

8. End of life vehicles

- EU targets for reuse, recycling and recovery were achieved for 2012.

8.1 Introduction

The End of Life Vehicle (ELV) Directive governs the collection, storage, dismantling and treatment of ELVs⁷³ and aims to ensure that such activities are carried out in an environmentally sound manner. The Directive sets specific reuse, recycling and recovery targets and requires appropriate systems for the removal and segregation of hazardous materials (e.g. oil, antifreeze, batteries), and removal of materials which may be reused and recycled (e.g. metals, plastics, glass, tyres) from ELVs. The ELV Directive was transposed into national law in 2006.⁷⁴ The ELV Directive is a Producer Responsibility Initiative (PRI) Directive.

8.2 ELV Directive Targets

Each Member State is obliged to meet targets set out in the ELV Directive with regards to the reuse, recycling and recovery of ELVs. The targets are:

- i. By 1 January 2006 a minimum of 80% reuse and recycling and a minimum of 85% reuse and recovery; and
- ii. By 1 January 2015 a minimum 85% reuse and recycling and a minimum of 95% reuse and recovery.

The EPA carries out an annual survey of Authorised Treatment Facilities (ATFs) and ELV shredder operators throughout Ireland, and uses the information collected to calculate rates of reuse, recycling and recovery of ELVs arising in Ireland.

Local authorities reported to the EPA that 177 ATFs were authorised in 2012 (of which 166 were operational). Two local authorities (Dun Laoghaire Rathdown and Waterford City) reported no ATFs operational in their functional areas in 2012.

In 2012, 102,073 ELVs were estimated to have arisen in Ireland. The total reuse and recycling was 81.8% and total reuse and recovery 87.8%. These percentages achieve the EU targets of 80% for reuse and recycling and 85% for reuse and recovery. Note that these targets will increase to 85% for reuse and recycling and 95% for reuse and recovery on the 1 January 2015.

Figure 18 illustrates the ELV reuse, recycling and recovery achieved in Ireland from 2009 to 2012. Prior to 2010, some residue from the shredding of ELVs was used as landfill cover and counted as a recovery operation. The EPA determined that shredder residue is not a suitable landfill cover material and in 2010, most shredder residue went for disposal to landfill.

⁷³ End-of-life vehicles are defined as vehicles used for the carriage of passengers with a maximum of eight seats in addition to the driver's seat, vehicles with a mass no greater than 3.5 tonnes and used for the carriage of goods and three wheel motor vehicles as defined in Directive 92/61/EEC, but excluding motor tricycles.

⁷⁴ European Union (End-of-Life Vehicles) Regulations 2014 (S.I. No. 281 of 2014).

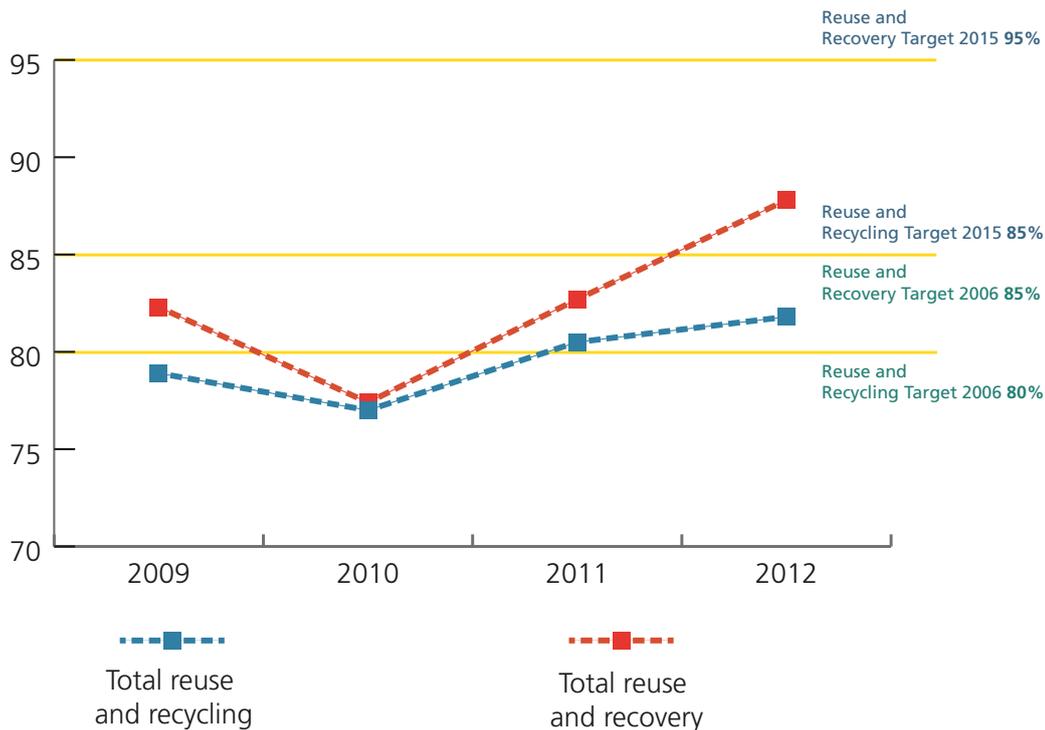


Figure 18: ELV reuse, recovery and recycling percentage from 2009 – 2012 compared to ELV Directive targets.

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The Landfill Levy Amendment Regulations⁷⁵ removed the exemption from the levy for non-metallic residues arising from the shredding of end-of-life vehicles, white goods and other metal waste.⁷⁶ The landfill levy has been increasing in recent years (from 1 July 2013, the landfill levy increased to €75 per tonne for each tonne of waste disposed of at authorised and unauthorised landfill facilities).⁷⁷ These changes are likely to have encouraged the recovery of shredder residue, and therefore increased Ireland’s ELV recovery rates over time. To achieve the higher targets set for 2015, a combination of actions will be required. These may include increased dismantling of non-metallic ELV components prior to shredding, the application of post-shredder technologies to extract recyclable materials (such as metals, plastics) from the shredder residue, and energy recovery of shredder residue, combined with metal recovery from combustion residues.

8.3 ELVs and the POPs Regulation

Amendments to the EU Persistent Organic Pollutants (POPs) Regulation (Regulation (EC) 850/2004), soon to be adopted, will require materials from ELVs (e.g. foams and plastics) that contain certain brominated flame retardants to be managed as POPs waste if above a certain concentration threshold. In accordance with the EU POPs Regulation, POPs waste shall be disposed of or recovered, in such a way as to ensure that the POP content is destroyed or irreversibly transformed. Thus the recycling of these materials may no longer be an option.

⁷⁵ Waste Management (Landfill Levy) (Amendment) Regulations 2012 (S.I. No 221 of 2012)

⁷⁶ www.environ.ie/en/Environment/Waste/LandfillLevy/

⁷⁷ Waste Management (Landfill Levy) (Amendment) Regulations 2013 (S.I. No 194 of 2013)