

FEDERAL CHAMBER OF AUTOMOTIVE INDUSTRIES



CODE OF PRACTICE

FOR

RECYCLING OF TRACTION BATTERIES

Effective Introduction Date 1st July 2021

1. Introduction

FCAI member companies recognise the benefits of new technologies and fuels that provides for significant reductions in the operating emissions of road vehicles in Australia. FCAI members are also cognisant of the responsibility to provide for the maximum level of recyclability with minimal levels of land fill from vehicles and components at the end of their life for vehicles that they import.

With the introduction of increasingly electrified powertrain vehicles that contain and use traction batteries the FCAI supports an industry code of practice addressing the end of life treatment of traction battery components to ensure minimal environmental impact from traction battery disposal.

This Code only applies to motor vehicles imported by FCAI members. FCAI members will not be responsible for motor vehicles that they have not imported.

2. Definitions

For the purposes of this document the following definitions apply:

(a) FCAI Member

Means a member of the FCAI:

- Which manufacturers and/or assembles and/or imports motor vehicles for distribution in Australia.

(b) Traction battery

Batteries which are used in motor vehicles to store electrical energy for the primary purpose of powering an on-board electric motor used to motivate or assist in motivating the driven wheels of the vehicle.

(c) Electrified Powertrain Vehicle Abbreviations

- (a) Hybrid Vehicle (HV)
- (b) Plugin Hybrid Electric Vehicle (PHEV)
- (c) Battery Electric Vehicle (BEV)
- (d) Fuel Cell Electric Vehicle (FCEV)

3. Overview

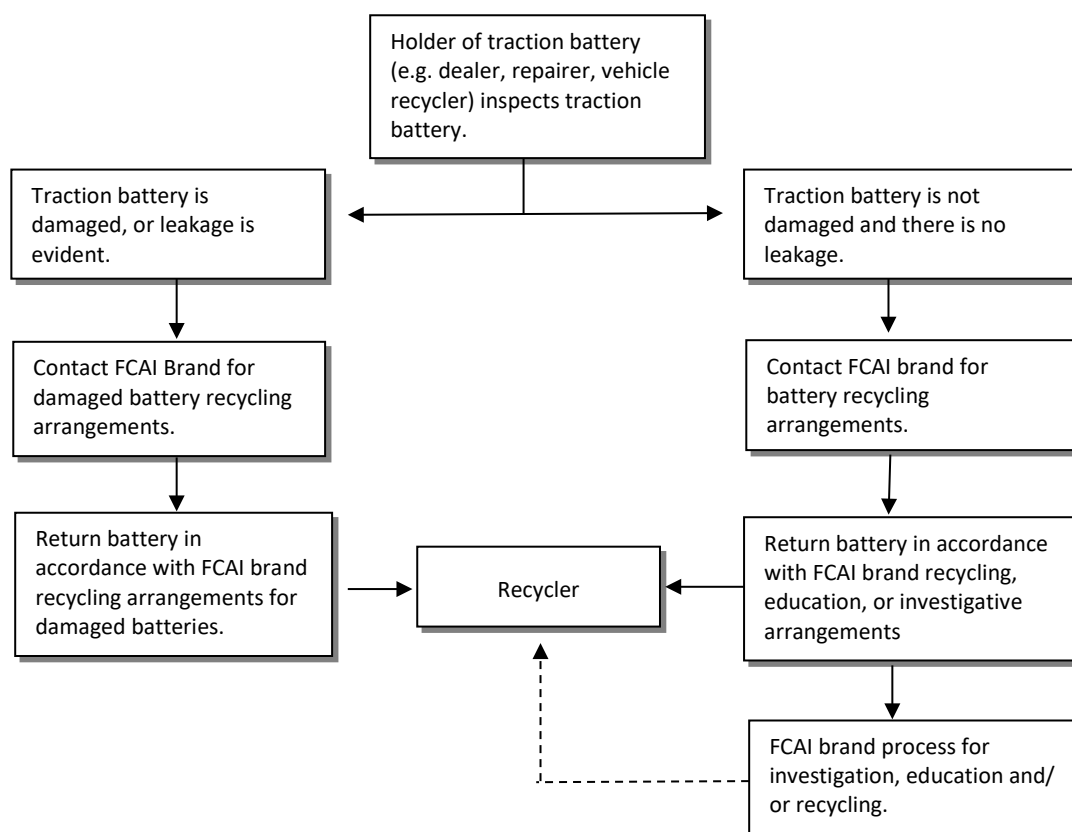
FCAI members will have suitable systems in place to monitor the use, capture, return, refurbishment/re-use or recycling/disposal of traction batteries from vehicles that they import using electrified powertrains using traction batteries (HV/PHEV/BEV/FCEV). The systems will include recovery mechanisms capable of maximizing the value from re-use of finite resources with an aim of no traction batteries ending up in landfills.

FCAI members may use internal company processes that comply with all relevant federal and state environmental laws and other legislation or standards.

Alternatively, FCAI members may join a battery recycling program that is accredited with the relevant federal and/or state environmental authorities.

FCAI members will provide information to vehicle owners/operators on their preferred battery recycling program.

4. Outline of process



5. Partners

FCAI members may enter into agreements with other sectors of the automotive industry to facilitate monitoring, recovery and recycling of batteries including:

- Franchised and non-franchised new and used vehicle dealers
- Vehicle maintenance service providers
- Vehicle repair providers (e.g. mechanical, electrical, and crash repair)
- Vehicle disposal providers (e.g. wreckers, recyclers)
- Educational Providers (e.g. Technical And Further Education – TAFE)

6. Review

This Code of Practice will commence operation on the 1st July 2021. FCAI will undertake a review of this Code of Practice within 5 years of publication or should a relevant environmental law or standard be amended necessitating change.