## Basic information

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|---|---|
| **1997/0194(COD)**<br><br>COD - Ordinary legislative procedure (ex-codecision procedure)<br>Directive | Procedure completed |
| End-of-life vehicles. ELV Directive<br><br>Repealed by 2023/0284(COD)<br>Amended by 2006/0287(COD)<br>Amended by 2007/0212(COD)<br>Amended by 2015/0272(COD)<br><br>**Subject**<br><br>3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles<br>3.70.12 Waste management, domestic waste, packaging, light industrial waste | |

## Key players

### European Parliament

| Committee responsible | Rapporteur | Appointed |
|---|---|---|
| DELE EP Delegation to Conciliation Committee | FLORENZ Karl-Heinz (PPE-DE) | 27/03/2000 |

| Former committee responsible | Former rapporteur | Appointed |
|---|---|---|
| ENVI Environment, Public Health, Consumer Policy | FLORENZ Karl-Heinz (PPE) | 27/11/1997 |
| ENVI Environment, Public Health and Consumer Protection | | |
| ENVI Environment, Public Health and Consumer Protection | FLORENZ Karl-Heinz (PPE) | 27/11/1997 |

| Former committee for opinion | Former rapporteur for opinion | Appointed |
|---|---|---|
| ECON Economic and Monetary Affairs, Industrial Policy | BOWE David Robert (PSE) | 16/04/1998 |
| TRAN Transport and Tourism | SIMPSON Brian (PSE) | 04/02/1998 |

### Council of the European Union

| Council configuration | Meetings | Date |
|---|---|---|
| Justice and Home Affairs (JHA) | 2251 | 2000-03-27 |

| | | |
|---|---|---|
| Environment | 2165 | 1999-03-11 |
| Environment | 2153 | 1998-12-20 |
| Environment | 2121 | 1998-10-06 |
| Environment | 2194 | 1999-06-24 |
| Budget | 2285 | 2000-07-20 |

**Key events**

| Date | Event | Reference | Summary |
|---|---|---|---|
| 11/06/1996 | Additional information | | Summary |
| 09/07/1997 | Legislative proposal published | COM(1997)0358 | Summary |
| 04/12/1997 | Committee referral announced in Parliament, 1st reading | | |
| 06/10/1998 | Debate in Council | | |
| 20/12/1998 | Debate in Council | | |
| 02/02/1999 | Vote in committee, 1st reading | | Summary |
| 02/02/1999 | Committee report tabled for plenary, 1st reading | A4-0051/1999 | |
| 10/02/1999 | Debate in Parliament | | |
| 27/04/1999 | Modified legislative proposal published | COM(1999)0176 | Summary |
| 05/05/1999 | Vote in committee, 1st reading | | |
| 24/06/1999 | Debate in Council | | |
| 29/07/1999 | Council position published | 08095/1/1999 | Summary |
| 07/10/1999 | Committee referral announced in Parliament, 2nd reading | | |
| 11/01/2000 | Vote in committee, 2nd reading | | Summary |
| 11/01/2000 | Committee recommendation tabled for plenary, 2nd reading | A5-0006/2000 | |
| 03/02/2000 | Decision by Parliament, 2nd reading | T5-0036/2000 | Summary |
| 03/02/2000 | Debate in Parliament | | |
| 27/03/2000 | Parliament's amendments rejected by Council | | |
| 23/05/2000 | Formal meeting of Conciliation Committee | | Summary |
| 23/05/2000 | Final decision by Conciliation Committee | | |
| 07/07/2000 | Joint text approved by Conciliation Committee co-chairs | 3627/2000 | |
| 12/07/2000 | Report tabled for plenary, 3rd reading | A5-0212/2000 | |
| 20/07/2000 | Decision by Council, 3rd reading | | |
| 06/09/2000 | Debate in Parliament | | |
| 07/09/2000 | Decision by Parliament, 3rd reading | T5-0370/2000 | Summary |
| 18/09/2000 | Final act signed | | |

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|---|---|---|---|
| 18/09/2000 | End of procedure in Parliament | | |
| 21/10/2000 | Final act published in Official Journal | | |

## Technical information

| | |
|---|---|
| **Procedure reference** | 1997/0194(COD) |
| **Procedure type** | COD - Ordinary legislative procedure (ex-codecision procedure) |
| **Procedure subtype** | Legislation |
| **Legislative instrument** | Directive |
| **Amendments and repeals** | Repealed by 2023/0284(COD)<br>Amended by 2006/0287(COD)<br>Amended by 2007/0212(COD)<br>Amended by 2015/0272(COD) |
| **Legal basis** | EC Treaty (after Amsterdam) EC 175-p1<br>Rules of Procedure EP 52-p1 |
| **Stage reached in procedure** | Procedure completed |
| **Committee dossier** | CODE/5/12663 |

## Documentation gateway

**European Parliament**

| Document type | Committee | Reference | Date | Summary |
|---|---|---|---|---|
| Committee report tabled for plenary, 1st reading/single reading | | A4-0051/1999<br>OJ C 150 28.05.1999, p. 0005 | 02/02/1999 | |
| Text adopted by Parliament, 1st reading/single reading | | T4-0115/1999<br>OJ C 150 28.05.1999, p. 0283-0431 | 11/02/1999 | Summary |
| Text adopted by Parliament confirming position adopted at 1st reading | | T4-0419/1999<br>OJ C 279 01.10.1999, p. 0252-0272 | 06/05/1999 | Summary |
| Committee recommendation tabled for plenary, 2nd reading | | A5-0006/2000<br>OJ C 304 24.10.2000, p. 0008 | 11/01/2000 | |
| Text adopted by Parliament, 2nd reading | | T5-0036/2000<br>OJ C 309 27.10.2000, p. 0013-0062 | 03/02/2000 | Summary |
| Report tabled for plenary by Parliament delegation to Conciliation Committee, 3rd reading | | A5-0212/2000<br>OJ C 135 07.05.2001, p. 0014 | 12/07/2000 | |
| Text adopted by Parliament, 3rd reading | | T5-0370/2000<br>OJ C 135 07.05.2001, p. 0196-0253 | 07/09/2000 | Summary |

