

BATTERIES DIRECTIVE REVIEW

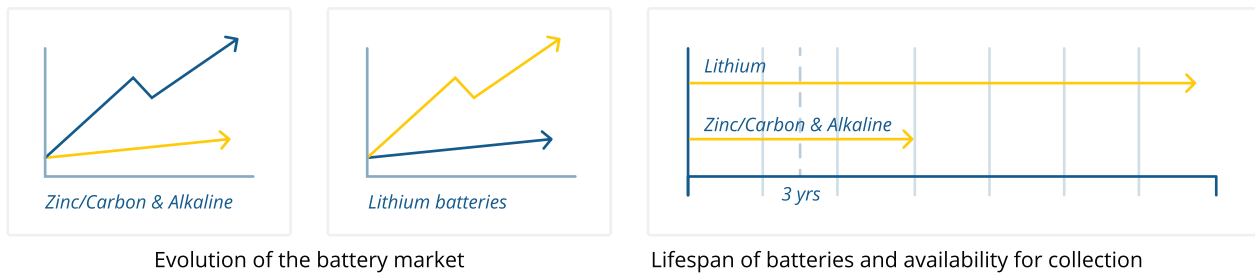
The collection schemes for waste batteries, represented by Eucobat, that are realizing the extended producer responsibility on a daily basis want to highlight the main issues for the review process for the Batteries Directive (2006/666/EU).

Collection target for waste batteries

“The actual Batteries Directive defines the ‘collection rate’ as a percentage of the quantities of portable batteries put on the market during the last three years.”





INADEQUACY OF THE CURRENT COLLECTION TARGET

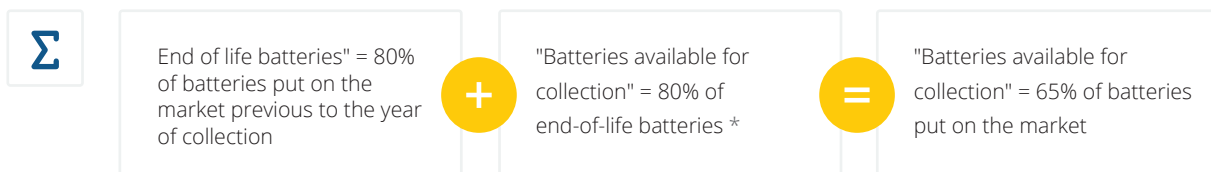


POSITION EUCOBAT

“A collection target can only be adequate if it is related to the quantities of waste batteries available for collection.”

 “End of life batteries” can easily be calculated based upon the available historical data of batteries put on the market and the lifespan per chemistry.

 “Batteries available-for-collection” can be rated taking into account the quantities of exported second hand or waste electrical appliances.



* Eucobat study on battery lifespan, 2017

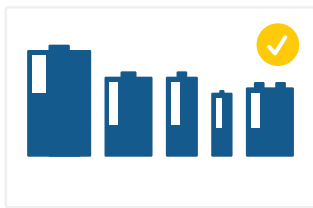
* ProSUM Study 2018

Labelling batteries

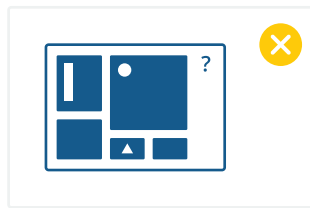
“In order to ensure an appropriate recycling of all collected batteries, an effective sorting of these batteries prior to the recycling process is required.

Sorting of most types of portable batteries, rechargeable and non-rechargeable, can be done in a manual, mechanical, electronic and/or optical way.

However, such sorting is not feasible today for a large amount of (mostly industrial) battery packs and/or individual cells from such battery packs, as the chemical composition of these battery packs and/or individual cells is not indicated.”



Consumer batteries are easily recognizable.



Most industrial packs and cells are not labelled according to a standard.

Therefore, it is required that all battery modules and individual cells for battery packs are labelled with at least the chemical classification, in function of the recycling processes. Colour code usage should be the subject of standardization.”

The visible environmental fee for batteries

“The Extended Producer Responsibility (EPR) is an environmental policy approach in which a producer’s responsibility for a product is extended to include the post-consumer stage of a product’s life cycle.”

