

Comment gère-t-on le recyclage des voitures électriques et de leurs batteries en Belgique ?

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Agenda

1. History and background
2. Status ELV in Belgium
3. Status HEV batteries
4. Founding Watt4Ever



Belauto

Febelauto for ELV

Foundation
First Authorized treatment facility (ATF) inaugurated
First and second MBO'S
Willy Clerens died (first CEO)
First EMS with floppy disks
Luxembourg serviced
Succeeding presidents :
Thierry van Kan,
Jean-Baptiste de Chatillon,
Paul de Rooij

Febelauto for extended PRO including tyres

Set up of tyre collection system
Third MBO's
Third EMS on internet
New methodology to evaluate the PST
Mobivis

Febelauto transition towards circular economy

New EMS
Green deal
Circular glass
120 ATF's

Febelauto also PRO for HEV batteries

1997

1999

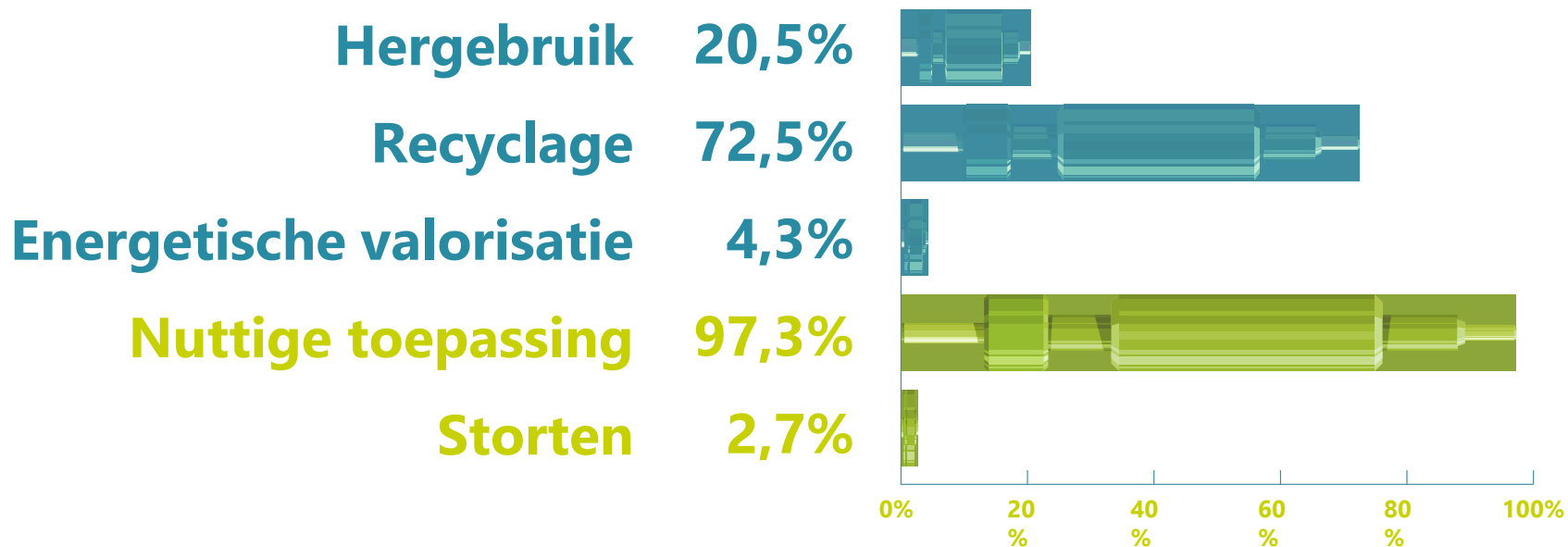
2009

2016

2018