**Council of the EU**

| Document type | Reference | Date | Summary |
|---|---|---|---|
| Council position | 08095/1/1999<br>OJ C 317 04.11.1999, p. 0019 | 29/07/1999 | Summary |

**European Commission**

| Document type | Reference | Date | Summary |
|---|---|---|---|
| Legislative proposal | COM(1997)0358<br>OJ C 337 07.11.1997, p. 0003 | 09/07/1997 | Summary |
| Modified legislative proposal | COM(1999)0176<br>OJ C 156 03.06.1999, p. 0005 | 27/04/1999 | Summary |
| Reconsultation | SEC(1999)0581 | 28/04/1999 | |
| Commission communication on Council's position | SEC(1999)1549 | 01/10/1999 | Summary |
| Commission opinion on Parliament's position at 2nd reading | COM(2000)0166 | 16/03/2000 | Summary |
| Follow-up document | COM(2007)0005 | 16/01/2007 | Summary |
| Follow-up document | COM(2007)0618 | 17/10/2007 | Summary |
| Follow-up document | SEC(2007)1348 | 17/10/2007 | |
| Follow-up document | COM(2009)0635 | 20/11/2009 | Summary |
| Follow-up document | COM(2017)0098 | 27/02/2017 | Summary |
| Follow-up document | COM(2020)0033 | 30/01/2020 | Summary |
| Follow-up document | COM(2024)0454 | 15/10/2024 | |

**Other institutions and bodies**

| Institution/body | Document type | Reference | Date | Summary |
|---|---|---|---|---|
| EESC | Economic and Social Committee: opinion, report | CES0289/1998<br>OJ C 129 27.04.1998, p. 0044 | 25/02/1998 | |
| CSL/EP | Joint text approved by Conciliation Committee co-chairs | 3627/2000 | 07/07/2000 | |
| EU | Implementing legislative act | 32002D0525<br>OJ L 170 29.06.2002, p. 0081-0084 | 27/06/2002 | Summary |
| EU | Implementing legislative act | 32003D0138<br>OJ L 053 28.02.2003, p. 0058-0059 | 27/02/2003 | Summary |
| EU | Implementing legislative act | 32005D0293<br>OJ L 094 13.04.2005, p. 0030-0033 | 01/04/2005 | Summary |
| | | 32005D0673 | | |

| | | | | |
|---|---|---|---|---|
| EU | Implementing legislative act | OJ L 254 30.09.2005, p. 0069-0072 | 20/09/2005 | Summary |

| Additional information | | |
|---|---|---|
| **Source** | **Document** | **Date** |
| European Commission | EUR-Lex | |

| Final act | |
|---|---|
| Directive 2000/0053<br>OJ L 269 21.10.2000, p. 0034 | Summary |

| Delegated acts | |
|---|---|
| **Reference** | **Subject** |
| 2019/3002(DEA) | Examination of delegated act |
| 2019/3008(DEA) | Examination of delegated act |
| 2022/3022(DEA) | Examination of delegated act |

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 27/02/2017 - Follow-up document

The Commission presented a report on the implementation of Directive 2000/53/ EC on end-of-life vehicles (the ELV Directive) for the periods 2008-2011 and 2011-2014.

For the period 2008-2011, all Member States submitted their implementation reports to the Commission, whereas for the period 2011-2014, two Member States have not done so. **The information provided was complete and, overall, of satisfactory quality**.

**(1) Transposition of the Directive**: the evaluation concluded that the Member States have **fully transposed** the ELV Directive. Some cases of non-conformity have resulted in infringement procedures and have been resolved as Member States have aligned their ELV legislation with the Directive.

Member States reported on measures to:

- encourage vehicle manufacturers to limit the use of hazardous substances in vehicles;
- restrict the use of lead, mercury, cadmium and hexavalent chromium for materials and components of vehicles placed on the market after 1 July 2003;
- ensure that vehicle manufacturers implement ELV collection systems and that adequate collection facilities are available;
- require the presentation of a certificate of destruction as a condition for vehicle deregistration;
- ensure that the delivery of ELVs to an authorised treatment facility is carried out at no cost to the last holder or owner;
- oblige treatment establishments to hold a permit issued by the competent authorities or to be registered with them;
- require component producers to make information on dismantling, storage and testing of components available to authorised treatment facilities.

**(2) Implementation of the Directive**: overall, the implementation of the ELV Directive is considered **positive**, with the exception of the issue of the ELV of unknown whereabouts:

- Member States reported **good practices** working with manufacturers on the composition of materials and the reuse of materials and components; ecodesign is improving. The majority of Member States reported that ELVs have a positive market value, provided they are delivered complete and are not stripped of essential components;

- statistics on the ELV targets show that **almost all Member States had reached the 2006 ELV targets of 80% reuse/recycling and 85% reuse /recovery**. Nice Member States had already reached the 2015 targets of 95% for reuse/recovery and 17 Member States had reached those of 85% for reuse/recycling per vehicle. The remaining Member States are close to the targets applicable as of January 2015, although achieving the reuse and recovery target of 95% is challenging for several Member States;

- Member States also reported qualitative improvements. In most Member States, the number of **authorised treatment facilities increased**. The total number of vehicles transferred to authorised treatment facilities in the EU rose sharply from 6.3 million in 2008 to 9 million in 2009. This increase is to be attributed to the introduction of scrapping incentives schemes in more than 10 Member States in the 2008 and 2009.

