displaying the rating of the responders for suggestions outlined in questionnaire

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Authors

Dr.-Ing. Izabela Kosińska
Oeko-Institut e.V.

Dr.-Ing. Georg Mehlhart
Oeko-Institut e.V.

Head Office Freiburg

P.O. Box 17 71
79017 Freiburg
Street address
Merzhauser Strasse 173
79100 Freiburg
Tel. +49 761 45295-0

Office Berlin

Schicklerstrasse 5-7
10179 Berlin
Tel. +49 30 405085-0

Office Darmstadt

Rheinstrasse 95
64295 Darmstadt
Tel. +49 6151 8191-0

info@oeko.de
www.oeko.de

Partner



**Argus Statistik und Informationssysteme in Umwelt und
Gesundheit GmbH**

Einemstraße 20 a
10785 Berlin
Germany

Resources and Waste Advisory Group (RWA)

Wren House
68 London Road
St Albans, AL1 1NG
UK

**ICEDD – Institut de Conseil et d'Etudes en Developpement
Durable**

Boulevard Frere Orban 4
B-5000 Namur
Belgium

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Introduction

This document displays the numeric statements as a the rating of the responders for the suggestions outlined in the questionnaire to address the challenges described in the questionnaire for the public consultation “on potential measures to improve the implementation of certain aspects of the Directive on end-of life vehicles, with emphasis on ELVs of unknown whereabouts”.

The public stakeholder consultation ran for twelve weeks from **29 June 2016** to **21 September 2016**.

This document includes all stakeholders except those which asked to keep their contribution to the questionnaire confidential. The contributors asking for anonymous publication are included accordingly. For additional information e.g. what suggestion is proposed by whom and what other suggestions (and ratings for the numerical responds) are submitted by the same responder, please refer to the full data set (excluding again the confidential contributions and the contact details of those who asked to contribute anonymously) available [here](#).

This document is called “Part 1. The numerical statements, displaying the rating of responders for suggestions outlined in the questionnaire” and it is accompanied by other document:

Part 2. Additional suggestions from the responders

The questionnaire used for the public consultation is available [here](#). More information about the public consultation and study are available on the project’s website: elv.whereabouts.oeko.info.

1. Keeping track of vehicles within the EU (intra-EU trade)

Suggestions	Stakeholders	Scores				
		1	2	3	4	5
A) MS should report on their export/ import of used vehicles based on the data exchange of the competent authorities, as stipulated in Article 5(2) of Council Directive 1999/37/EC.	CMI ¹	22	1	0	0	0
	Other & Industry (exc. CMI) ²	43	10	5	0	0
	Authority	8	1	1	1	2
	Citizen	16	5	0	0	4
B) Because a de-registered vehicle at its end-of life is hazardous waste (European List of Waste Code 16 01 04*) and needs to be treated accordingly, it is necessary to trace the owner responsible for such waste. It should be obligatory to register change in ownership, even if the vehicle is no longer registered for public roads. This is the case until the vehicle is either exported as a used vehicle or until a CoD is issued.	CMI ¹	23	2	0	0	0
	Other & Industry (exc. CMI) ²	47	3	2	1	3
	Authority	8	2	1	1	3
	Citizen	17	6	0	0	4
C) In order to de-register a vehicle, the owner is obliged to submit documents that demonstrate its sale or legal dismantling (an issued CoD).	CMI ¹	23	1	0	0	0
	Other & Industry (exc. CMI) ²	48	4	1	2	3
	Authority	9	2	2	0	2
	Citizen	18	5	0	1	3
D) When a vehicle is de-registered, exported and then dismantled in the receiving Member State but not re-registered, the dismantling must be done in an ATF. The ATF is obliged to issue a CoD and send it to the responsible authority/ national vehicle register, which would be obliged to forward the CoD to the Member State where it was last registered.	CMI ¹	23	1	0	0	0
	Other & Industry (exc. CMI) ²	43	8	4	0	2
	Authority	6	1	3	1	2
	Citizen	19	4	1	0	3
E) Temporary de-registration must be accompanied by information on the fate of the vehicle (e.g. by the vehicle owner's declaration of intent to sell, export or store the vehicle, or that there is no intention to dispose of the vehicle).	CMI ¹	22	2	1	0	0
	Other & Industry (exc. CMI) ²	38	4	8	2	4
	Authority	6	3	1	0	4
	Citizen	14	7	1	1	4
F) The owner of a vehicle that is temporarily de-registered or flagged as, for example, "insurance missing" or "tax not paid", should be obliged to issue an annual statement about the status of the vehicle. In cases where such statements have not been issued, a fine could be imposed on the owner/ holder.	CMI ¹	22	1	1	1	0
	Other & Industry (exc. CMI) ²	36	5	6	1	7
	Authority	6	3	2	0	3
	Citizen	12	10	0	2	3