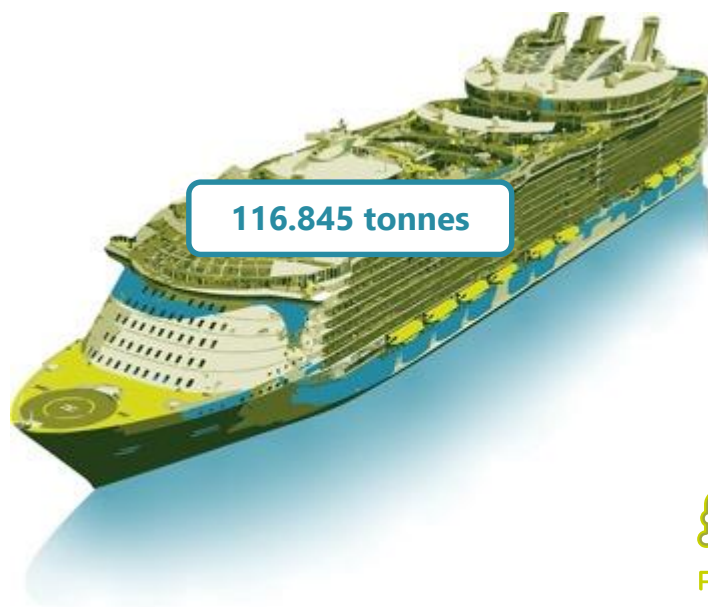
2. Status ELV in Belgium

Nuttige toepassing: ruimschoots behaald



110.161

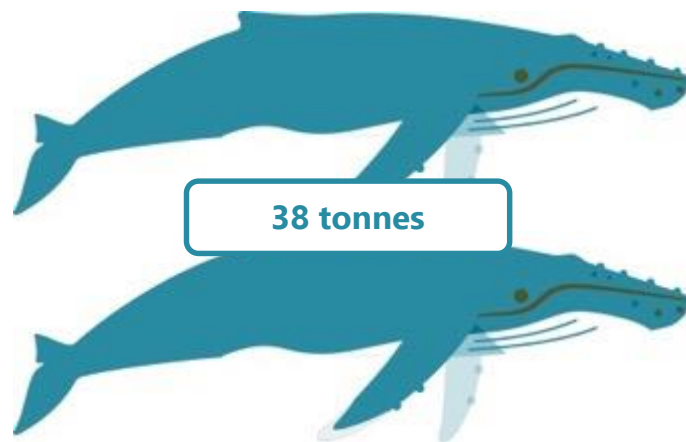
En 2020, un total de **110.161** véhicules hors d'usage a été collecté. Ces épaves ont ensemble un poids égal à celui du **Harmony of the Seas**, l'un des plus grands navires de croisière au monde.



116.845 tonnes

451

451 batteries HEV ont été collectées en 2020. Leur poids total équivaut à celui de deux **baleines à bosse**.



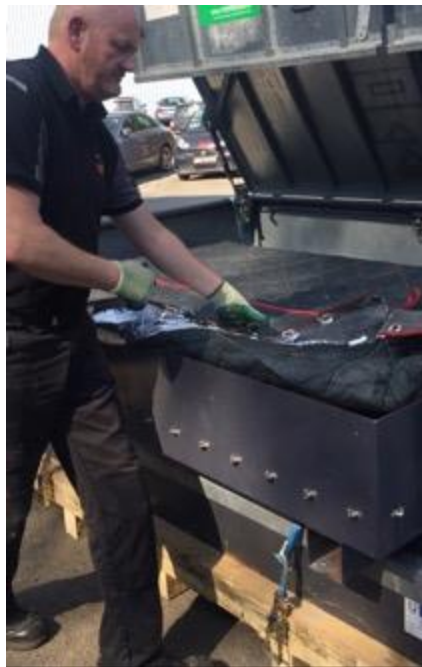
38 tonnes

febelauto

Rapport annuel 2020

3. Status batteries for HEV

Febelauto = safety first



4. Founding Watt4Ever

- Market survey of reuse companies in Fr, NL, ...
- None in Belgium or Luxembourg
- Need for legal transfert of producer responsibility in case of reuse
- We decided to found our own 2nd life battery company with 5 founding fathers with each specific expertise.

