End-of-life vehicles. ELV Directive

1997/0194(COD) - 03/02/2000 - Text adopted by Parliament, 2nd reading

In approving Council's common position on end-of-life vehicles, the European Parliament passed a number of technical amendments tabled by the Environment Committee, but turned down amendments designed to shift the burden of costs from the manufacturer. Parliament's Rapporteur was Mr. Karl-Heinz FLORENZ (EPP/ED, D). In terms of the scope of the Directive, spare and replacement parts would now be included but historic vehicles and vehicles of value to collectors would not. In order to facilitate dismantling and recycling of end-of-life cars, the Parliament's text states that vehicle manufacturers should provide authorised treatment facilities with all requisite dismantling information in particular for hazardous materials; vehicle manufacturers and material producers should use common component and material coding standards; in addition, the preparation of European standards, where appropriate, should be be promoted. It will be for the car manufacturer to pay for the disposal of the vehicle 'or a significant part of the costs of the implementation of this measure and/or take back end-of-life vehicles. The Parliament voted in favour of changing the date by which 85% of the vehicle is to be made from recyclable materials and 95% from recoverable materials to 1 January 2005 as against the Council's position at three years after the legislation comes into force. Parliament also voted for a ban on the disposal of mercury, lead, cadmium and hexavalent chromium in landfill sites as from July 2001. Lastly, there is a Parliament amendment to Article 11 which states that the Commission shall be assisted by a regulatory committee and that the Parliament should be kept informed by the Commission of committee proceedings on a regular basis.