

Basel Convention Plastic
Waste Partnership (PWP)

Forum on Extended Producer
Responsibility for Plastic
Waste

EPR for Automotive Sector

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Time: 13:00-14:30

Study on items
shipped for reuse and
Extended Producer
Responsibility fees

A case for extending EU EPR fees to cover
end-of-life activities of products shipped
outside the EU

Circular Innovation Lab
for the
European Environmental Bureau



Overview

1. Focus of the study

2. EPR in the EU and Africa

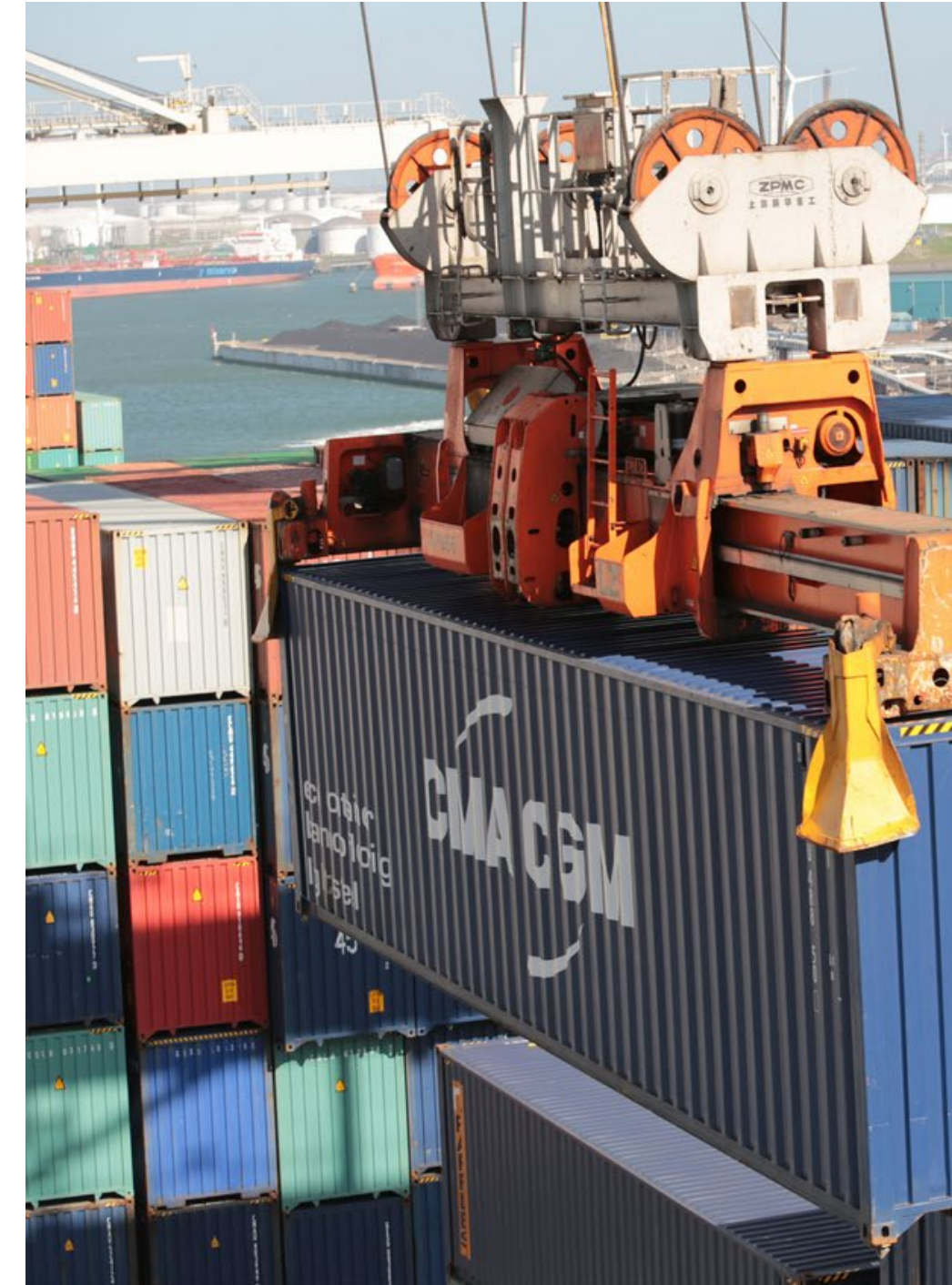
3. Challenges of EPR in international trade