(**3) Unknown whereabouts and illegal dismantling of ELVs**: according to assessments carried out on behalf of the Commission, there may be between **3.5 and 4.5 million** vehicles per year with 'unknown whereabouts'.

These 'missing vehicles' are deregistered in the Member States but are not reported to the Commission as legally treated ELVs. Nor do they appear in the data of foreign trade statistics on legal exports of used vehicles.

**The illegal collection and trafficking of ELVs** threatens the effectiveness of the Directive. A study is being carried out to assist the Commission in examining the causes of illegal collection and trafficking of ELVs

and measures that need to be taken to address this issue at different levels/

At EU level, **the Waste Shipment Correspondents' Guidelines on waste vehicles** agreed on 8 July 2011 are a helpful tool for national authorities. However, further measures may be required, such as reviewing Commission Decision 2005/293/EC to reinforce the monitoring of the national vehicle market.

The Commission considered that **issues relating to the data quality and comparability of reporting** have already been addressed, but **require further attention**.

Improved annual reporting on the ELV targets, accompanied by national reporting methodologies, will help improve the monitoring of the implementation of the ELV Directive.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 30/01/2020 - Follow-up document

The Commission presented its fourth report on the implementation of Directive 2000/53/EC on end-of-life vehicles (the ELV Directive), the aim of which is to prevent the production of waste from vehicles and their components so as to reduce the final disposal of waste and its overall environmental impact.

The report covers the period from 22 April 2014 to 21 April 2017. 25 Member States submitted responses for the period. Three countries (Hungary, Latvia and Malta) have not yet done so. Overall, the information submitted was fairly comprehensive and of good quality.

***Positive developments in implementation***

The transposition of the Directive is considered satisfactory for all Member States and there are no infringement proceedings pending. Overall, the implementation of the ELV Directive appears to be appropriate:

- by 2017, 20 Member States had achieved the target of a minimum reuse and recycling rate of 85% by average weight per vehicle per year; two Member States had not achieved the target but were close to it and six Member States had not provided data. The average reuse and recycling rate for the EU-28 as a whole was 89%, four percentage points above the target;

- the reuse and recovery target of 95% by average weight per vehicle per year proved more difficult to achieve. By 2017, 15 Member States had achieved the target of a minimum rate of 95% reuse and recovery by average weight per vehicle per year; seven Member States had not yet achieved the 95% target but were very close to it and six Member States have not yet reported their results. The average reuse and recovery rate for the EU-28 as a whole was 94%, just below the target;

- under the ELV Directive, vehicle and equipment manufacturers are required to limit the use of lead, mercury, cadmium and hexavalent chromium for materials and components placed on the market after 1 July 2003. The use of the banned hazardous substances is steadily decreasing due to several amendments to Annex II of the Directive which continuously reduce the number of exemptions allowing their use;

- the number of authorised treatment facilities (14 173 in 2015-2017 in EU 28) has increased and Member States are starting to report innovative measures such as the incorporation of recycled materials, support for waste prevention projects and the establishment of environmental management systems, all of which can be examples of good practice for other countries to follow.

***Unknown whereabouts and illegal dismantling of ELVs***

Among the shortcomings in the implementation and enforcement of the ELV Directive, the most difficult to address remains the high number of 'ELVs of unknown whereabouts'. Illegal collection, dismantling and trade of ELV parts remains a problem. In addition to the loss of valuable resources (recoverable components and materials), these illegal operations and the treatment of ELVs in unauthorised treatment facilities also have negative effects on health and the environment.

A recent Commission study shows that the high number of ELVs of unknown whereabouts can be explained, inter alia, by failures in deregistration systems and incorrect treatment of ELVs (not all ELVs are transferred to collection points and not all ELVs are transferred to collection points and not all ELVs obtain a Certificate of Destruction (CoD); some ELVs are dismantled in unauthorised facilities). In addition, some ELVs are illegally exported as used vehicles.

In order to address this problem, the Commission has carried out a compliance promotion initiative to assess the implementation of the ELV Directive, paying particular attention to end-of-life vehicles of unknown whereabouts.

***Outlook***

The European Commission is currently reviewing the ELV Directive in order to assess the extent to which EU ELV legislation rules deliver benefits for the environment, the public and industry. The assessment shall be completed in 2020. The topics being explored include:

- the efficiency of the implementation of the Directive, including the problem of ELVs of unknown whereabouts;

- coherence with definitions in other legislation;

- the relevance and feasibility of targets for certain materials;

- reporting and monitoring methods and relevance to the challenges of new technologies, including electric and hybrid vehicles;

- changes in the material composition of vehicle.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 01/04/2005 - Implementing legislative act

ACT : Commission Decision 2005/293(EC) laying down detailed rules on the monitoring of the reuse/recovery and reuse/recycling targets set out in Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles.

CONTENT : under Directive 2000/53/EC, the Commission is required to establish detailed rules necessary to control compliance of Member States with the targets set out in the first subparagraph of Article 7(2) of that Directive. It is sufficient that the Member States show that at least the required targets are met. It is necessary to harmonise the characteristics and presentation of the calculation of the targets set out in the first subparagraph of Article 7(2), in order to make the data produced by Member States comparable.

Member States shall calculate the reuse/recovery and reuse/recycling targets on the basis of the reused, recycled and recovered materials from de-pollution, dismantling and (post)-shredding operations. Member States shall ensure that for materials entering further treatment, the actually achieved recovery is taken into account.

To that end, Member States shall complete tables set out in the Annex to this Decision together with an appropriate description of the data used:

- Table 1 : Materials from de-pollution and dismantling (in tonnes per year) of end-of-life vehicles arising in the Member State and treated within the Member State ;

- Table 2: Materials from shredding (in tonnes per year) of end-of-life vehicles arising in the Member State and treated within the Member State;

- Table 3: Monitoring of (parts of) end-of-life vehicles arising in the Member State and exported for further treatment (in tonnes per year);

- Table 4: Total reuse, recovery and recycling (in tonnes per year) of end-of-life vehicles arising in the Member State and treated within or outside the Member State .