Suggestions	Stakeholders	Scores				
		1	2	3	4	5
G) Member States should be encouraged to establish fees or refund systems to support the treatment of ELVs in ATFs. For instance, the UK and Cyprus keep annual road vehicle taxation unless a CoD has been delivered.	CMI ¹	2	1	1	0	18
	Other & Industry (exc. CMI) ²	34	6	5	1	8
	Authority	6	2	5	1	1
	Citizen	18	5	0	0	3

¹ CMI: Car Manufacturers/ Importers

² Other & Industry (exc. CMI): Industry, not-for-profit or academic organisation (exc. Car Manufacturers/ Importers)

2. Methods to achieve more complete reporting on extra-EU export and ways to distinguish between exporting ELVs vs. used vehicles

Suggestions	Stakeholders	Scores				
		1	2	3	4	5
A) MS should make the Correspondents' Guidelines No 9 legally binding and establish national definitions (as done in Austria)*. * Switzerland has established a different approach to distinguish used vehicles from ELV"	CMI ¹	2	0	0	1	20
	Other & Industry (exc. CMI) ²	18	10	5	2	15
	Authority	5	1	2	0	6
	Citizen	13	3	5	1	1
B) The content of the Correspondents' Guidelines No 9 should become legally binding at a European level, as done for Correspondents' Guidelines No 1 in the Directive 2012/19/EU on WEEE**. ** Directive 2012/19/EU of the Parliament and of the Council of 4 July 2012 on waste electrical and electronic equipment (WEEE), OJ L 197, 24.7.2017, p. 38-71"	CMI ¹	2	1	0	0	19
	Other & Industry (exc. CMI) ²	18	9	8	0	13
	Authority	9	3	1	0	2
	Citizen	15	1	5	1	2
C) Vehicles over 10 years old should be barred from extra-EU export, since the remaining life-span compared to the environmental risk is no longer appropriate.	CMI ¹	1	0	1	0	22
	Other & Industry (exc. CMI) ²	5	2	6	4	38
	Authority	0	2	2	4	7
	Citizen	6	0	7	8	5

Suggestions	Stakeholders	Scores				
		1	2	3	4	5
D) Vehicles over 14 years old (average age of ELVs in Europe) should be barred from extra-EU export, since the remaining life-span compared to the environmental risk is no longer appropriate.	CMI ¹	2	1	0	0	21
	Other & Industry (exc. CMI) ²	10	4	6	6	30
	Authority	1	4	1	2	6
	Citizen	7	1	8	5	5
E) National authorities should increase the number of inspections of vehicles to be exported, within the framework of Article 50(2a) of the Waste Shipment Regulation ^{***} , which requires MS to establish inspections plans by 1 January 2017. ^{***} Regulation (EC) No 1013/2006 of the European Parliament and of the Council of 14 June 2006 on shipments of waste, OJ L 190 12.7.2006, p. 1	CMI ¹	2	4	1	16	1
	Other & Industry (exc. CMI) ²	34	8	6	2	3
	Authority	8	2	3	0	1
	Citizen	10	5	4	2	3
F) Further suggestion F and G are related to tracking the exports that is not reported, e.g. illegal export. European Networks such as IMPEL (European Union Network for the Implementation and Enforcement of Environmental Law) should strengthen their cooperation and exchange of good practices in the field of illegal export or treatment of ELVs.	CMI ¹	3	22	0	0	0
	Other & Industry (exc. CMI) ²	30	11	10	1	2
	Authority	8	5	2	0	1
	Citizen	15	3	2	0	3
G) Cooperation of national police forces, Europol and Interpol, should be reinforced and intensified in their efforts to track down illegal ELV exports and treatment.	CMI ¹	3	22	0	0	0
	Other & Industry (exc. CMI) ²	34	13	6	1	2
	Authority	9	5	0	0	1
	Citizen	15	6	0	1	3
H) Within the Waste Shipment Directive, reporting on the European List of Waste (LoW) code should be compulsory when completing waste shipment documents for export. (A specific cell is already reserved for such information in the existing template; however, reporting the European LoW code is only voluntary.)	CMI ¹	23	1	1	0	0
	Other & Industry (exc. CMI) ²	26	9	1	1	5
	Authority	8	2	3	0	2
	Citizen	14	5	3	1	3