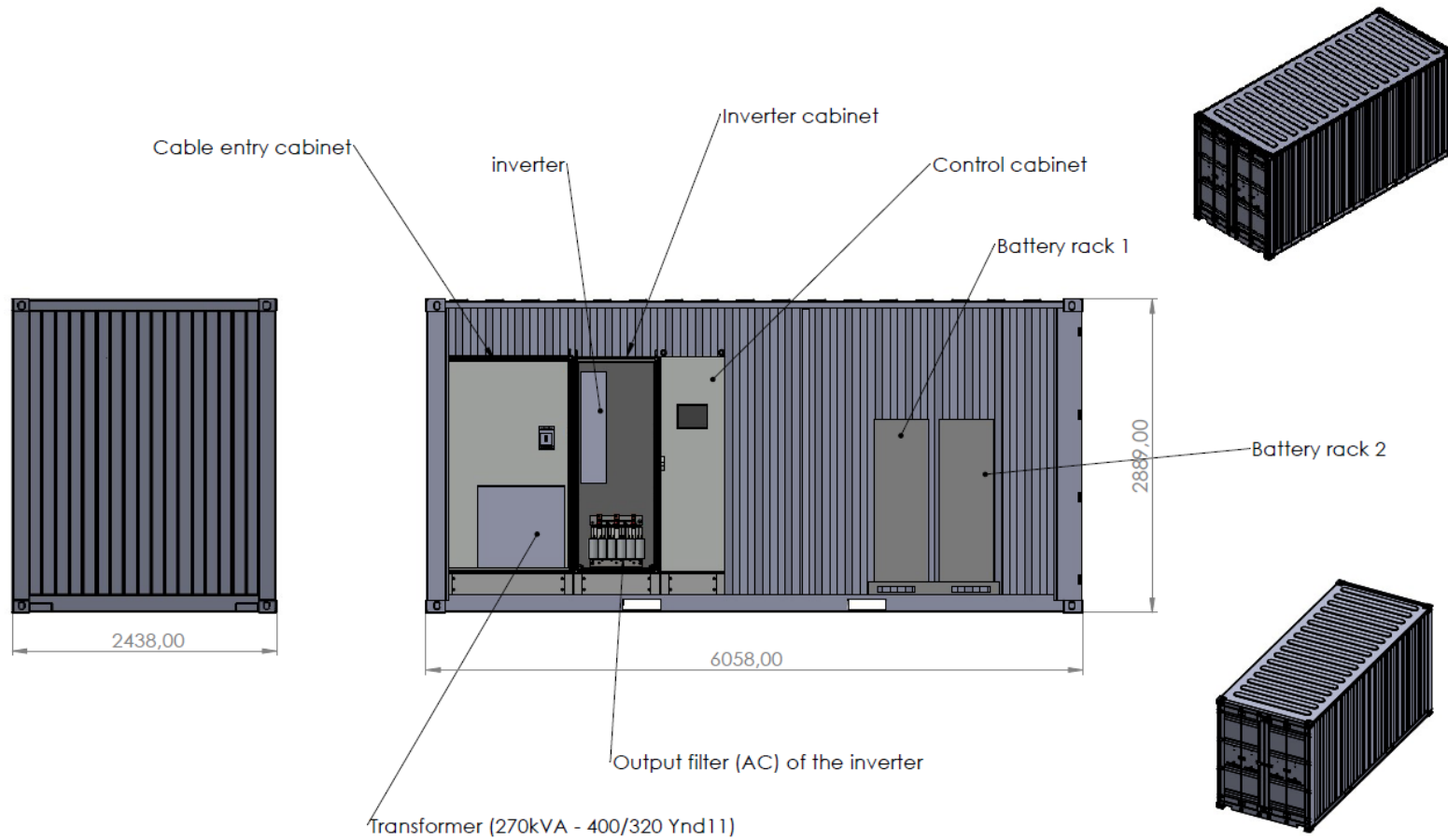




High performing energy storage born from circular economy



Grid-scale systems



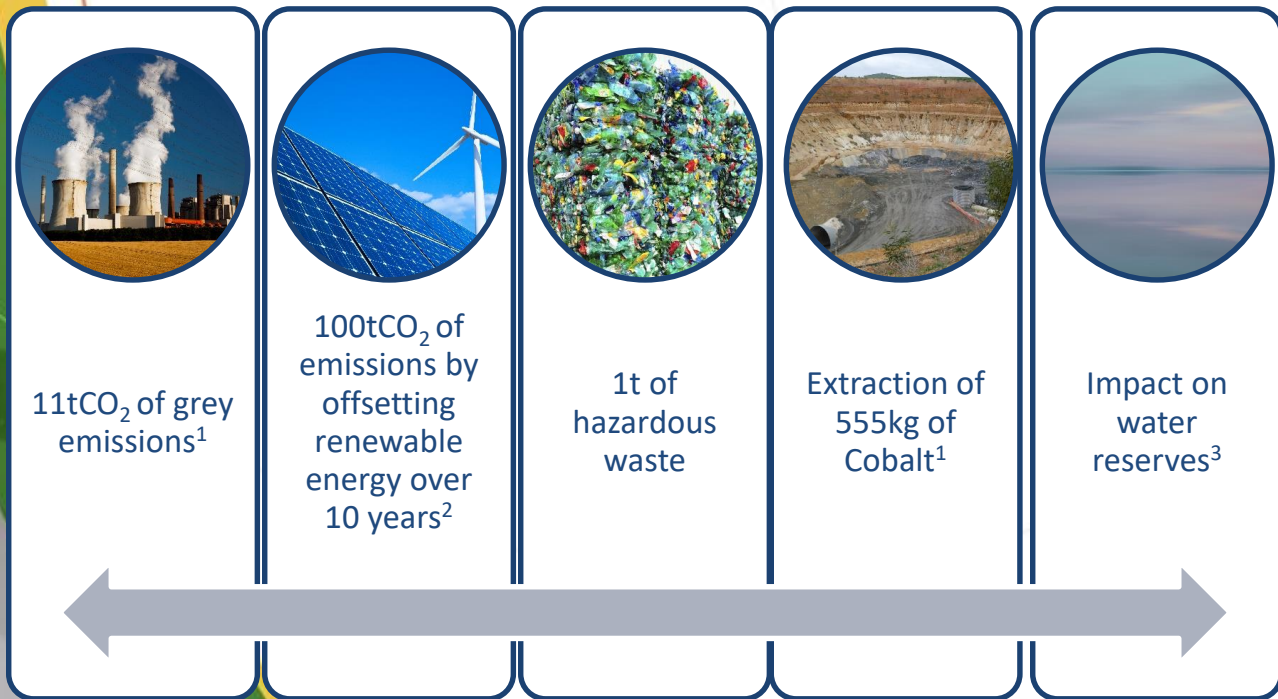


Watt4Ever Facilities

- **HQ: Brussels, BE**
- **Factory: Limburg, BE**
- Storing
- Testing under international safety protocols
- Dismantling
- Assembly line for new batteries

What does the environment gain from second-life batteries?

For a typical battery of 100kWh, we avoid:



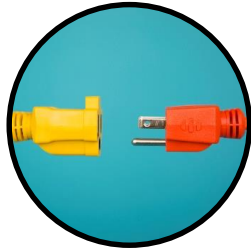
Incl. avoided grey emissions and expected life-cycle emissions over 10 years versus no battery scenario

Source 1: [EU Eco-design study for batteries](#) for NMC 111 chemistry

Source 2: [EU Joint Research Centre, Sibelga](#)

Source 3: [Coolproducts](#)

What do energy consumers gain from second-life batteries?



Better
integration of EV
chargers



Additional PV
capacity



Reliable,
nuisance and
maintenance-
free power
backup



Savings in energy
bill



