

## EVALUATION ROADMAP

Roadmaps aim to inform citizens and stakeholders about the Commission's work to allow them to provide feedback and to participate effectively in future consultation activities. Citizens and stakeholders are in particular invited to provide views on the Commission's understanding of the problem and possible solutions and to share any relevant information that they may have.

<b>TITLE OF THE EVALUATION</b>	Legislation on end-of-life vehicles - evaluation
<b>LEAD DG – RESPONSIBLE UNIT</b>	DG ENV.B3 Waste Management & Secondary Materials
<b>INDICATIVE PLANNING (PLANNED START DATE AND COMPLETION DATE)</b>	Start Q3 2018 Complete Q4 2019
<b>ADDITIONAL INFORMATION</b>	<a href="http://ec.europa.eu/environment/waste/elv/index.htm">http://ec.europa.eu/environment/waste/elv/index.htm</a>

The Roadmap is provided for information purposes only. It does not prejudice the final decision of the Commission on whether this initiative will be pursued or on its final content. All elements of the initiative described by the document, including its timing, are subject to change.

### A. Context, purpose and scope of the evaluation

#### Context

Directive 2000/53/EC on end-of-life vehicles ([ELV Directive](#)) was adopted in 2000 to minimise the impact of end-of-life vehicles (ELVs) on the environment and to improve the environmental performance of all the economic operators involved in the life cycle of vehicles. The Directive has contributed to an increase in the number of Authorised Treatment Facilities and a proper treatment of all materials contained in end-of-life vehicles (ELVs). The high targets under the Directive (95% reuse and recovery and 85% reuse and recycling) have largely been met and a substantial [reduction in the use of hazardous substances](#) in the new cars has been achieved.

The Commission undertook an [ex-post evaluation](#) of five waste streams to assess if the legislation is “fit for purpose” as part of the 2010 Commission’s Work Programme, including the ELV Directive in 2014. Two of the other Directives are already in the process of being reviewed (the Packaging and the Batteries Directives). For the ELV Directive, two major challenges have been identified: the illegal ELV treatment operators and the illegal shipment of ELVs. To address these issues, the Commission carried out a [compliance promotion initiative](#) to assess the implementation of the ELV Directive with emphasis on the ELVs of unknown whereabouts. However, other points have also been identified such as the incoherence of definitions with other legislation such as the [Waste Framework Directive](#) which has been [amended](#) in May 2018 and the [Directive on the registration documents for vehicles](#).

The Commission has a [legal obligation](#) to “review the ELV Directive, by 31 December 2020, and to this end, shall submit a report to the European Parliament and the Council, accompanied, if appropriate, by a legislative proposal”. Moreover, the ELV Directive “should be reviewed and, if necessary, amended, taking account of (its) implementation and giving consideration, inter alia, to the feasibility of setting targets for specific materials contained in the relevant waste streams. During the review of Directive 2000/53/EC, attention should also be paid to the problem of end-of-life vehicles that are not accounted for, including the shipment of used vehicles suspected to be end-of-life vehicles, and to the application of the Correspondents' Guidelines No 9 on shipments of waste vehicles”.

In addition, the [EU's Plastics Strategy of January 2018](#) refers to the automotive sector as a significant source of plastic waste that could be recycled and to its good potential for uptake of recycled content and includes under its actions [the assessment of regulatory or economic incentives for the uptake, in particular in the context of the evaluation/review of the ELV Directive](#).

Moreover, the assessment should look into the influence and interaction of newly arising challenges such as electric and connected vehicles and with other legislative instruments such as the [Batteries Directive](#) or the [WEEE Directive](#).

#### Purpose and scope

The evaluation will determine how successful the ELV Directive has been to deliver the aims of the Directive. The evaluation should also assess the evidence base for improving the implementation of the Directive and a possible future Impact Assessment.

The evaluation will cover the application of the Directive in all Member States and the measures adopted by the Member States to address implementation issues with particular attention to aspects for which implementation has been more challenging such as the “missing” ELVs.

The evaluation will address all substantive provisions in the ELV Directive and, when necessary, provisions in the Commission’s Directives and Decisions stemming from the ELV Directive. The evaluation will look into the performance of the ELV targets and assess the feasibility to introduce targets per material. Furthermore, it will look in details in measures to address the problem of the ELVs of unknown whereabouts, including reporting of the national vehicle stock. As there is a clear link between the ELV Directive and the national vehicle registration systems, the evaluation should look into the data on import/export of vehicles from one Member State to another and towards third countries, and the exchange of information regarding certificates of destruction issued for vehicles registered in another Member State. In addition, the re-registration of vehicles in another country should be assessed and improvements for better cooperation between the national services and links with other relevant legislations should be clearly indicated.