4. Key findings

7. Policy recommendations

Focus of the study

- EPR in EU and Africa
- Domestic and Global Policy Landscape
- International Trade in Used Electronics and Vehicles
- Estimating Annual Quantity of Shipped Items from the EU to Africa
- Estimating Retained EPR Fees in the Exporting Nation
- Proposing Policy Recommendations



EPR Legislation in the EU

- In the EU, EPR first appeared as a policy approach in the 1990s
- Currently, the EU has well-established EPR policies within its directives
- However, EPR in the ELV Directive is not yet well-established.
- Most countries have ELV EPR schemes.

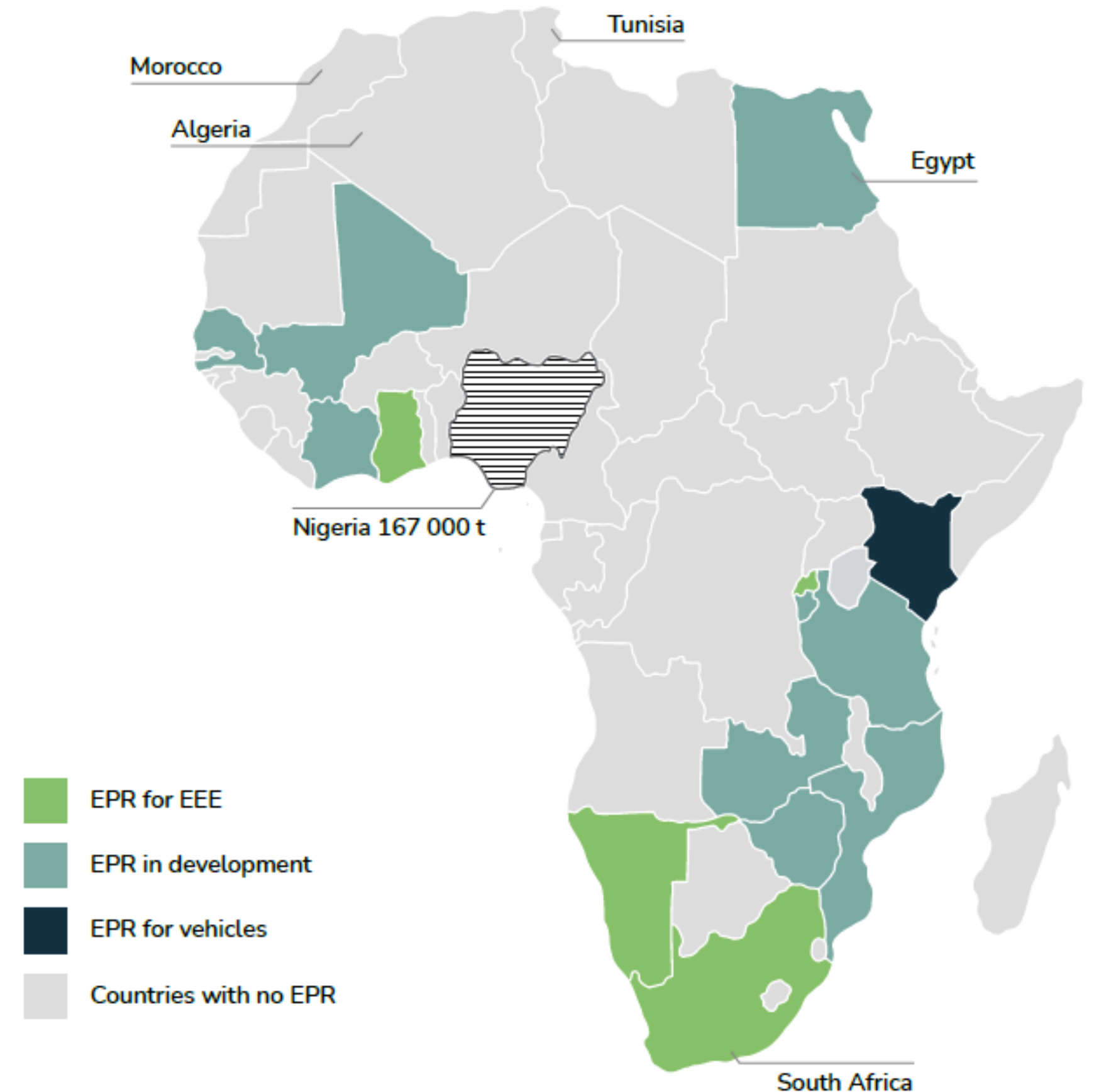
EU EPR Schemes Challenges:

