

EUROPEAN COMPLIANCE ORGANIZATIONS FOR BATTERIES



1 MINUTE INTRODUCTION



Start

Association
active since
2012



Conditions

Not for profit,
industry-driven,
national



Activities

Compliance,
organizations:
Portable,
Industrial,
Automotive



Members

20 members
16 countries



Customers

18,000
national producers/
importers



Collection Points

450,000
collection
points



Collected Weight

57,500 tonnes of
portable batteries
collected in
2017



System Awareness

European Battery
Recycling Week



Collection Rate EU

46.0 %
of portable
batteries POM



Collection Efficiency

Target to be based
upon batteries
available for
collection

BATTERIES IN ELECTRIFIED VEHICLES



The most dynamic market for batteries is the one of the batteries for so-called electrified vehicles. These electrified vehicles include electric, hybrid and plug-in hybrid vehicles, as well personal cars as buses and trucks



The characteristics of these batteries require another approach for the end-of-life management than the traditional portable batteries.

Extended Producer Responsibility (EPR) means that each producer is responsible for the financing of the end-of-life management of the products that he has put on the market.

Batteries from electrified vehicles need dismantling before the chemical recycling process, contrary to most portable batteries.

The transport of these waste batteries is regulated by complicated ADR rules.

These batteries do not contain valuable materials, which leads to high costs for the recycling process.

EUCOBAT POSITION: BATTERIES IN ELECTRIFIED VEHICLES



Separately invoicing the net collection and recycling costs will benefit the market. Eucobat requests that the visible compliance fee on the invoices should remain possible.



Financial guarantee

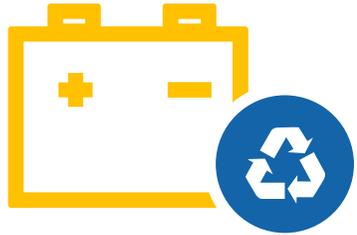


Producers need to ensure the financing of the collection and recycling.



Eucobat proposes that this registration is linked to the registration of the vehicle.

BATTERIES IN ELECTRIFIED VEHICLES



Repurposing end-of-life batteries from electrified vehicles could increase the sustainability of these batteries and could provide a potential way to reduce first-cost hurdle of these electrified vehicles.

However, it should be made clear...

- ▶ At what moment the EPR of the first producer comes to an end.
- ▶ Who bears the EPR for the batteries put on the market for second use, and how the marking of the batteries and the registration of the producer is taken care of.
- ▶ Who bears the EPR for the modules, stacks and cells that are removed during the repurposing process and that are not being reused.
- ▶ How the financial guarantees of the first and the second producer are regulated.

Eucobat proposes that “end-of-waste” criteria would be defined at European level and should be based upon technical and safety standards for new batteries.

MANY THANKS FOR YOUR ATTENTION



Eucobat aisbl
Excelsiorlaan 91
1930 Zaventem
Belgium



p.binnemans@eucobat.eu