

## POLICY DISCUSSION: End of Life Vehicle Directive (ELV)

**BACKGROUND:** Nine million tonnes of waste material arises each year in Europe from motor vehicles that have come to the end of their useful lives. 375,000 tonnes of currently non-recyclable waste from ELVs is landfilled in the UK each year. To cope with the environmental effects of this, the European Union drew up the End-of-Life Vehicles (ELVs) Directive in September 2000. It is anticipated that this Directive will have significant economic, financial, environmental and social implications with a predicted increase in abandoned cars of 147,000 per year.

The ELVs Directive sets recycling targets of 85% of all ELVs by weight by January 2006 and 95% by January 2015. In order to meet these targets, vehicles will have to be designed and produced with waste management considerations taken into account and it also states that owners must be able to have their complete ELVs accepted by these systems free of charge, even when they have a negative value. The preliminary compliance cost assessment estimated the cost of meeting the directive as £360 to £520 million. This includes a cost to Government in the form of additional running costs for the DVLA at £2 million to £7 million per annum.

Free take-back should apply from the date upon which the Regulations come into force, in respect of vehicles first put on the market on or after 1 July 2002. Having decided not bring in the full producer responsibility regulations until 2007 (as this is the status quo position with all the other European member states and any earlier regulation would put UK Car industry at a competitive disadvantage), the last owner of a vehicle would be responsible for its correct disposal until that time. The Energy (DTI) Minister has admitted that this will lead to a huge increase in the number of abandoned vehicles.

**AFFECTED LA PARTIES:** English authorities under current consultation with bits being incorporated into the Welsh and Scottish system. Northern Ireland will follow in due course. Current consultation closes on 6 June 2003.

**TIMETABLE:** The End of Life Vehicles (ELV) Directive (2000/53/EC) came into force on 21 October 2000. Member States should have transposed the Directive into national law by 21 April 2002.

**ISSUES:** Brian Wilson, the Minister announced that the DTI had added an additional £25m to the 2003/4 local authorities funds (within EPCS) to deal with abandoned cars. This was to deal with **additional** abandoned cars and not the ongoing baseline level at 2002/3. The Government has tightened the vehicle licensing arrangements and expects that to have a dramatic effect upon the number of abandonments. 2m cars are scrapped a year with 1.4m being true elvs, 0.4m crashed/premature write-offs and 0.2-0.3m abandoned vehicles. Industry only favours the own marque but even this will add significantly to company overheads. Own marque scheme might inhibit investment in dismantling infrastructure. Free take back in 2007 will not solve the abandoned vehicle problem completely.

**LARAC STANCE:** LARAC should:

- Welcome the Directive as a further step toward developing more sustainable waste management systems
- Call for strong minimisation and reuse measures within the UK legislation
- Support industry retailer take-back if possible before the 2007 deadline.
- Encourage LARAC members to use their full powers to remove abandoned vehicles
- Continue to lobby for the fullest Producer Responsibility Obligations possible to ensure that the cost and hence financial pressure to minimise is realised by Producers and to ensure that no additional burdens are placed on local authorities.