The tables set out in the Annex shall be completed by the Member States on an annual basis, starting with data for 2006

and shall be sent to the Commission within 18 months of the end of the relevant year. For the years prior to 2006, Member States shall report the available data to the Commission within 12 months of the end of the relevant year. The data related to the years prior to 2006 will be used for monitoring purposes only.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 11/02/1999 - Text adopted by Parliament, 1st reading/single reading

The Parliament voted to endorse the Resolution, drafted by Karl-Heinz FLORENZ (D, EPP) on Commission proposals to ensure that car manufacturers use recyclable materials. The Parliament adopted an amendment whereby the Directive would cover, irrespective of how the vehicle has been services or repaired during use and irrespective of whether it is equipped with components supplied by the producer or with other components whose fitting as a

spare or replacement parts accords with the appropriate Community provisions or domestic provisions. Member States would also have to ensure that materials and compon,ents in vehicles receiving type approval after 1 January 2005 and spare and replacement parts placed on the market after 1 January 2005 do not contain any cadmium and that they contain lead, mercury and hexavalent chromium only in the areas listed in Annex Ia and within the limits stated there. The areas and limits stated in Annex Ia shall be reduced by the Commission, using the procedure laid down in Art. 12, at least once every 2 years after the entry into force of this Directive in accordance with scientific procedure. Among the other amendments is one designed to bring forward from 2015 to 2005 the date by which manufacturers will be required to increase the reusable proportion of a vehicle to 95% of the weight. A further amendment would bring forward the rules banning the disposal of dangerous substances in landfill sites from 2003 to 2001. Component producers would have to make available to authorized recovery facilities the requisite information concerning dismantling, storage and testing of components. Another amendment that was passed secures an exemption for vintage cars.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 01/10/1999 - Commission communication on Council's position

The Commission welcomes the adoption of the Common Position. Although the Common Position contains some differences in comparison with the original Commission proposal, the Commission considers it to be generally acceptable, particularly in light of the need to proceed quickly towards the adoption of European rules concerning a sector where environmental requirements are greatly needed. Some significant differences, however, make the Common Position in some aspects less stringent than the original Commission proposal. These differences relate in particular to the scope of the Proposal, the date of implementation of the 'free take-back' and the producer responsibility, as well as the use of Environmental Agreements in order to implement certain provisions of the Directive. Another difference relates to the measures concerning heavy metals contained in vehicles. The Council has endorsed the approach proposed by the European Parliament. However, a large number of derogations to this provision have been included in Annex II. Despite the presence of these derogations, the Commission has accepted this approach, having also taken into consideration the specific request for product-related preventive measures included in the ESC's Opinion on this proposal.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 09/07/1997 - Legislative proposal

OBJECTIVE: the proposal for a directive aims at the ecological disposal of car wrecks, so that all new vehicles are completely recyclable by 2015. CONTENT: this proposal, which is based on the polluter pays principle, seeks to prevent the creation of scrap from vehicles, to promote the re-utilization, recycling and recovery of cars and car parts and to reduce the quantity of scrap from vehicles taken off the road and dumped or incinerated with no energy recovery. The main elements of the proposal are as follows: a) Prevention: - manufacturers and suppliers of materials and equipment must make an effort to reduce the use of dangerous substances, if possible by integrating this objective at the vehicle design stage; - heavy metals (lead, mercury, cadmium, hexavalent chromium) contained in vehicles placed on the market after 1 January 2003 must not be crushed, dumped or incinerated. They must either be recycled or eliminated from new vehicles; - the Commission will examine the scientific data on PVC and, if necessary, will submit proposals on the matter (because the elimination of PVC by incineration causes serious problems). b) Collection: - economic operators must set up a system for collecting all vehicles taken off the road; from 1 January 2000, all vehicles must be taken to licensed processing centres; - deregistration of a vehicle at the end of its life will only be possible on presentation, by the last owner to date, of a certificate of destruction confirming that the vehicle was taken to a licensed dismantling and processing installation. These installations will only obtain a license if they meet certain environmental requirements; - owners of non-recyclable vehicles may claim the cost of taking their vehicle to a professional dismantling installation from the manufacturer; - in order to facilitate the movement of vehicles, provision is made for the Member States to mutually recognize and accept the certificate of destruction issued by another Member State. c) Re-utilization and recovery: in order to prevent the production of waste, vehicles taken off the road must comply with quantitative re-utilization, recycling and recovery criteria: by 2005, the rate of re-utilization/recovery must be 85% of the weight of the vehicle and the rate of re-utilization/recycling must be 80%; by 2015, the rate of re-utilization/recovery must be 95% and the rate of re-utilization/recycling 85%. Objectives beyond 2015 have yet to be set. d) Information: vehicle manufacturers must supply information on the rate of re-utilization, recycling and recovery achieved during the past year. This information must be verified by the Member States.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 20/11/2009 - Follow-up document

The Commission presents its report on the implementation of Directive 2000/53/EC on end-of-life vehicles (ELV Directive) for the period 2005-2008.

After the first implementation report which covered the implementation period from 21 April 2002 to 21 April 2005 (for the Member States which joined the European Community on 1 May 2004 the period from 1 May 2004 to 21 April 2005), this report covers the period from 21 April 2005 to 21 April 2008 (for the Member States which joined the European Community on 1 January 2007 from this day to 21 April 2008).

Conformity studies run by the Commission on the national implementing measures have demonstrated that the Directive is generally well transposed, although there are some cases of non-conformity which are currently or can be subject to infringement procedures. Concerning the actual, practical implementation and enforcement of the legal provisions, Member States were able to provide more information than for the previous reporting period, but an exhaustive assessment of the overall situation cannot be made based on the received responses.

