

## EU ISSUES UPDATE

August-September 2020



### OPPORTUNITIES FOR DIALOGUE

#### **European Commission publishes report into End of Life Vehicles Directive**

The European Commission has published a report on the ELV Directive as required by its review clause. The study has found that the Directive is effective, relevant and coherent; that Member States have broadly achieved their recycling and recovery targets; and that the capacity to treat ELVs has increased and hazardous substances have been removed. It does though also note that the current system of ELVs and vehicle registration is resulting in an under reporting in the number of ELVs and that recycling of some ELV material is hampered by their low market value. The review looked at the exemptions for the use of some banned materials – for example lead for batteries – and concluded that there are no problematic overlaps with other Directives – for example Batteries Directive and REACH. However, also relevant is that:

- there is a consultation underway on the ELV Directive’s provisions allowing an exemption for certain hazardous substances from new cars – in this case the exemption for lead in batteries
- a ban on the use of lead in batteries is being considered under the REACH regulations. These are both matters being addressed by FIVA.

The report did however note that the ELV Directive and Directive 1999/37/EC on vehicle registration documents do not use harmonised terms for issues such as “suspension”, “deregistration”, “temporary de-registration” of vehicles and the “cancellation of a registration” and “permanently cancelled” registration; while a Dutch local authority local also pointed out that Directive 1999/37/EC does not allow for the exchange of information to determine whether a vehicle has received a Certificate of Destruction in another Member State – this is relevant as these terms have effects on the relation of deregistration and Certificate of Destructions (CoD) to be issued with the concern that a vehicle can be (temporarily) deregistered and then disappear without any need to issue or provide a CoD or other information on the whereabouts of the vehicle.

FIVA made clear in its response to the consultation for the Review of the Directive the need for authorities to recognize that a vehicle is only ELV when stated by the owner of the vehicle.

### **FIVA submits comment to the consultation on Sustainable and Smart Mobility**

In September, FIVA submitted a paper to the consultation for the European Commission's Strategy for Sustainable and Smart Mobility. This paper offered more detail to the concerns raised in the earlier stage response as detailed in the July EU Issues Update. The Commission is expected to publish its Strategy before the end of the year.

### **INFORMATION**

#### **Lobby groups call for ban on the sale of petrol and diesel cars and vans**

A coalition of environmental and health lobby groups and industry associations (comprising Transport & Environment, electromobility association AVERE, consumer organisation BEUC, the EV100 initiative of companies backing electric transport, the European Public Health Alliance and the environmental standards body ECOS) have called on the EU to end the sale of new petrol and diesel light vehicles by 2035 and, notably, for all cars, vans, trucks and buses to be zero emission by 2050. Meanwhile, environmental Group Greenpeace has called for the ban on the sale of new cars and vans to come into force in 2028. The Groups are calling for the action as they claim that greenhouse gas emissions from road transport have risen for three consecutive years and now account for 27% of the EU total.

The proposed 2035 date for the ban on the sale of new petrol and diesel light vehicles is consistent with the approach taken by some Governments: the UK currently plans to phase out sales of new petrol and diesel cars by 2040, though it consulted on bringing the deadline forward to 2035 in February and more recently has suggested considering a 2030 deadline. EU member states, including Denmark, Slovenia, Sweden and the Netherlands have also targeted the 2030 date.

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The FIVA Legislation Commission members are: Lars Genild (Chairman), Giuseppe Dell'Aversano, Wolfgang Eckel, Carla Fiocchi, Laurent Heriou, Johann König, Stanislav Minářík, Bob Owen, Christos Petridis, Kurt Sjoberg and Andrew Turner of EPPA works with the Committee.