

End of Life Vehicle Statistics for Ireland

Introduction

The EPA produces national statistics on waste generation and management to meet legislative reporting obligations and inform national policy development.

This release reports information on the reuse, recycling and recovery of end of life vehicles (ELV) in Ireland in 2013, the most recent reference year reported to the European Commission.¹ ELVs are cars accommodating up to eight passengers plus driver and commercial vehicles no greater than 3.5 tonnes that have reached end of life.

Key points

- Ireland met the ELV Directive targets in 2013, with 80% reuse and recycling and 92% reuse and recovery of ELVs.
- Higher targets came into effect in January 2015. Ireland is at risk of missing the targets based on current treatment of ELVs.

Legislation

The ELV Directive (2000/53/EC) governs the collection and treatment of ELVs and aims to ensure that such activities are carried out in an environmentally sound manner. The ELV Directive was transposed into national law in 2006.

The Directive sets reuse, recycling and recovery targets and requires appropriate systems for the removal and segregation of hazardous materials (e.g. waste oils, batteries), and the removal of materials which may be reused and recycled (e.g. plastics, glass, tyres) from ELVs.

Targets

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

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

¹ The deadline for reporting reference year 2014 information to the Commission is 30 June 2016.

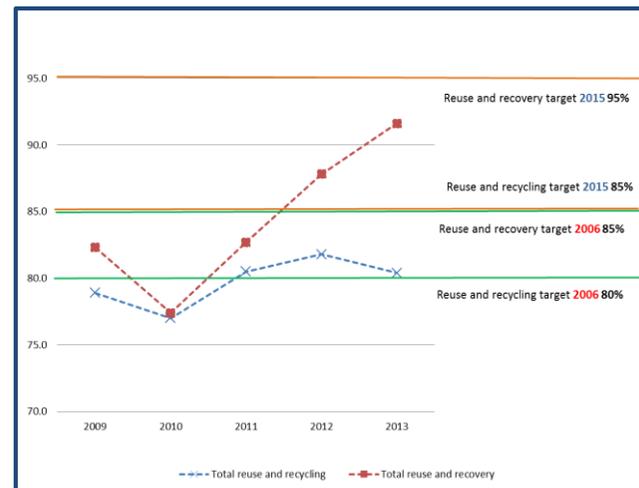
Treatment of ELVs

Authorised Treatment Facilities (ATFs) are waste facilities for the collection and treatment of ELVs. Treatment includes depollution (e.g. draining waste oils), removal of parts for reuse (e.g. engines) and removal of parts for recycling (e.g. batteries, tyres). Treated ELVs are then sent to metal shredding facilities to recover ferrous and non-ferrous metals. Shredder residue is sent for treatment (mainly recovery) and sometimes post-shredder technologies are applied to shredder residue to recover materials such as glass and plastics.

Data collection

The EPA surveyed 140 ATFs and the 3 ELV shredders operational in 2013.² These facilities provided information on the number of ELVs they depolluted, spare parts taken off for reuse and on the waste materials sent for recycling and energy recovery. End-of-waste criteria³ exist for scrap metals, and some ferrous and non-ferrous metal from ELV shredding reached end-of-waste status.

Figure 1. ELV reuse, recovery and recycling percentage from 2009 – 2013 compared to ELV Directive targets.



² 95% of ATFs provided 2013 data to the EPA and all 3 shredders.

³ Council Regulation (EU) No. 333 of 2011.

Figure 1 shows that Ireland is at risk of missing the 2015 targets, in particular the reuse and recycling target. Significant efforts will need to be taken to increase the recycling of non-metal parts (in particular plastics and glass) at ATFs and/or increase post-shredding recovery of non-metals. See www.epa.ie/pubs/reports/waste/stats/ for data table linked to this data release.

Producer Responsibility Initiative

The ELV Directive is one of a number of Producer Responsibility Initiative (PRI) Directives, where the producers (in this case car manufacturers and importers) have responsibility for the environmentally sound management of vehicles at their end of life.

Between 2012 and 2014, the Department of Environment, Community and Local Government reviewed the PRIs operating in Ireland. A priority arising from the review is to amend national ELV legislation and introduce new structures, including the establishment of a compliance scheme. It is likely that these changes will be in place by end 2016.

The Irish ELV recovery information is partially based on average values, which are established through ELV depollution and shredder trials. In 2014 the ELV producers funded a new trial to update average values and these values have been applied by the EPA for 2013 data reporting.

Figure 2. End of life vehicles following depollution.