¹ CMI: Car Manufacturers/ Importers

² Other & Industry (exc. CMI): Industry, not-for-profit or academic organisation (exc. Car Manufacturers/ Importers)

3. Enforcement techniques to reduce illegal dismantling of ELVs at dealers and repair shops (garages) and actions to improve ATF compliance

Suggestions	Stakeholders	Scores				
		1	2	3	4	5
A) National authorities should regularly perform on-site inspections to identify illegally operating dismantling facilities. One possible way to identify illegal dismantlers is to examine the list of the dismantlers/ operators in phone books, advertisements or websites, such as eBay, and compare it with the list of registered ATFs.	CMI ¹	23	2	0	0	0
	Other & Industry (exc. CMI) ²	49	1	4	1	2
	Authority	9	3	2	0	0
	Citizen	20	3	0	0	3
B) The EC should establish minimum requirements for ATF inspections.	CMI ¹	1	2	2	19	0
	Other & Industry (exc. CMI) ²	28	7	7	5	8
	Authority	4	1	4	1	3
	Citizen	15	6	3	0	2
C) Spare parts should be accompanied by a VIN number and/ or a CoD, as well as an ATF's registration, to ensure that the spare parts were recovered by an ATF.	CMI ¹	0	2	1	17	5
	Other & Industry (exc. CMI) ²	25	2	7	9	11
	Authority	5	0	1	2	6
	Citizen	9	5	8	0	3
D) For every used vehicle that is imported to a Member State, a recycling fee should be paid. For every new vehicle placed on the national market, a recycling fee should be paid as well. This fee would be returned when a CoD is issued for the respective vehicle.	CMI ¹	0	0	0	0	25
	Other & Industry (exc. CMI) ²	20	4	5	2	21
	Authority	3	2	3	1	3
	Citizen	17	1	4	1	3
E) A refundable recycling fee should be paid by the owner when registering a new or used vehicle. This fee should be reimbursed either when a CoD is issued or when the respective vehicle is sold and an adequate notification is made in the national registration system.	CMI ¹	0	0	0	0	24
	Other & Industry (exc. CMI) ²	23	3	4	2	20
	Authority	3	2	3	1	3
	Citizen	17	2	1	1	4
F) ATFs should notify, preferably electronically, the national vehicle register when a CoD is issued. For ELVs not registered in the country, suggestion D shall apply.	CMI ¹	2	0	2	1	18
	Other & Industry (exc. CMI) ²	39	7	1	1	5
	Authority	8	4	1	1	0
	Citizen	20	1	1	0	3

