

Webinar of 2022-01-21

Webinar "Role of Standards & Policy in Resource Efficiency and Circular Economy Transition in India and the EU"

Questions & Answers

1	<p>Environmental Product Declaration is one of the documents providing transparency about product life cycle. It is widely used in Europe. How do we see it's usability from Indian market perspective in near future?</p>	<p>EPDs are under discussion through various platform with Indian agencies. Purpose of this webinar is also to connect, share and exchange such as dialogue for cooperation and collaboration.</p>
2	<p>Consumer awareness and involvement: how it happens in EU?</p>	<p>The speaker from the European Commission will address this point in her presentation.</p> <p>Please read EU policies related to consumer protection: https://ec.europa.eu/info/policies/consumers_en</p> <p>An example of European standards that provide information to consumers are the energy labelling standards developed in support of the Regulation (EU) 2017/1369 on Energy Labelling of energy-related products.</p>
3	<p>In case of e-waste collection in India is become a burden to manufacturer, as In India consumers are not willing to handover to recycler even the EOL -end of life over?? it's become big cost to corporates? and become a cost to company .. Further there is no benefits such as Carbon credits.</p>	<p>This requires behavioural change and awareness amongst consumers on disposing their waste scientifically. Over few years, MeitY has already created tools for citizen's awareness and bulk generators engagement on e-waste disposal. The website provides further information and tools - eWaste (greene.gov.in)</p>
4	<p>Point is if the manufacturer collecting EOL products from market and doing recycling and use should get carbon credits, and it shall be option of selling across borders</p>	<p>Dr Sandip Chatterjee who is from Ministry of Electronics, will be able to cover some of your questions in his presentation.</p> <p>Also, not so far, carbon credits have not been used for recycling of e-waste. Also, trading of e-waste is a complex issue.</p> <p>The e-waste Rules worldwide is based on the Extended Producer Responsibility (EPR) mandate under which they are responsible for physical and financial responsibility to collect products and the end of its life. Thus, it is essential to make a robust mechanism of collection, dismantling and</p>

		<p>recycling in the country with involvement of the informal sector. Currently the provision doesn't cover carbon credits as it has not been mandated in the Rules. Also, MoEFCC has put forward plastic credit mechanism in the Plastic Waste Rules 2022 which still needs to be checked for its implementation.</p>
5	<p>Are we in process to have more incentive-based framework to inspire Indian organisations to focus more on environmental sustainability specially for manufacturing sector?</p>	<p>Any framework will need to have a mix of both regulatory and incentive-based measures. The draft NREP and the work of 11 NITI Aayog CE Committees looks into detail at which kind of instruments will work well for incentivising the adoption of circular measures. When done well, resource efficiency and circular economy, have strong economic benefits.</p> <p>Environmental costs and liabilities are to be internalized in the manufacturing processes as resource consumption is to be decoupled. Zero waste to landfill is already becoming a practice in the Indian large corporates so it should be further validated and considered by the manufacturing sector. The MeitY's PLI scheme is already considering RE and CE indicators to support manufacturing push in India.</p>
6	<p>Please describe and differentiate the role of standards vs. regulatory measures in India. In the EU there is the established tool of standardisation requests to trigger the development of technical standards supporting regulation.</p>	<p>Indeed, standards support many of the regulatory measures. Differentiating b/w regulatory measures and standards - regulatory measures includes e.g. EPR, mandatory requirement of certain % of recycled content in product, bans and tax etc. Some of these would require development of consistent supporting standards.</p>
7	<p>Can you share a little bit more about the background of CEN engagement in and cooperation with India? Why specifically India? And how could other countries in Asia benefit from this cooperation? I ask, because here in Cambodia we face the same issues with EPR, circular economy etc. So all what you discuss here is highly relevant for Cambodia as well, and how</p>	<p>India is one of CEN and CENELECs priority partnerships. We also work in cooperation with SARSO, ASEAN (QI/standards) and ACCSQ (standards, where Cambodia is a member). Some more information on our international cooperation efforts is available on our website. https://www.cencenelec.eu/european-standardization/international-cooperation/.</p> <p>I (Dinesh) am the European Standardisation Expert in India. India is a Priority Partner and this</p>