The main statements made in the report are as follows:

- All respondents took the necessary measures to ensure that economic operators – in most cases the producers and/or importers of vehicles – set up systems for the collection of end-of-life vehicles and (as far as technically feasible) of waste used parts removed when passenger cars are repaired, and to ensure the adequate availability of collection facilities within their territory.

- The number of authorised treatment facilities varies from 2 in Cyprus to more than 1,600 in the United Kingdom. In all countries measures were taken to ensure that all end-of-life vehicles are transferred to authorised treatment facilities. All Member States except Belgium reported having set up a system according to which the presentation of a certificate of destruction is a condition for deregistration of a vehicle. The
- Belgian case is followed by the Commission. All Member States except Belgium against which the Commission has started an infringement proceeding ensured that certificates of destruction issued in other Member States are mutually recognised and accepted by the competent authorities. The Bulgarian response was unclear and needs further investigation.
- All responding Member States indicated having adopted measures in line with the waste hierarchy in order to promote the reuse of components which are suitable for reuse and the recovery of components which cannot be reused, with a preference for recycling. All respondents introduced measures to ensure that the reuse/recovery and reuse/recycling targets set in the Directive are attained by the economic operators. Most Member States transposed the targets set in the Directive literally.
- Concerning the rates of reuse/recycling and reuse/recovery, the 2006 figures are available for all Member States except Ireland and Malta. In 2006, 19 Member States met the reuse/recycling target of 80% (the Czech Republic and France were close to meeting the target). The reuse /recovery target of 85% was met by thirteen Member States (Spain was close to meeting the target).
- 19 Member States reported having obliged the economic operators – mostly producers – to publish information concerning vehicle design, environmentally sound treatment, waste prevention and the progress achieved with regard to recovery and recycling. Only five Member States reported end-of-life vehicles with no or a negative market value delivered to authorised treatment facilities. The remaining Member States indicated no or a negligible amount of such cars due to high secondary raw material prices.
- The respondents did not in general notice any competition distortions between Member States, although there were several remarks in this context which are described in the report.

The Commission concludes that **there were no remarkable changes compared to the previous reporting period** as regards the incorporation of Directive 2000/53/EC into the national legislation of the Member States. Some of the provisions of the Directive have not yet been transposed fully or correctly, which is demonstrated by the number of infringement cases: in 2009, nine non-conformity cases and six cases for non-reporting were still pending. Several Member States failed to meet their reuse/recycling/recovery targets in 2006.

The Commission addressed a letter to these Member States seeking explanation for the reasons of failure and will discuss possible improvement. Overall, the implementation of the Directive should be further improved. The ongoing conformity checks and meetings with Member States will continue in order to address deficiencies in the implementation of this Community legislation.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 27/02/2003 - Implementing legislative act

PURPOSE: to implement aspects of the end of life vehicles Directive

LEGISLATIVE ACT: Commission Decision establishing component and material coding standards for vehicles pursuant to Directive 2000/53/EC of the European Parliament and of the Council on end of life vehicles.

CONTENT: This Decision has been adopted in accordance with provisions laid out in Directive 2000/53, which award the Commission the right to establish component and material coding standards to be used by producers and material and equipment manufacturers. This allows them to identify those components and materials which are suitable for reuse and recovery. Under the terms of the Decision, Member States are expected to ensure that producers, together with material and equipment manufacturers, use the nomenclature of ISO component and material coding standards, (which can be found in Annex to the Decision), for the labelling and identification of components and materials of vehicles. The Decision will be reviewed two years after the Decision has entered into force on the basis of practical experience gained in the recycling and recovery of end-of-life vehicles.

ENTRY INTO FORCE: 1 July 2003.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 16/03/2000 - Commission opinion on Parliament's position at 2nd reading

The proposal is designed to preserve and improve the quality of the environment and to ensure the functioning of the internal market and aviod distortions to competition. To this end, it establishes measures on the prevention of waste from vehicles (including restrictions on the use of hazardous substances in new vehicles), on the collection of vehicles as well as their treatment, recycling and recovery. The Commission accepts in full, in part or in principle thirteen of the thirty-two amendments adopted by the Parliament. They are incorporated in the new amended proposal and may therefore be re-examined by the Council. The amendments accepted by the Commission relate in particular to: - replacing the term "dismantling manual" with the term "dismantling information"; - the Committee procedure; - "special purpose" vehicles (ambulances, hearses, motor-caravans); - the addition of a number of requirements and requires component manufacturers to provide recovery facilities with information on a number of technical aspects. The amendments not accepted by the Commission relate to: - the inclusion of spare and replacements parts into the scope of the Directive; - excluding "cherished" vehicles from the scope of the Directive; - the replacing of the word "recycling" with "recovery"; - the stripping of mercury containing components prior to shredding as well as an incitement not to landfill cadmium, lead and hexavlent chromium; - the phase-out date of heavy metals; - the introduction of new derogations dealing with the phase-out of heavy metals; - the issue of producer responsibility; - quality standards for reusable components; - the delay of the date by which vehicles must be reusable/recyclable.