Suggestions	Stakeholders	Scores				
		1	2	3	4	5
G) ATFs should identify the vehicle and check that the vehicle holder is authorised to scrap the vehicle.	CMI ¹	22	0	1	1	0
	Other & Industry (exc. CMI) ²	28	4	3	4	15
	Authority	9	2	1	0	2
	Citizen	16	4	0	1	4
H) ATFs should inform the authorities when they receive dismantled ELVs from unauthorised dismantlers.	CMI ¹	2	3	19	0	1
	Other & Industry (exc. CMI) ²	27	4	13	1	9
	Authority	8	2	3	0	0
	Citizen	16	6	0	1	3
I) Shredders should report the number of treated ELVs and CoDs received.	CMI ¹	21	3	19	0	1
	Other & Industry (exc. CMI) ²	40	2	2	0	12
	Authority	10	1	1	1	1
	Citizen	18	1	1	4	2
J) National authorities should regularly perform on-site inspections of ATFs and shredders. This should be done according to the elaborated Action Plan.	CMI ¹	23	2	0	0	0
	Other & Industry (exc. CMI) ²	34	7	2	3	9
	Authority	5	5	0	0	1
	Citizen	16	6	2	1	1
K) The results of inspections of ATFs and shredders should be reported to the Commission.	CMI ¹	2	1	1	1	20
	Other & Industry (exc. CMI) ²	27	4	5	3	15
	Authority	1	0	1	2	9
	Citizen	15	4	4	2	1
L) The EC should establish minimum requirements for inspections of ATFs and shredders.	CMI ¹	1	1	3	18	0
	Other & Industry (exc. CMI) ²	30	5	3	6	11
	Authority	4	2	2	1	4
	Citizen	16	4	3	2	1

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4. Public awareness and incentives for ELV tracking and environmental risks

Suggestions	Stakeholders	Scores				
		1	2	3	4	5
A) A financial incentive should be implemented for a vehicle's last owner to properly deliver the vehicle for disposal. For example, the last owners are paid a premium when delivering an ELV to legal dismantlers. The premium is financed by a deposit paid to a (public) fund at the time of first registration in the national register.	CMI ¹	0	0	0	1	22
	Other & Industry (exc. CMI) ²	29	5	3	1	13
	Authority	5	0	3	2	3
	Citizen	21	1	1	0	3
B) An education initiative should be implemented to inform vehicle owners of a vehicle's environmental risks. For example, a message can be enclosed with every vehicle tax reminder on how to scrap the vehicle accompanied by press releases in national newspapers to explain the CoD process and the importance of proper ELV treatment (environmental matters).	CMI ¹	2	2	1	18	2
	Other & Industry (exc. CMI) ²	36	7	5	5	3
	Authority	6	4	5	0	0
	Citizen	15	5	2	2	2
C) If the owners do not fulfil their duties (i.e. delivering the vehicle to an ATF using the correct procedure and properly de-registering the vehicle by providing a CoD or other document confirming legal sale), they should continue to be responsible for paying the vehicle tax or other payment (penalty) until those duties are fulfilled.	CMI ¹	21	1	1	0	1
	Other & Industry (exc. CMI) ²	47	5	2	0	2
	Authority	8	4	0	1	2
	Citizen	19	3	1	0	3
D) To increase public confidence, ATFs could be branded as a chain or certified. This could also raise public awareness of ELV environmental issues and promote ATFs.	CMI ¹	3	20	1	0	0
	Other & Industry (exc. CMI) ²	30	15	7	1	4
	Authority	5	2	2	3	1
	Citizen	11	8	3	0	3

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² Other & Industry (exc. CMI): Industry, not-for-profit or academic organisation (exc. Car Manufacturers/ Importers)

5. Aspects to improve coverage and data quality when reporting on ELVs (possible revision of the Commission Decision on ELV annual reporting)

