

Febelauto delivers a manifesto to the European Commission on behalf of 16 countries, at the 'International Automotive Recycling Congress IARC 2024, in Antwerp'

Antwerp, Belgium, 20 June 2024

The European Commission drafted a new proposal of regulation on end-of-life vehicles in summer 2023. Febelauto, the management organisation responsible for vehicle recycling in Belgium, is cleverly using the IARC to further highlight the joint comments of 16 European countries.

Febelauto, the Belgian management body dedicated to the recycling of end-of-life vehicles (ELVs) and batteries of hybrid and electric vehicles, is actively participating in the International Automotive Recycling Congress (IARC), which this year takes place from 19 to 21 June 2024 at the Hilton Hotel in Antwerp.

The new European ELV-proposal, which heralds a major reform in the field of vehicle recycling in the world, will be the discussion point during this new edition of the IARC. The proposal is of particular interest to quite a few participants present, active within the value chain of the circular car economy.

Febelauto enthusiastically supports the new European proposal for ELVs and recognises its important potential to improve the collection, treatment and recycling of end-of-life vehicles across Europe. Nevertheless, Febelauto, together with PROs and partners from 15 other countries (see annex), made a number of nuanced suggestions and warnings via a manifesto to ensure that the new proposal benefits both the European recycling sector and the EU's wider environmental goals.

The manifesto consists of 20 'concerns' jointly identified as problems by the 16 countries, for which a number of practical solutions are proactively put forward.

The biggest pain points concern:

- the declining volume of ELV's arriving at European recyclers,
- the activities of illegal treatment operators,
- the additional dismantling obligations and
- improving administration and work processes, as well as minimising costs.

We hope the European Commission will take our concerns to heart and positively consider our proposals. The PROs and partners from the 16 countries are first and foremost pushing for clear regulations and a workable context. More information about the 20 'concerns' in the manifesto is available in annex.

'Febelauto is always committed to positive change and innovation' states Catherine Lenaerts, Director of Febelauto. 'The new European ELV proposal is an important opportunity to improve sustainability in our sector. We are therefore delighted to show our commitment to this cause at the IARC. We look forward, together with the other countries, to engaging with industry leaders and policy makers to further shape the future of car recycling in Europe.'

16 countries confront DG Circular Economy on new European ELV proposal.

On Thursday 20 June at 11:00 am Febelauto will invite Aurel Ciobanu-Dordea, Director of Circular Economy at the European Commission, on its stand in the exhibition area of the IARC at the Hilton Hotel in Antwerp. The European DG will be welcomed by Catherine Lenaerts, Director of Febelauto and the 15 other PRO representatives present.

Mr Ciobanu-Dordea will find a car wreck on the stand written all over with the opinions of the international congress attendees on the new ELV proposal. In a symbolic gesture, he will use a key to open a discarded glove compartment of a car to receive the manifesto. This as a 'light-hearted' teaser of the car wreck full of opinions that Febelauto will deliver to the European Commission after the Congress (if approved) ...

Additional actions of Febelauto

The Febelauto stand is entirely dedicated to sustainable car recycling. The furniture was constructed from discarded car parts and the clothing of the stand manager was made from the PVBs of discarded car windshields. Congress participants can win fun prizes and leave their opinions on the ELV proposal on a sympathetic car wreck.

'With a 98% recovery rate, Belgium is among the absolute leaders in Europe in recycling end-of-life vehicles and we should be proud of that.' Says Catherine Lenaerts, Director of Febelauto.

Therefore, Febelauto wants to spread this sustainable message beyond the closed community of the IARC. 2 eye-catchers will be deployed during the Congress days in Antwerp to raise awareness among the general public about the importance of the collection and sustainable recycling of end-of-life vehicles. In the streets around the Hilton hotel, you will be able to see our 'end-of-life' vehicle, which has been specially wrapped for the event, and on the square in front of the KMSKA - where the IARC networking event takes place - a very special statue will be placed (if approved) ...

Pictures

You can take pictures on site. We will provide additional documentation at the Congress. On Monday 24 June we will also add these to the [download page of our website](#).

Want to know more?

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Do not hesitate to contact us for more information or interview requests.

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Annex 1 – Febelauto, PROs & IARC



About Febelauto

The non-profit organisation Febelauto was founded in 1999 by several professional federations active in the automotive sector. Their mandate is twofold: in Belgium, they are the management body for both end-of-life vehicles and batteries from electric, hybrid and plug-in hybrid vehicles. Febelauto's mission is to support sustainable car recycling and contribute to a circular economy.

- **End-of-life vehicles:** Febelauto promotes and coordinates the collection, treatment and recycling of end-of-life vehicles. It collects all relevant data and reports these to its members and the authorities. In doing so, it monitors the environmentally friendly processing of end-of-life vehicles by authorised centres and shredding plants.
- **HEV batteries:** Since 2016, Febelauto has also been appointed by importers as the management body for batteries from electric, hybrid and plug-in hybrid vehicles.

To ensure efficient cooperation, they organise regular consultations with interest groups and the three regional authorities. They also provide the necessary information to all their stakeholders: private individuals, professional last holders, authorised centres, recycling operators and public authorities.

