
Presenter: Dr. Alissa Kendall
Contributors: Francisco Parés, Galym Iskakov
The EV Life Cycle:
Few studies have considered the life cycle impacts of EVs exported from first markets to second-hand (SH) markets, but early evidence shows disproportionate end-of-life (EOL) burdens on importing countries.
Second-hand (SH) vehicle imports to Mexico

- SH vehicles from the US make up 20% of Mexico’s on-road fleet
- SH vehicle imports soared in 2005 when restrictions were first removed.
- SH flows stabilize starting around 2015.
Projections of SH Vehicles imported from US to Mexico

Second-hand EV imports to Mexico under 2 scenarios,

- one where SH EVs are assumed to be imported in proportion to their representation in the US Fleet (S1),
- and a second whereby SH EVs do not get imported until a sufficient number of new EVs are on the road in Mexico (S2)
Why does this matter?

• SH EVs are likely to have older batteries.
  • Unlike engines, batteries are hard or impossible to repair.
  • SH EVs will generate waste batteries more quickly than new EVs, and depending on the cost and availability of replacement batteries, could mean the whole vehicle is retired sooner.

• Does this contribute to disproportionately high disposal/EOL burdens? Yes.
Cumulative EV Registrations and Retirements

US SH EV Exports [3.8 M]

New EV Sales MX [26.5 M]

Cumulative EV Registrations [30.4 M]

In-Use New EV [24.5 M]

In-Use SH EV [2.9 M]

Deregistered New EV [2.0 M]

Deregistered SH EV [1.0 M]

SH EVs disproportionately contribute to retired EVs
Cumulative Battery Mass Deregistered (Retired) EVs in Mexico

- This remarkably large contribution of SH EVs to retired battery mass is particularly evident.
- What can we do to ensure SH vehicles are providing more benefit than burden?

12% of the registered EV fleet, and more than half of the battery material
What might be the role for policy for ensuring SH EVs are a benefit?

- Guarantee that SH EVs have sufficient remaining battery life to be useful for Mexican consumers (like a minimum State of Health measure).
  - This also prevents waste battery dumping in the guise of SH EV exports
  - Damaged and aged EV batteries are at higher risk of safety problems.
- Coordination of battery recycling policy and infrastructure across North America.
  - We already have a highly coordinated and interdependent automotive manufacturing industry. There could be benefits for a coordinated recycling system (both from industrial and policy perspectives)
  - Domestic recycling in Mexico could bring value-add to the country and support a North American circular battery economy