Suggestions	Stakeholders	Scores				
		1	2	3	4	5
A) Article 1(1) of Commission Decision on ELV annual reporting asks for an appropriate description of the data used. To ensure better quality and comparable quality reports, the Commission should identify the details addressed by such reports.	CMI ¹	1	1	23	0	0
	Other & Industry (exc. CMI) ²	23	8	13	4	2
	Authority	8	2	0	0	2
	Citizen	7	5	4	2	1
B) The “current national vehicle market”, for which in Article 1(3) of Commission Decision asks for a breakdown, should be further described. In particular, more precise data on new registrations, on the change in Eurostat’s ‘vehicle parc’ and the export/ import of used vehicles, and on the number of ELVs and CoDs would enable a better evaluation of the coverage by country.	CMI ¹	1	23	1	0	0
	Other & Industry (exc. CMI) ²	34	14	1	2	3
	Authority	4	2	4	1	1
	Citizen	8	3	7	0	3
C) MSs’ Quality Reports and data on their current national vehicle markets should be published in order to establish “best practice” and improve overall reporting quality.	CMI ¹	21	4	0	0	0
	Other & Industry (exc. CMI) ²	32	11	4	5	3
	Authority	4	4	0	2	1
	Citizen	8	3	3	1	4
D) “Non-ferrous materials” should be changed to “non-ferrous metals” in table 2 of the reporting tables in the Annex of the Commission Decision.	CMI ¹	1	22	1	0	1
	Other & Industry (exc. CMI) ²	17	6	4	4	16
	Authority	7	3	1	1	0
	Citizen	5	7	6	1	2
E) It should be clarified if MS are obliged to distinguish between ferrous scrap and non-ferrous metals when the Metal Content Assumption is applied.	CMI ¹	0	21	1	0	0
	Other & Industry (exc. CMI) ²	19	4	5	2	13
	Authority	4	1	1	4	1
	Citizen	4	5	8	1	2
F) In tables 1 and 2 of the reporting tables in the Annex of the Commission Decision, an additional column should be added indicating how many ELVs were exported.	CMI ¹	1	1	1	1	20
	Other & Industry (exc. CMI) ²	27	5	5	3	9
	Authority	3	2	3	1	2
	Citizen	9	5	3	1	2

Suggestions	Stakeholders	Scores				
		1	2	3	4	5
G) For data comparability, when the Metal Content Assumption is applied, a breakdown of the metals should be added to tables 1 and 2 of the reporting tables in the Annex of the Commission Decision.	CMI ¹	0	1	1	20	0
	Other & Industry (exc. CMI) ²	11	5	5	4	17
	Authority	2	1	1	2	4
	Citizen	2	6	8	1	2
H) A harmonised approach to calculate reuse should be introduced, which could perhaps address the subtraction method and/ or metal content assumptions.	CMI ¹	1	2	22	0	0
	Other & Industry (exc. CMI) ²	18	11	4	2	13
	Authority	5	1	3	2	0
	Citizen	7	5	4	1	3
I) In table 1 of the reporting tables in the Annex of the Commission Decision, Member States should report the number of CoDs issued by ATFs.	CMI ¹	22	2	22	0	0
	Other & Industry (exc. CMI) ²	41	8	2	0	2
	Authority	5	2	1	2	2
	Citizen	9	3	4	1	2
J) In table 2 of the reporting tables in the Annex of the Commission Decision, Member States should report the number of hulks (i.e. depolluted and dismantled vehicles) treated by shredder plants and the number of CoDs received by shredder plants. This would enable better validation of material flows.	CMI ¹	0	23	0	1	1
	Other & Industry (exc. CMI) ²	22	11	4	0	14
	Authority	4	1	2	4	0
	Citizen	7	5	4	1	3
K) In the course of a revision of the Commission Decision on ELV annual reporting, the reporting tables should be adjusted in order to make reporting on recovery other than energy recovery, e.g. backfilling, possible.	CMI ¹	20	1	1	1	1
	Other & Industry (exc. CMI) ²	25	9	6	2	2
	Authority	4	2	1	2	3
	Citizen	3	7	6	1	2

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6. Persistent Organic Pollutants (POPs) and ELVs

Suggestions	Stakeholders	Scores				
		1	2	3	4	5
A) To support pre-treatment and dismantling for ELVs, the worldwide IDIS (International Dismantling Information System), developed by vehicle producers, should include information on potential pollutants to the recycling process, such as persistent organic pollutants (POP) or other substances not yet mentioned in the ELV Directive.	CMI ¹	0	1	2	0	20
	Other & Industry (exc. CMI) ²	18	7	5	11	8
	Authority	10	1	1	0	0
	Citizen	14	6	1	1	2

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