# 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.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 07/09/2000 - Text adopted by Parliament, 3rd reading

By approving the report drafted by Mr Karl-Heinz FLORENZ (EPP/ED, D), the European Parliament has adopted the legislative resolution on the joint text approved by the Conciliation Committee for a European Parliament and Council Directive on end-of-life vehicles.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 27/04/1999 - Modified legislative proposal

The Commission's amended proposal takes up 17 of the 43 amendments tabled by the European Parliament in its first reading either partially or in their entirety. These amendments concern: - the clarification of the scope of the proposal which should appy to M1 and N1 vehicle categories defined in Annex II, Part A, of Directive 70/156/EEC, as amended by Directive 98/14/EC; - the clarification that the proposal applies irrespective of how vehicles have been serviced or repaired, as long as the repair parts comply with the relevant legislation, can be accepted (however, the Commission considers unnecessary the extension of the scope to spare and replacement parts); - the statement that the quantity of waste generated by end-of-life vehicles in the EU annually is between 8 and 9 million tonnes; - in addition to the obligations arising for treatment operators, all undertakings taking back end-of-life vehicles, including collection points, shall be registerd with the competent authorities; - the addition of the words 'environmental requirements, in particular those relating to exhaust gases and noise' to the 'safety requirements' to be complied with in applying the hierarchy of waste management principles to end of life vehicles; - the requirement for component producers to provide treatment facilities with the necessary information for dismantling, storage and testing of components; - the change of the date of compliance with Directive from 31 March 1999 to 30 June 2001.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 29/07/1999 - Council position

The common position adopted by the Commission incorporates in total or partially 20 out of the amendments proposed by the European Parliament in its first reading, 13 of which have not been accepted by the Commission in its amended proposal. Overall, the Council made more precise the requirements for the use of hazardous substances, adapted the scheme for free take-back in order to achieve a more practical solution and provided for the possibility of voluntary agreements as a way to transpose several provisions. More precisely, the amendments introduced by the Council concern the following points : - Objectives: the Council did not consider as an appropriate concept the European Parliament's reference to diffuse emission of pollutants from end-of-life vehicles, but emphasised the improvement in the environmental performance of all the economic operators and not only of the treatment operators; - field of application : regarding the components and materials of vehicles, the Council considered that the reference to service and repair and to components other than those delivered by the producer was unnecessary. Furthermore, it considered that there was no justification to exclude "historic vehicles" from the scope of this Directive. As regards vehicles with two wheels, they are excluded; - waste prevention : the Council retains a more detailed and practical solution to the text proposed by the Commission, and went, in some respect, further than requested by the Parliament: - materials and components of vehicles, put on the market 18 months after the entry into force of the Directive (and not as from 2005), shall not contain the hazardous substances, such as lead, mercury, cadmium or Hexavalent chromium (the mention of dismantling and putting out of service is not maintained), - the new Annex II contains the limit values for the temporary exemptions (which corresponds to the European Parliament's wishes), - these exemptions must be checked on a regular basis : the first check will take place earlier than the Parliament wishes, i.e. no later than 1 (instead of 2 years) after the entry into force of the Directive, - concerning Hexavalent chromium, a higher value may, because of technical reasons, apply until 30 months after the entry into force of the Directive, - collection of vehicles : the Council did not, for reasons of practicability and for economic reasons, include used parts in the requirement to collect end-of-life vehicles. The Council dropped the date of 01.01.2000 as the transfer of end-of-life vehicles can only be implemented as from the implementation of this Directive. A specific measure is also introduced to cover the possibility of eventual claims for financial compensation and the case of Member States which do not have a deregistration system at the date of entry into force of the Directive. As far as the delivery of the vehicle to an authorised treatment facility, the Council came up with the following solution: - the delivery of the vehicle to an authorised facility occurswithout any cost for the last holder and/or owner as a result of the vehicle having no value or a negative market value; - the producer shall meet all or a significant part of the cost; - the delivery is not fully free of charge of the end-of-life vehicle does not contain essential components; - the free take-back is scheduled from 2001 for new vehicles and from 2006 for vehicles already on the market. Treatment: The Council agreed on a more differentiated solution which refers to permits and registration and which resolves the issue of derogations by reference to inspection by competent authorities. It agreed on minimum obligations for treatment operators in particular by adding in Annex I conditions for treatment operators and conditions for the promotion of recycling. Re-use and recovery: The Council did not retain a specific reference to

exhaust gases and noise, nor the explicit reference to information on storage and testing of components (it considered that the latter information was covered in Art. 8 on dismantling manuals). It agreed on the targets proposed by the Commission and supported by the Parliament, but preferred the deadlines proposed by the Commission to those advocated by the Parliament. It included a provision on the re-examination of these targets in 2005 at the latest in order to take account of the development of material composition of vehicles and any other relevant environmental aspects related to vehicles by that time. Implementation: Taking into account of positive national experiences, the Member States should be allowed to transpose several provisions of the Directive by voluntary agreements. It made this possibility dependent on several requirements and on the clear condition that the results required by the Directive are achieved.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 20/09/2005 - Implementing legislative act

LEGISLATIVE ACT: Council Decision 2005/673/EC amending Annex II of Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles.

CONTENT : Under Directive 2000/53/EC the Commission is required to evaluate the use of lead, mercury, cadmium or hexavalent chromium which are prohibited by Article 4(2)(a) of that Directive. Having carried out the requisite technical and scientific assessments the Commission has reached a number of conclusions.

Certain exemptions from the prohibition should not be prolonged because the use of lead, mercury, cadmium or hexavalent chromium in those applications has become avoidable.

Certain materials and components containing lead, mercury, cadmium or hexavalent chromium should be exempt or continue to be exempt from the prohibition of Article 4(2)(a), since the use of these substances in those specific materials and components is still unavoidable. In some cases it is appropriate to review the expiry date of these exemptions in order to assess whether the use of the prohibited substances is still unavoidable in the future:

- In the case of aluminium for machining purposes with a lead content up to 1.5 % by weight, the Commission will assess, by 1 July 2007, whether the expiry date of that exemption has to be reviewed in relation to the availability of substitutes of lead;

-In the case of lead-bearing shell and bushes, the Commission will assess, by 1 July 2007, whether the expiry date of that exemption has to be reviewed in order to ensure that lead-free technology can be applied in all engines and transmissions without harming their proper functioning;

- In the case of the use of hexavalent chromium in corrosion preventive coatings related to bolt and nut assemblies for chassis applications, the Commission will assess, by 1 July 2007, whether the expiry date of that exemption has to be reviewed in order to ensure that no accidental disconnection of essential mechanical parts can occur in the lifetime of the vehicle;

- In the case of the use of cadmium in batteries for electrical vehicles, the Commission will assess, by the end of 2007, whether the expiry date of that exemption has to be reviewed in order to ensure the availability of alternative battery technologies and electrical vehicles.