	<p>could Cambodia potentially benefit or get engaged? Thanks for this interesting event.</p>	<p>EU PROJECT SESEI (https://sesei.eu) has been active now for last 8+ years. Presently in India, I am closely working /coordinating with Indian stakeholders on many priority topics which includes Circular Economy. For more information please visit the project website sesei.eu or contact me at dinesh.chand.sharma@sesei.eu , +919810079461</p>
8	<p>Impressive to see the scope of ongoing programs. With regards to harmonisation/regulatory-cooperation.</p>	<p>Thank you, noted.</p>
9	<p>While EU and India are so different. Today, AI also with its pervasiveness poses collective challenges like the widespread introduction of plastics half a century ago - providing cheap and seemingly efficient solutions to a wide range of contemporary problems while creating (and displacing) new aggregate costs that will impact society collectively. The question some of us have started asking - "Is AI the new Plastic?" Any strategy to curtail the increasing Carbon Footprint of AI?</p>	<p>Valid point of concern! I believe AI is growing exponentially. I feel the focus on carbon footprint of AI will become part of standards down the line. Right now, the standardization organizations are still working on the building blocks of AI.</p> <p>Please find via the weblink CEN and CENELECs efforts on AI. https://www.cencenelec.eu/areas-of-work/cen-cenelec-topics/artificial-intelligence/</p>
10	<p>Question to Mr Bali, Volvo - If we achieve complete circularity in system, there will be higher % of end use in truck etc, so the demand of truck will reduce considerably, how the business of Volvo will sustain? In most of transport sector there is glut in supply, see the passenger car!</p>	<ol style="list-style-type: none"> 1. When we offer solutions to our customers, one of our propositions has been that they can 'do more for less' as a result of many factors including durability & efficiency – by design, technology & innovative transport concepts that we offer. 2. Now, with sustainability receiving its due attention and greater focus, the need 'to do more with less' is even more accentuated. Coupled with emerging technologies across electric vehicles, fuel cells, alternative non-fossil fuels and with the adoption of processes which are more resource efficient and which support circularity, we are committed more than ever to operate within the boundaries of the planet and its people. 3. <i>The question posed in this context is that with greater life of the vehicles, the need for new vehicles would reduce? Here, let</i>

		<p>me say the key is the need to transform our mindsets from the existing singular focus and matrix of “number of vehicles sold”, to “revenues per customer over life cycle” in the value chain. This is, in fact, a great opportunity into the future where we see much greater revenues from services – as a result of digital solutions and opportunities across the value chain including battery management and the emerging eco-system in which EVs will operate; covering a range of services such as truck uptime improvement, fleet and traffic management, cargo aggregation services, infotainment, etc. In fact, we see new business models mushrooming. In fact today, on an average, trucks transport merely over 50% air (instead of cargo load) and hence there is a great opportunity optimise load and cargo, and thereafter monetise the savings. At Volvo, we expect our overall revenues to progressively shift to “50% from products & 50% from Services”, compared to over 80% from products today.</p> <p>4. We are all witness to the negative impact of rapid urbanisation, congested cities and the resulting cost of energy & safety, emissions & resource depletion. In fact, the future is going to see even greater demand for mobility – led by nations such as India & other developing & fast-growing economies. However, the growing demand for mobility has to be met with clean and sustainable solutions.</p> <p>5. So, in reality, demand for mobility and our solutions will only increase, but we need to transform our mindsets to see it from a different lens of revenues earned over the product life cycle than merely by the one-time number of units sold. This will entail adopting new business models, processes, concepts and technologies.</p>
11	<p>As chair of IEC TC111 committee on “Environmental aspects of EEE”, I see an increasing interest from Indian Committee BIS ETD43 to follow the work of TC111: Environmental Product Declaration, Circular</p>	<p>Yes, it would be good to connect on this with you. Please connect with us at: reva.prakash@giz.de</p> <p>Also happy to connect with you: dinesh.chand.sharma@sesei.eu</p>

	<p>Economy, substances test and declaration, CRM, eWaste management, recycling, EcoDesign, GHG, ... Several TC111 projects are referring to CEN/CENELEC standards (e.g. EPD) and are developed in cooperation with other ISO committees (e.g. Dual logo ISO/IEC on EcoDesign)</p> <p>https://www.iec.ch/dyn/www/f?p=103:7:0:::FSP_ORG_ID:1314"</p>	
12	<p>What are some specific "modular" attributes that simplifies adoption for MSMEs in India?</p>	<p>In modular standards, instead of gate to gate (whole manufacturing process), we can select one important part of the process and improve. over the period, we can add addition part and over the time cover the whole process.</p>
13	<p>Link to Indian Environmental Standardization committee for electric electronic equipment: https://www.services.bis.gov.in:8071/php/BIS_2.0/bisconnect/dgdashboard/committee_sso/committeeDetails/65</p>	<p>Thanks for sharing!</p>
14	<p>The series of waste standards from CENELEC are used as a basis to develop a framework standard in IEC TC111 to aim global harmonization of eWaste management</p>	<p>Correct.</p>
15	<p>Not sure this is the right forum for this question. Is there any regulation or practise in the collection of disposed SIM cards and Bank cards? I am thinking of all these chips...the resources used to producing them and the ongoing chips crisis.</p>	<p>The Waste Electrical and Electronic Equipment (WEEE) Directive 2012/19/EU covers also the IT and telecommunications equipment (including SIM cards) and sets requirements and targets for the collection and treatment of WEEE. The European WEEE standard series cover the treatment of waste from all products within the scope of the WEEE Directive. You can read more on the WEEE standards in a dedicated CEN-CENELEC brochure: https://www.cencenelec.eu/media/CEN-CENELEC/AreasOfWork/CEN-CENELEC_Topics/Environment%20and%20Sustainability/Quicklinks%20General/Documentation%20and%20Materials/weee-brochure.pdf</p>