



An EU funded project

Legal framework, the current situation in end-of-life vehicles management

2nd Workshop
Waste Management Plan on end-of-life vehicles
02nd December 2016

Overview

- I. Current legal framework**
- II. Current responsibilities for ELV management**
- III. Current status of ELV management**
- IV. Proposal for amending the legal framework**

I Current legal framework

Structure of European Waste Legislation relevant for ELV

Waste Framework
Directive

Regulation on
Shipment of wastes

European Waste List

Landfill Directive

Incineration Directive

Directive 2000/53/EC on end-of-life vehicles

Guidance
Document

Amendments of
Annex II

Component
and material
coding
standards

Minimum
requirements
for Certificates
of Destruction

I Current legal framework

Current Serbian Legislation (1)

- Law on Waste Management
 - Article 55: Specific regulations on end-of-life vehicles
- Rulebook on end-of-life vehicles (98/2010)
 - Further specific regulations on end-of-life vehicles
- Decree on products which become special waste streams upon their use (3/2014)
 - Environmental tax for vehicles placed on the market

I Current legal framework

Current Serbian Legislation (2)

Findings from mission No 17 (21-25 September 2015):

- The Directive 2000/53/EC is only partly transposed
- The transposition is realized by the Law on Waste Management and by the Rulebook on ELV
- The status of the legal instrument Rulebook seems to be inappropriate to meet the EU requirements
- Measures to encourage the economic sector to adopt preventive measures are missing
- Implementation of a collecting system is missing
- Mechanisms to establish a functional system of authorized treatment facilities are missing

II Current responsibilities for ELV management

Current responsibilities for ELV management (1)

	MAEP	AP	LSG	SEPA
Territorial competence	RS except AP AP if operation inside of AP and outside of AP in RS	Only own territory	Only own territory	RS
Issue permits for collection, transport, storage, treatment, recovery ¹ , disposal	HW IW, NHW if operation in more than one LSG IW, NHW in case of incineration All kind of waste treated in mobile facilities	All kind of waste	City of Belgrade: only IW, NHW ² ; all kind of waste, if construction permit issued by City of Belgrade ¹ Other LSG: IW, NHW	-
Inspection of installations	HW IW, NHW if operation in more than one LSG	HW IW, NHW if operation in more than one LSG inside of AP	IW, NHW	-

RS: Republic of Serbia; MAEP: Ministry of Agriculture and Environmental Protection; AP: Autonomous Province Vojvodina; LSG: Local Self-Governing unit; SEPA: Serbian Environmental Protection Agency
HW: hazardous waste; NWH: Non-hazardous waste; IW: inert waste

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II Current responsibilities for ELV management

Current responsibilities for ELV management (2)

	MAEP	AP	LSG	SEPA
Information on issued permits	Own permits Maintain records of permits issued by other competent authorities	Only own permits	Only own permits	Register of all permits (receives information from all permitting authorities)
Information on waste quantities and types	-	-	-	Waste data base (receives information from all waste generators and owners)
Information on movement of hazardous waste	Yes (LWM) No (situation since 2015)	Yes	No ² City of Belgrade: Yes ¹	No (LWM) Yes (situation since 2015)
Issue notification for waste shipment	Yes	No	No	No
Information on the shipment of waste	Yes	-	-	Yes

RS: Republic of Serbia; MAEP: Ministry of Agriculture and Environmental Protection; AP: Autonomous Province Vojvodina; LSG: Local Self-Governing unit; SEPA: Serbian Environmental Protection Agency
 HW: hazardous waste; NWH: Non-hazardous waste; IW: inert waste

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II Current responsibilities for ELV management

Current responsibilities for ELV management (3)

	MAEP	AP	LSG	SEPA
Strategy	National Strategy, in cooperation with AP	Participate in development of National Strategy	Participate in development of National Strategy	-
Planning	National Plan, in cooperation with AP ² National Plan ¹ (in reality: in cooperation with AP, LSG + others) Consent to regional plans, except AP	Cooperation with MAEP to prepare National Plan ² (in reality: Cooperation with MAEP to prepare National Plan) Consent to regional plans Plans for certain types of waste that are of importance for AP ²	Regional Plan, if plan comprises more than 1 LSG Local Plan (in reality: Cooperation with MAEP to prepare National Plan)	-
Prevention	Waste prevention programme	-	-	-

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III Current status of ELV management

The different facilities necessary for ELV management

- Collection point:
 - Receives ELV as hazardous waste from last owner
 - Sends ELV as hazardous waste to dismantling facility
- Dismantling facility:
 - Depollution → hazardous waste
 - Dismantling → non-hazardous waste, spare parts for reuse
 - Sends depolluted and dismantled ELV as non-hazardous waste to shredder
- Shredder:
 - Shredding of ELV together with other metal waste (e.g. WEEE)
 - Metals will be recycled
 - Fluff-light fraction goes to landfill or will be treated (Post Shredder Technology)

III Current status of ELV management

- Sources of ELV:
 - **M1** = passenger motor vehicles
From private households and from business
 - **N1** = motor vehicles for freight transportation < 3.5 t
From business
- Weight
 - New passenger car: **1,380 kg**
 - ELV: **958 kg**

III Current status of ELV management

- Composition of ELV:
 - 55-70% ferrous metals
 - 3-8% non-ferrous metals
 - 8-18% plastic, textiles
 - 2-4% rubber
 - 2-5% glass
 - 2-5% operating liquids
 - 5-10% other materials
- Hazardous substances:
 - fuel, motor oil, oil filter, braking fluid, coolants, batteries, PCB-containing capacitors

