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Dear Mr. Hatcher,

**Re: EBR Registry Number 012-4124  
Environmental Standards for End-of-Life Vehicle Waste Disposal Sites**

The Canadian Association of Recycling Industries (CARI) is an industry association made up of over 250 member companies in the recycling sector. Our members range from small family scrap yards to massive capital-intensive processing plants that process, broker, and consume recyclable commodities. The members are engaged in the recycling of all commodities, but the majority deal primarily or exclusively in metals. CARI is a national association, but the majority of our member companies are located in Ontario.

As the voice of the Canadian recycling industry, CARI is pleased to submit the following comments on the proposed Environmental Standards for End-of-Life Vehicle Waste Disposal Sites.

CARI supports the fundamental purpose of this proposal: the proper removal and management of pollutants from end-of-life vehicles. Our members stand for the safe and environmentally responsible processing of these materials. However, we firmly believe once the waste pollutants have been safely removed an end-of-life vehicle is no longer a waste and should not be treated as such. Depolluted end-of-life vehicles are secondary resources. Handled properly, some of the pollutants (e.g., batteries, some fluids) are also secondary resources that will be recycled rather than sent to landfill. Treating these resources as waste is unnecessary and erroneous.

It is also important to note that there are different types of facilities managing end-of-life vehicles. Some companies deal exclusively in the dismantling of vehicles, some deal only with the processing of



end-of-life vehicles, and some do both. Because of the nature of their business, these facilities use different equipment and methods to contain and manage pollutants. So long as the pollutants are safely contained, the equipment used in depolluting end-of-life vehicles should not be prescribed.

CARI believes that restricting of end-of-life vehicle processing sites from performing other recycling and waste-management practices is unnecessary. Larger recycling facilities process and manage several different materials, and some of these facilities might have incinerators on site. This equipment is not used in the processing of end-of-life vehicles and should therefore not fall under these regulations, or prohibit a recycler from processing end-of-life vehicles.

The lack of a clear definition of “crushing” in the regulations is also of concern to CARI members. Some recycling facilities will safely remove fluids and then ‘flatten’ the vehicle for the purpose of ease of stacking or transportation prior to removing other pollutants (e.g. tires). With this method, pollutants and component parts are still accessible for removal. It is important to distinguish this process from “crushing,” which is a process that would make the removal of component parts impossible. Properly managed, this method will not result in the release of additional pollutants, and should therefore not be prohibited.

The proposed regulations states *the equipment* used in the crushing of end-of-life vehicles must capture and contain fluids. We recommend the regulation instead refer to the process, i.e., “in the process of crushing, all released fluids must be captured and contained.” The intent is to safely remove and collect pollutants; the method of achieving this should be left up to the processor. Requiring each recycling facility to purchase a car crusher would be costly and smaller yards might be forced out of business.

CARI members are currently removing most of the items on the list of materials set out in the proposed regulation. However, the inclusion of brake pads is of concern. To our knowledge, asbestos has not been used in brake pads in North American vehicles since 1993. Although it is possible some imported brake pads may contain asbestos, they would make up a negligible amount of the end-of-life vehicles coming through recycling facilities.

Because the exposure hazard in these brake pads is in their removal, this requirement would only increase the safety risk to employees at recycling facilities, and their removal adds an unnecessary extra step in the processing of end-of-life vehicles. The best way to ensure the elimination of brake pads containing asbestos would be to restrict the importing of these products.

We also question the inclusion of Section 5.1 of the Regulation, subsection (1) 8: “Any other materials set out in a document entitled “Materials to be removed from end-of-life vehicles prior to shredding or



crushing” published by the Ministry, as amended from time to time, and available on a website of the Government of Ontario.”

End-of-life vehicles are one of the most recycled products in the world, and over 80% of a vehicle is recyclable. Pollutants in end-of-life vehicles have already been identified and are being managed. “Any other materials” should be restricted in vehicle manufacturing, which makes the inclusion of this item unnecessary.

CARI members are further concerned that the regulation as proposed will add a considerable administrative burden to their businesses. Certification, collecting, record-keeping, and reporting of information requires additional labour cost and time, and some of the smaller yards that cannot afford the manpower would be placed at a disadvantage or forced to stop processing end-of-life vehicles altogether. If the intent of certifying and collecting this information is to eliminate “bad seeds,” it will not succeed. Those few irresponsible businesses will not be deterred by regulations. They will continue to behave irresponsibly until they are caught and prosecuted. Placing an additional burden on responsible businesses is unfair.

CARI members recognize that setting a common environmental standard for dismantling and handling end-of-life vehicles is necessary. We appreciate your taking the time to address our concerns so that we can create a reasonable solution.

Tracy Shaw  
President and CEO