**Methodology Report for ELV target monitoring**

**General Information**

* *Country*: Luxembourg
* *Title*: Description of the data submitted according to Commission Decision 2005/293/EC on the monitoring of the reuse/recovery and reuse/recycling targets on ELVs
* *Organisation submitting the data and the description*: Administration de l’environnement
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* *Reference period:* data for the year 2021
* *Delivery date / version*: June 2023 / version 1
* *We agree to make our Quality Report available to the national experts vis circa*: Yes

**Chapter A) Information according to Article 1(1)**

*Section 1: Sources of Information*

The organisation Febelauto has been designated by FEBIAC Luxembourg to supervise the management of the ELVs and to make the annual reporting thereof. FEBIAC Luxembourg has signed an environmental agreement with the Ministry for the Environment in order to organise the collection and treatment of ELVs. Febelauto provides an annual report to the Administration with information about the quantities collected and treated. These annual reports are verified and, if necessary, further explanations are requested.

*Section 2: Quality of information sources*

The fact that there is only one organisation centralizing the data of the sector influences positively the quality and the coverage of the data. However, a more detailed explanation of the different streams is necessary to further improve the data quality (see Section 5- point g). Since no end treatment is done in Luxembourg, there is no action needed to avoid taking imports into account.

*Section 3: Determination of the weight*

The weight of ELVs is determined by weighting at the entry of the facilities.

*Section 4: Recycling or recovery of exported ELVs respectively parts of ELVs*

The recycling rates and the recovery rates have been obtained by Febelauto from the companies, which report to it. This includes the treatment plants outside Luxembourg. Febelauto must give every year a complete feedback on the waste streams, destinations and recovery rates and recycling rates in its annual report due to the Administration.

*Section 5: Other comments*

1. There is no shredder for ELVs in Luxembourg.
2. Since no end treatment of ELVs is done in Luxembourg and all ELVs are reported to be treated in Belgium and Germany, no double counting can occur.
3. In order to meet the recycling objectives imposed by European Directive 2000/53/EC, Febelauto has set up a system for determining rates (reuse, recycling and energy recovery) for the treatment of end-of-life vehicles. Unlike the recyclability rate of vehicles, determined at the time of production and indicating only the recycling rate that can be achieved, this system is based on data representative of the real market, collected through a monitoring application.
4. No missing data
5. The analysis of these reports can show if there are problems, and whether action should be taken. Plausibility checks are performed and a comparison between different data are done. The more, time consistency is checked before validation.
6. The quantity on Reuse in Table 1 has been estimated by taking the difference between an average weight of ELVs at the point of return multiplied by the number of vehicles returned and the weight at the entry of the treatment plant.
7. A discussion is ongoing to improve the situation regarding the CoD. The quality of the data on CoD are at the moment not sufficient to allow a comparison with the number of ELVs.

The national law on waste was modified in June 2022 ; it includes a new definition of producer of products which fall under an EPR scope. This was very important for the ELV sector, as all of the ELV are finally treated outside of LU. To improve the oversight and control over the whole ELV management (and thus improve the data), LU is currently working with the national producers on a new environmental agreement with the Ministry. The goal of it, among other points, is to have more transparency over the whole ELV management circuit and to ensure effective and efficient data delivery, whether with or without CoD.  
LU follows also closely the COMMISSION work on the review of the ELV-Directive, to integrate as soon as possible the new provisions which will be the outcome of it.

**Chapter B) Information according to Article 1(2)**

Not relevant

**Chapter C) Information according to Article 1(3)**

*Section 1: Information on the national vehicle market*

No data available

*Section 2: National market information on export of used vehicles, ELVs and de-polluted body shells*

No data available

*Section 3: Elements related to methods and quality of Section 1 and 2*

Not relevant