The evaluation should also consider the challenges following the development of new technologies such as electric vehicles and their batteries and how these are addressed in the ELV Directive.

The evaluation will address a range of evaluation questions, which includes the following:

**Effectiveness:** looking into the extent to which the actions defined under the Directive have been implemented and whether this has resulted in achieving the ELV objectives.

**Efficiency:** assessing whether the obligations arising from the implementation of the Directive have been implemented in a cost-effective way and if there is a potential for further synergies to strengthen delivery while minimising costs and administrative burden, including impact on SMEs.

**Relevance:** assessing whether the issues addressed by the Directive still match current needs (e.g. developments in terms of e-mobility or new hazardous substances) and contribute to solutions to issues addressed by wider EU policies on circular economy, plastics, resource efficiency, raw materials, etc.

**Coherence:** assessing possible inconsistencies and overlaps of the Directive with the circular economy and waste legislation, in particular the Waste Framework Directive, REACH and the Batteries Directive and if the ELV Directive reflects the aims of this legislation such as the five step waste hierarchy, life-cycle thinking and resource efficiency.

**EU added value:** of the Directive compared to what Member States could have reached acting alone at national, regional and international level.

The evaluation will help the Commission to draw conclusions on the implementation of the ELV Directive and will underpin reflections with Member States and stakeholders on ways to improve the Directive.

## B. Better regulation

### Consultation of citizens and stakeholders

The objective of the consultation is to collect views, experience and concrete examples from stakeholders that will illustrate the challenges and impacts resulting from the implementation of the ELV Directive. The stakeholders identified are competent authorities in all EU Member states and EEA-EFTA countries; industry and its representative organisations involved in the automotive sector, including SMEs: manufacturers, importers, dealers, insurance companies and other economic operators; ELV treatment operations; material recyclers, civil society including consumers, academia and the general public.

The evaluation will include a broad stakeholder consultation including as a minimum:

- A public consultation is planned for Q1 2019 and will be accessible on the Commission’s website [Have your Say](#) for at least 12 weeks in English, French and German. Replies can be made in any of the 24 official EU languages.
- Targeted interviews with Member States’ authorities and with key stakeholders
- A stakeholder conference in Q2 2019 will discuss emerging conclusions from the evaluation study, lessons learned and potential policy options for the future
- Discussions will be held at key stages of the evaluation process within the ELV experts’ group and further

relevant for a e.g. in other sectors and policies such as transports (for the vehicle registration systems).

Consultation activities will be promoted by announcements on the Commission's [ELV website](#). The consultation results will be summarised in a synopsis report. This report will be annexed to the evaluation.

### **Data collection and methodology**

The evaluation will draw upon official and best available information and evidence, including at least:

- Assessment of the interaction of the ELV Directive with other EU legislation (i.e. Directive 70/156/EEC on type approval, [the Batteries Directive](#), the [ROHS](#) and [WEEE](#) Directive, [Regulation 2015/758 on e-call](#) etc.)
- Assessment of the implementation of the ELV legislation in the MS, including the [Implementation Reports](#)
- Assessment of the reduction of heavy metals used in cars following the ban introduced by the ELV Directive based on the amendments of Annex II to the ELV Directive
- Assessment of the challenges for non-ferrous shredder light fraction, the relatively limited scope of the ELV Directive, the need to address material technology developments and the update of the definitions in line with the Waste Framework Directive as highlighted in the 2014 Fitness Check
- Assessment of the exchange of information between the car registration and the environmental departments in the Member States
- Assessment of the exchange of information between the national authorities on re-registration of exported cars
- Assessment of the information concerning the data on export of used vehicles
- Assessment of controlling mechanisms for the export of used cars/ELVs
- Assessment of inspections in the Member States in the Authorised Treatment Facilities to identify their legality and the legal provenance of the cars and parts on the premises
- Monitoring and [reporting data from Eurostat](#) and national quality reports
- Additional relevant information presented by Member States, stakeholders, EU organisations.

The evaluation will be carried out in consultation among relevant Commission services and with Member States authorities. Throughout the evaluation process, quantitative and qualitative indicators will be used to empirically assess the evaluation questions and more generally to quantify the effect of the Directive's provisions.

An external study will support the evaluation.