ADVANTAGES OF THE VISIBLE ENVIRONMENTAL FEE



Environment

A visible environmental fee, indicating the collection and recycling costs, ensures that economical and cost related elements are not the sole driving factors in the management of the waste batteries.



Consumers

Invoice the net costs related to the collection and recycling of the waste batteries separately, without a profit margin of the different steps in the distribution chain.



Authorities

A visible fee on the invoices of the economical actors simplifies the market surveillance activities.



Economic actors

The visible fee limits the impact on existing commercial relations between economical actors involved in the distribution of new batteries.

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“Eucobat proposes that Member States be allowed to require a visible compliance fee to be mentioned on invoices from producers to purchasers of batteries.”

The visible compliance fee shall include all costs for collection, sorting, treatment, monitoring, reporting, communication, sensibilisation and management incurred by the producers or by third parties acting on their behalf. The costs mentioned shall not exceed the best estimate of the actual costs incurred. The mandatory visible compliance fee applies only to batteries for which producers actively organize collection.

Recycling targets



WEEE growth results in growth of battery volumes.



Recycling results in extraction of reusable raw materials from waste, but also implies recovering small quantities of non-marketable materials.

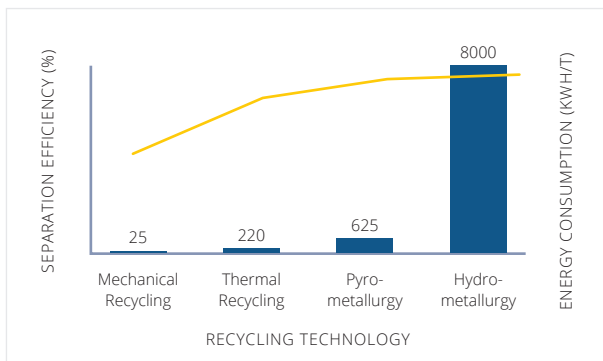


Energy consumption is one of the most significant parameters.



Consequence

Processes that allow the recovery of a high number of different materials are very energy intensive leading to high recycling cost.



“There is an urgent need for processes that balance energy consumption and cost on the one hand with an ecologically worthwhile raw material recovery on the other hand.”

■ Energy Consumption
— Separation Efficiency

POSITION EUCOBAT

“Eucobat pursues a future-oriented recycling strategy, taking into account the full environmental impact of the recycling process and the economical value of the materials contained in the batteries.”

Applying a directive rather than a regulation

A directive provides a framework for individual Member states to create their own national laws, while a regulation is a law that will apply in all EU countries.

POSITION EUCOBAT

“It had become clear the past years that an effective integration process in the expanding European Union should also take into account the different backgrounds (culture) and commitments of the various Member states.

A “one-size-fits-all” solution is not possible.

Not all Member States are on the same level with regard to general consumer awareness towards waste, environmental awareness and attitude towards selective collection of specific waste streams.

On the other hand, the influence of the sustainable development discourse and the environmental integration approach demanded more inclusiveness, dynamism and flexibility.”

Justifications for using a directive rather than a regulation

1

A directive complies with the EU's desire for subsidiarity in environmental matters.

2

A directive acknowledges that different Member States have different legal systems, legal traditions and legal processes;

3

Each Member state has leeway to choose its own statutory (proper culture)...

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.



- 1 Batteries from electrified vehicles need dismantling before the chemical recycling process, contrary to most portable batteries.
- 2 The transport of these waste batteries is regulated by complicated ADR rules.
- 3 These batteries do not contain valuable materials, which leads to high costs for the recycling process.

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.

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Separately invoicing

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

1. Producers need to ensure the financing of the collection and recycling.
2. Eucobat proposes that this registration is linked to the registration of the vehicle.

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.

Other topics

Following other topics require specific attention:

- the “producer” definition, which should be aligned with the WEEE Directive,
- the classification of the batteries in different categories,
- the collection responsibilities for the retailers and the municipalities,
- the communication and sensibilisation, of which the requirements cannot be defined in a harmonized way for all countries,
- the removal of batteries from WEEE,
- the information requirements towards national producers, in order to allow them to report correctly to the compliance organizations and the member states, and
- the relation with other EPR regulations, as batteries cannot be considered as components, sub-assemblies, accessories or consumables of (W)EEE or (end-of life) vehicles, and should be governed by the Batteries Directive.