- EPR schemes within the EU mainly focus on waste management, not waste prevention.
- Fees are a small fraction of the price of the product (e.g. for a mobile phone weighing 0.2kg EPR fees can be as little as 0.02 EUR)
- Large variation between states (some have basic EPR schemes, while others such as France have more robust, eco-modulated fees, a lack of collaboration)
- Lack of shipment monitoring at larger European ports

EPR Legislation in Africa

- Only 17 out of 54 African countries have EPR policies in place, many of which do not cover imported products.
- A significant portion of products are imported, 60% of annual vehicle registrations in Africa are used vehicle
- Kenya, South Africa and Nigeria have voluntary EPR schemes for glass, used tyres, motors, and oils.

Biggest importers of EEE in Africa



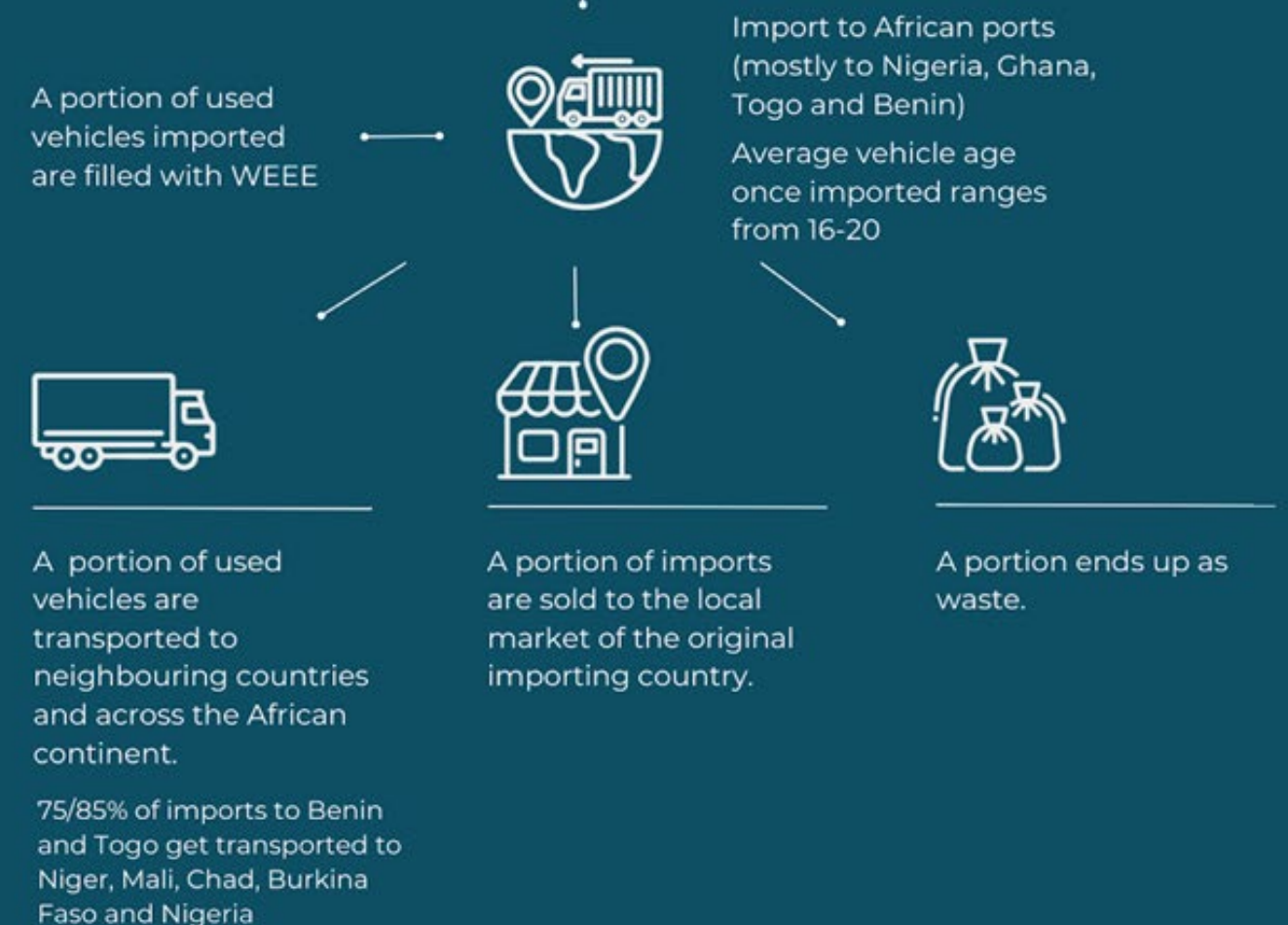
International trade in used vehicles

- Used vehicles are exported from Europe to Africa under the categorization of reuse, recycle and donation.
- Benefits:
 - Prolonged life-cycle of items
 - Reach of reuse targets
 - Partnerships & local market access
 - Economic opportunities
- Challenges:
 - Lack of traceability and monitoring
 - Social & environmental issues for the importing countries
 - Lack of proper waste management (missing EPR fees)
 - Products arrive broken or tempered with (they sometimes miss necessary parts such as filters, catalysts and sensors)

Part 1: From an EU consumer to an export



Part 2: From arrival in African countries to consumers or dumpsites.



Import policy in Africa

- 21 countries have implemented age restriction policies or used vehicle import bans as a response to raising waste issues
- Benefits of these policies: reduction in CO2 consumption and advancement in local manufacturing
- However, the challenge of implementing a complete ban is that it reduces access to new vehicle technology (it does not stop illegal imports)
- Mauritius policies: support of hybrid and electric vehicles, age import restriction ban and emission standards