Directive 2000/53/EC is amended accordingly.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 06/05/1999 - Text adopted by Parliament confirming position adopted at 1st reading

Following the entry into force of the Treaty of Amsterdam on 01/05/99, the European Parliament confirmed as its first reading under codecision procedure its vote of 11/02/99 on the proposal for a European Parliament and Council directive on end of life vehicles.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 27/06/2002

COMMUNITY MEASURE : Commission Decision aiming to amend Annex II of Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles. CONTENT : under Directive 2000/53/EC, the Commission is required to evaluate certain hazardous substances prohibited pursuant to that Directive. Having carried out the requisite technical and scientific assessments the Commission has reached a number of conclusions. Certain materials and components containing lead, mercury, cadmium or hexavalent chromium should be exempt or continue to be exempt from the prohibition, since the use of these hazardous substances in those specific materials and components is still unavoidable. The Decision stipulates that Member States shall ensure that cadmium in batteries for electrical vehicles is not put on the market after 31 December 2005. In the framework of the overall environmental assessment already undertaken, the Commission shall continue to analyse the progressive substitution of cadmium, taking into account the need to maintain the availability of electrical vehicles. The Commission shall finalise and make public its findings by 31 December 2004 at the latest and may make, if proven justified by the results of the analysis, a proposal to extend the deadline. This Decision shall apply from 01/01/2003.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 17/10/2007 - Follow-up document

The aim of this report is to inform the other Community institutions, the Member States and the public about the implementation of Directive 2000/53 /EC on end-of-life vehicles over the period from 21 April 2002 to 21 April 2005 (or from 1 May 2004 to 21 April 2005 for the Member States which joined the European Community on 1 May 2004). The report was drawn up on the basis of an implementation questionnaire established by Commission Decision 2001/753/EC, in accordance with the procedure laid down in Article 6 of Directive 91/692/EEC. It is based on information supplied by the Member States and is accompanied by a Commission staff working document which gives more details on the information and data received from them.

All Member States have provided the Commission with details of their laws, regulations and administrative provisions introduced to comply with the Directive. Currently, infringement proceedings are in progress against 9 Member States (Belgium, Denmark, Spain, France, Italy, France, Ireland, Portugal, and the United Kingdom). Overall, although significant progress has been made in several Member States to transpose the Directive, implementation of this legislation cannot be considered fully satisfactory, as demonstrated by a number of infringement procedures concerning this waste stream. In some Member States, although the Directive has been almost literally transposed into national law, the end-of-life vehicles management systems might not be fully operational. Deficiencies in the effective functioning of waste management systems often result from the lack of enforcement rather than missing transposition of the Community legislation. This issue needs particular attention and increased monitoring both on the Community and national level. It is therefore important to step up implementation and enforcement efforts in certain Member States. The Commission will continue the conformity checks and regularly meet with the Member States in order to address any deficiencies in the implementation of Community legislation.

All Member States reported having adopted measures in line with the waste hierarchy prescribed in the Directive that promotes reuse, recycling, and recovery of vehicle components, with disposal as the last recourse. Reuse, recycling and recovery is ensured, in the first place, through measures which aim to guarantee appropriate dismantling, storage and treatment of parts and materials suitable for these treatment options. An important element of each system is the depollution of end-of-life vehicles. Other measures include steps to create markets for recyclates, including recycled content targets in new products. There are also financing schemes available in many Member States aiming to promote environmentally favourable treatment options.

All Member States confirmed that they have set in their legislation the reuse/recovery and reuse/recycling targets. In most cases, national targets literally transpose those of the Directive, with the exception of the Netherlands where the target of 95% reuse/recovery and 85% reuse/recycling was to be met until 2007 (the date is currently under revision). The parties responsible for meeting the targets include producers in cooperation with other economic operators (Finland, Hungary), economic operators (Cyprus, Italy, Malta), producers and importers (Lithuania, the Netherlands), public service providers (Slovenia), and authorised treatment facilities (Ireland). The Czech Republic, Spain, Greece, Hungary, Ireland, Italy, Latvia, Malta, Poland, Portugal, Slovakia, and the United Kingdom laid down lower rates for reuse, recycling and recovery for vehicles produced before 1 January 1980, in each case being at least 75% reuse/recovery and 70% reuse/recycling. The Czech Republic, Hungary, Italy, Latvia, Poland, Portugal, and the United Kingdom reported that the measure introducing these lower targets have been notified to the Commission, and in some cases also to the other Member States. Spain, Greece and Malta have not yet sent the official notification.

From those countries which have reported, in 2004 four Member States reached the 80% recycling target (Belgium, Denmark, the Netherlands, Sweden) and three met the 85% recovery target (Denmark, the Netherlands, Sweden). Austria, Germany, and the United Kingdom were also close to meeting the 85% recycling target in 2004.

All Member States adopted measures concerning the use of component and material coding standards reflecting those of Commission Decision 2003 /138/EC and obliged vehicle manufacturers to provide dismantling information for each type of new vehicle put on the market. Belgium, Cyprus, Germany, Denmark, Spain, Finland, France, Hungary, Luxembourg, the Netherlands, Poland, Portugal, Slovenia, and Sweden indicated the use of the IDIS system (International Dismantling Information System) to facilitate dismantling and reuse of vehicle parts. In all Member States, there are provisions concerning dismantling, storage and testing of components suitable for reuse. Most Member States oblige vehicle producers to publish information concerning vehicle design, environmentally sound treatment, waste prevention and increased recycling and recovery.