More info at febelauto.be



About the representatives from the 15 other countries:

1. The PROs (Producer Responsibility Organisations)

A Producer Responsibility Organisation (PRO) is a professional organisation that takes over the responsibilities of an obligated party subject to Extended Producer Responsibility (EPR). The PRO manages the collection and recycling of products subject to EPR requirements on behalf of the obligated producers.

ARN – the Netherlands / **Autolammutuste Liit** – Estonia / **AutoRecycling** – Slovakia / **AutoRetur** – Norway / **E.D.O.E.** – Greece / **ELVES** – Ireland / **ÖCAR** - Austria / **Sigrauto** – Spain / **Stiftung Auto Recycling** - Switzerland / **Suomen Autokierrätys** - Finland / **Valorcar** – Portugal /

2. The supporting partners

FISE – Italy / **MR Economides** – Cyprus / **SRP Scholz Recycling** Poland / **Stena Recycling** - Denmark



About the IARC

The International Automotive Recycling Congress (IARC) is the international platform for discussing the latest developments and challenges in the circular economy and automotive recycling. The IARC brings together up to 300 decision-makers from the automotive and recycling sector, notably car manufacturers, metal suppliers, plastic scrap dealers, recyclers, shredder companies, policy makers and many more.

More information on the event can be found on the [IARC 2024 Event Page](#).

Annex 2 – How European Producer Responsible Organisations (PROs) look at the ELV-ATF Proposal

Early 2022 an initiative started to bring together PROs in Europe (or similar organisations). This forum takes place on a voluntary basis, there is no organisation or association created, participants fully respect antitrust policies, and discuss only non-competitive issues.

The purpose is to review the developments of ELV (End-of-Life Vehicles) & Batteries Regulations, to discuss the impact of these Regulations on EPR schemes and PRO management, to learn about different PRO systems, to share best practices, and to keep permanent contact with the EU Commission DG Environment.

As a result, 20 practical & feasible recommendations have been made to improve the proposal of the ELV Regulation, categorised as follows:

A. Ensuring that ELV's are treated properly:

1. Vehicles which are irreparable should not leave the Member States.
2. Cross-border cost allocations are an administrative burden.
3. Inspections by authorities should focus on illegal operators, with a better cooperation and data exchange between Member States.
4. An 'Irreparable ELV' means that a vehicle has been submerged to seat level, not to dashboard level.

B. Enforcement against illegal collection & treatment operators:

1. Member States should ensure that only Authorised Treatment Facilities (ATFs) can treat ELVs
2. In the exceptional case that no ATF is available in an isolated area, to provide an ELV collection service, Member States may authorise waste management operators other than an ATF to set up a collection point for ELV's, provided that a contractual agreement exists between the collection point and an ATF.
3. An ATF should also be a Waste Management Operator – WMO.
4. Parts and components of an ELV can only come from an authorised ATF, and furthermore can only be removed by an ATF. The ATF assesses whether parts & components can be re-used, remanufactured, refurbished, recycled. After the assessment, the ATF is allowed to sell, re-use, or sent these parts & components to recycling.
5. Authority inspections should focus on illegal treatment operators.
6. Every ATF should be encouraged to conduct an annual Quality Audit and implement an Environmental Management System (EMS).

C. Mandatory dismantling: endorsement of the position of ACEA, CLEPA, EURIC

D. Improve administration & work processes, while being more cost conscious:

1. An Individual PRO system must have the same obligations as a Collective PRO system.
2. If a (visible) recycling or administrative fee is considered, the fee can be modulated, but it should not be mandatory.
3. The depollution of the ELV at the ATF should take place for safety and environmental reasons within 30 days after receipt of the vehicle.
4. The reporting on the depollution by the ATF to the authorities should happen on an annual basis.
5. There is no need to report the exact date and time for each different depollution.
6. The ATF should send the ELV-hulk to an automotive shredder facility.
7. The criteria for assessing 'equivalent quality' for glass recycling should be developed. Manual glass removal should not be mandatory.
8. The mixing of depolluted oils should be allowed, perhaps with the exception of certain brake fluid markets.
9. The plastic recycling target of at least 30% of the total weight of plastics in vehicles delivered to the waste management operators is highly appreciated.

The forum encourages the EU Commission, the EU Council and the EU Parliament to take into consideration these valuable improvements - to the benefit of the Regulation and the involved stakeholders – and adopt the content of the Proposal for an ELV Regulation accordingly.

We would like to emphasise that we have achieved good results in car recycling in Europe and have been able to demonstrate for many years that cars are a circular product with an increasingly long-life span, now close to 20 years on average. To keep our recycling industry viable and enable even better results, the first absolute priority is to ensure that ELV's are treated in our Member States, ensuring the profitability of the installations, but also that the vehicles and their materials remain here in Europe. After all, they are valuable parts and raw materials that can be fully utilised here.

With this manifesto, we have outlined the conditions on how we can further realise car recycling in Europe in a feasible way, taking into account technical challenges and with a view to innovation.