

# Position Paper



## ISOPA's Position on Polyurethanes and the EU End-of-Life Vehicles Directive

### A Fair System for Industry and Consumers

#### 1. Important Consequences

The Directive on End-of-Life Vehicles (ELV-2000/53/EC) establishes requirements on the management of waste from vehicles at the end of their economic life. The Directive is now being implemented into national laws of member states. The way the objectives of the EU ELV directive are achieved has important consequences for all industries associated with vehicles and for consumers.

#### 2. A Material of Choice

Polyurethanes are a material of choice for modern road vehicles because of their performance qualities. Their leading application in cars, trucks and other vehicles are foams for seats cushions, back-rests and other PU parts, which enhance comfort and safety and reduce environmental impact.

#### 3. Responsibility for Automotive Waste Streams

ISOPA believes the best approach would be to create national waste organisations for the automotive sector that would be open both to plastics raw materials producers, the converting industry and OEMs. Such organisations already exist in, for example, the packaging sector and have a proven track record.

To make the system work it is also crucial to set up an equitable and sound financial system.

#### 4. Sound Financial System

ISOPA urges that the system for ELV should be based on financial criteria relative to the economic, environmental and social sustainability of the materials employed. This means that:

- Customer subsidies should be as low as possible or, preferably, not at all.
- Materials use should have the lowest possible impact on the environment.
- All feasible technological options need to be considered based on objective scientific analysis and total cycle assessments.

ISOPA recognises, however, that selective financial subsidies may be required in some cases to achieve the 85% target for reuse and recycling as set out in the Directive. These subsidies should be agreed by stakeholders in the automotive supply chain, with their duration related to technical and market developments. Such developments change the basis on which financial contributions are established.

For instance, operations that are not economical might include dismantling, logistics, recycling and energy recovery as these depend on specific conditions in the country, by component and by material. ISOPA urges that the level and terms of financial contributions as well as the conditions by which they are granted, be established in a way that is transparent, administratively simple and dedicated to the use for which they were intended.



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