Key findings - used vehicles

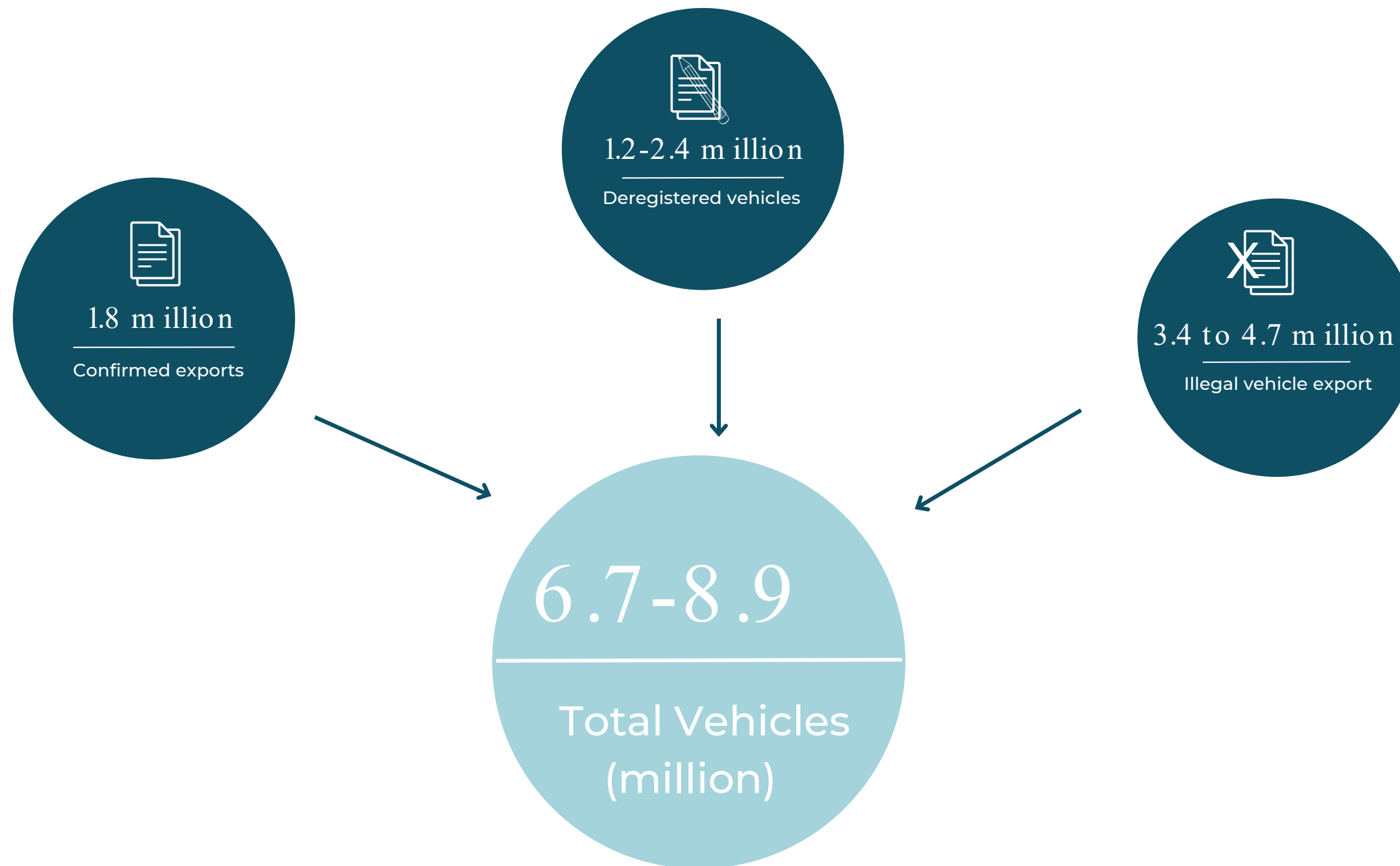
- Main EU exporting countries (2019): Germany, Spain, Belgium and France
- Main African importing countries (2019): Nigeria, Libya, Kenya
- From 2015-2018 the EU exported 54% of all used vehicles to Africa
- 1.8 million used vehicles exported yearly

Imported vehicles in 2019 (units)

Nigeria	171,248
Libya	148,668
Kenya	89,616
Ethiopia	81,259
Ghana	76,011
Tanzania	61,167
Senegal	43,867
Benin	41,831
Guinea	39,291
Cameroon	31,337
Ivory Coast	28,653
DRC	24,207
Mozambique	19,426
Zambia	17,084
Mauritius	15,744

Main importing Destinations in Africa
Source: UNECE, 2022

EPR fees and flows - used vehicles



Key findings - EPR fee lost from the Vehicles exports



Policy Recommendation

1 GLOBAL
COLLABORATION

3 TRADE DATA

2 TRACEABILITY AND
TECHNOLOGY

4 CIRCULAR PRODUCT
DEVELOPMENT

Global Collaboration & Coordination

- Between countries, PROs and local organisations involved in recycling and waste management
- Ensuring better product reuse, recycling and disposal
- increase reuse and recycling targets
- Increased monitoring and reporting of products

Traceability and technology

- Through technology, we can ensure better global traceability of products, their second life and end-of-life
- Ultimate Producer Responsibility (UPR), Material passports, Digital product passports (DPP)
- Stricter boarder control, eco modulation fees, increased traceability

Trade data collection

- More informed global environment
- Better understanding of where products end up
- Better understanding of how products are treated
- Better understanding of the amount of waste or broken products are shipped

Circular product development

- Increased product value for a longer amount of time - durability, modularity, adaptability
- Decrease environmental footprint, less waste creation
- Reduce raw material dependency

THANK YOU

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