In most Member States, no new prevention measures apart from those required by the Directive have been taken. Germany, the Netherlands, and Sweden reported a number of actions taken by the vehicle industry in order to limit the use of hazardous substances and facilitate vehicle reuse, recovery and recycling. As regards the design changes in cars aimed to integrate more recyclates into vehicles, only a few Member States which have national vehicle manufacturing industry (Germany, France, and Sweden) adopted such measures.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 16/01/2007 - Follow-up document

According to Directive 2000/53/EC on end-of-life vehicles (ELV Directive), the Commission should re-examine the 2015 targets on the basis of a report of the Commission. This report should take into account the development of the material composition of vehicles and any other relevant environmental aspects related to vehicles. The Commission has therefore prepared this report. An important element of the elaboration of this report was the assessment of the environmental, economic and social impacts of the targets and alternative options.

The impact assessment included the analysis of available information from a study on the costs and benefits of the ELV Directive carried out for the Commission by an external consultant, formal and informal stakeholder consultation in a multi-stakeholder working group and an electronic consultation on the final report of the study, meetings with the experts of the Member States and in-house scenario-building of economic and environmental impacts of options. Complications occurred given the fact that the ELV Directive is at an early stage of implementation by the Member States and information as to the currently attained recycling and recovery levels in the Member States is limited. The first reports on the targets are due by the Member States in 2008 and will contain information for 2006. However, information available to the Commission has allowed a fair evaluation of the current situation and the future prospects in vehicle recovery and recycling and to conclude on whether or not the targets set by the ELV Directive for 2015 should be amended.

The report concludes that the targets set by the ELV Directive for 2015 can generate substantial environmental and economic benefits. Repealing or reducing these targets would reduce both types of benefits. Whilst any estimation looking 9 years into the future must involve a degree of uncertainty, the Commission concludes that the 85% reuse/recycling and 95% reuse/recovery targets for 2015 are optimal both in terms of environmental and economic performance.

These targets should remain stable in order to guarantee investment security into more cost-efficient waste treatment technologies. Therefore, the Commission shall not propose revising the targets.

However, account should be taken of the central finding that the magnitude of the environmental and economic benefits generated will be intimately linked to the pace of eco-innovation.

Importantly, the dissipation of uncertainty concerning the maintaining of targets set by the Directive for 2015 will in itself reduce the importance of the observed market imperfections and barriers to eco-innovation. To foster eco-innovation in this field and to further the promotion and uptake of advanced technologies, the Commission will:

co-fund research initiatives under the European Regional Development Fund and Cohesion Fund as well as fund integrative research through the upcoming 7th Research Framework Programme;

develop projects and initiatives under the Competitiveness and Innovation Framework programme;

pro-actively promote innovative shredder technologies and plastic recycling.

The Commission will report back on the implementation of the ELV Directive in the Member States in 2009. This report will, inter alia, evaluate the need to address the issue of non-harmonised implementation of the Directive. In particular, it shall evaluate the implementation costs and the movement of goods between Member States and assess whether certain provisions of the Directive should come under Article 95 of the Treaty. The report will also assess the progress of eco-innovation and will take into account related developments such as the outcome of the current review of the Waste Framework Directive and the outcome of the CARS 21 project.

# End-of-life vehicles. ELV Directive

1997/0194(COD) - 18/09/2000 - Final act

PURPOSE : the Directive aims at the prevention of waste from vehicles and, in addition, the reuse, recycling and other forms of recovery of end-of-life vehicles and their components so as to reduce the disposal of waste, as well as the improvement in the environmental performance of all of the economic operators involved in the life cycle of vehicles. COMMUNITY MEASURE : Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles. CONTENT : the Directive provides that the Member States should introduce a certificate of destruction for end-of-life vehicles which could be issued to the holder and/or owner when the end-of-life vehicle is transferred to a treatment facility. Treatment facilities shall be permitted to issue a certificate of destruction. Member States may permit producers, dealers and collectors on behalf of an authorised treatment facilty to issue certificates of destruction provided they guarantee that the end-of-life vehicle is transfered to an authorised treatment facility and provided they are registereed with the public autorities. With regard to reuse and recovery, the Member States shall take the necessary measures to encourage the reuse of components which are suitable for reuse, the recovery of components which cannot be reused and the giving of preference to recycling when environmentally viable. Member States shall take the necessary measures to ensure that the following targets are attained by economic operators. In particular, the rate of reuse and recycling of end-of-life vehicles shall be increased to a minimum of 80% by an average weight per vehicle and per year no later than 1 January 2006. For vehicles produced before 1 January 1980, Member States may lay down lower targets, but not lower than 70% for reuse and recycling. No later than 1 January 2015, for all end-of-life vehicles , the reuse and recycling shall be increased to a minimum of 85% by an average weight per vehicle and year. The Council shall examine these targets by the 31 December 2005 at the latest. It should be noted that only one solution could be found within the Conciliation Committee, in order to overcome the two obstacles, that is the date to take effect of the provision relating to the responsibility of the producer for costs related to the free of charge delivery of used vehicles and the question of heavy metals. In relation to the first question, that is the date from which the delivery of the end-of-life vehicle to the treatment facility will be without charges to the holder, the car manufacturer will bear all the costs linked to the delivery. The Directive provides the following dates: - as from 1 July 2002 for vehicles put on the market as from this date; - from 1 January 2007 for vehicles put on the market before 1 July 2002. In addition, it is clearly stated that there is the possibility that Member States can apply these measures before the deadline, as is provided in the EC Treaty. As for the second question, about heavy metals, the date of 1 January 2003 has been set for vehicles to no longer contain heavy metals such as lead, mercury and cadmium or hexavalent chromium. Certain necessary technical elements concerning thisban has been included in the list of exemptions. Moreover, the technical committee in charge of evaluating the list of exemptions by way of scientific and technical progress must examine certain cases urgently.