III Current status of ELV management

- Classification of ELV:
 - 16 01 04* end-of-life vehicles
i.e.: ELV before treatment in dismantling facility
 - 16 01 06 end-of-life vehicles, containing neither liquids nor other hazardous components
i.e.: ELV after treatment in dismantling facility

III Current status of ELV management

- Total number of registered passenger cars:
1,797,252
- Number of first-time registered passenger cars:
105,393
- Number of imported vehicles:
 - M1: 84,300
 - N1: 7,300
- Weight of exported vehicles:
 - M1: 144,500 t
 - N1: 4,500 t

III Current status of ELV management

Code	Waste	Quantity (t)
16 01 04*	end-of-life vehicles	1,196
16 01 06	end-of-life vehicles, containing neither liquids nor other hazardous components	1,830

- Wastes generated under the waste codes for wastes from dismantling of ELV and vehicle maintenance: 29,590 t
- The reported ELV quantities are obviously **too low!**

III Current status of ELV management

Estimation 1:

- Based on the number of newly registered passenger vehicles about 80,000 t should fall out of the car fleet.
- 50% = ELV and 50% = exported vehicles
- About 40,000 t ELV/a

III Current status of ELV management

Estimation 2:

- Based on information for the European Member States Bulgaria, Czech Republic, Estonia, Latvia, Lithuania, Poland, Romania, Slovenia, Slovakia and Hungary
 - 7.0 kg ELV/capita
= for Serbia: 50,000 t
 - 19 kg ELV per registered passenger cars
= for Serbia: 34,100 t
 - Mean value = 42,000 t
- ➔ Estimation 1 and 2: **40,000 – 42,000 t ELV/a**

III Current status of ELV management

Quantity of treated ELV:

- 16 01 04* end-of-life vehicles: **718 t**
- 16 01 06 end-of-life vehicles, containing neither liquids nor other hazardous components: **1,168 t**
- This means most probably:
The biggest part of ELV are not treated in authorized facilities
and/or
the biggest part of ELV are not reported officially

III Current status of ELV management

Hazardous ELV 16 01 04*:

- 63 permits for collection
- 63 permits for transport
- 17 permits for storage
- 8 permits for treatment

Non-hazardous ELV 16 01 06:

- 264 permits for collection
- 268 permits for transport
- 164 permits for storage
- 131 permits for treatment

IV Proposal for amending the legislation

- Law on Waste Management (LWM):
 - Article 25: addition of articles 25a and 25b in order to fully transpose Article 8 of the Waste Framework Directive (Extended Producer Responsibility)
 - Article 55: legal basis for secondary legislation with specific provisions
- Governmental Order on end-of-life vehicles (GO-ELV):
 - The governmental order replaces the rulebook
 - Structure mainly according to ELV-Directive
 - Partly adoption of regulations from the German ELV-Ordinance

IV. Proposal for amending the legislation Extended Producer Responsibility (1)

Obligations of producers*:

- To provide systems to collect ELV
- To establish, individually or within a collective system, a comprehensive network of authorized collection facilities or authorized dismantling facilities
- Network: no more than 50 km for last holder of ELV
- To take back free of charge ELV of their brand delivered to an authorized facility of their network

Producer* = manufacturer, importer or distributor

IV. Proposal for amending the legislation Extended Producer Responsibility (2)

Exemptions for free take back:

- ELV was not registered
- ELV was registered for less than 1 month
- ELV does not contain essential components
- Waste was added to the ELV
- The vehicle registration book is not surrendered
- The vehicle was not produced and approved in series

IV. Proposal for amending the legislation Collection

- The last owner transfers ELV only to an authorized collection facility or an authorized dismantling facility
- If last owner is unknown:
the local self-government collects and submits ELV
- Operators of collection facilities transfer ELV only to an authorized dismantling facility
- Operators of dismantling facilities transfer ELV only to authorized shredding facilities

IV. Proposal for amending the legislation Certificate of Destruction (CoD)

- Authorized dismantling facilities issue CoD
- Authorized collection facilities may be mandated to hand over CoD to last owner of ELV
- Last owner submits ELV to collection facility or dismantling facility and receives copy of CoD
- The issuing facility sends CoD and registration document to the local unit of the Ministry of Interior
- Ministry of Interior: proof CoD, decommission ELV, void registration document
- Signed CoD will be sent to issuing facility
- Vehicle register: no registration of vehicle is possible

IV. Proposal for amending the legislation Treatment (1)

- Minimum technical requirements for storage, dismantling and shredding (Annex I GO-ELV)
- These requirements most probably mean for existing facilities in Serbia:
 - investment costs (buildings, equipment)
 - higher operational costs especially for depollution
- Treatment facility:
 - requires permit according to Article 33 LWM

IV. Proposal for amending the legislation

Treatment (2)

Obligations of treatment facility:

- To strip hazardous materials or components before any further treatment
- To remove and segregate in a selective way hazardous materials and components so as not to contaminate subsequent shredder waste
- Stripping operations and storage shall be carried out in such a way as to ensure the suitability of vehicle components for reuse, recovery and recycling
- To depollute ELV as soon as possible

IV. Proposal for amending the legislation

Reuse and recovery (1)

The economic operators ensure to meet the following targets:

- as of 01 January 2022*, at the latest:
 - Recovery and reuse > 85 per cent of the weight
 - Recovery and recycling > 80 per cent of the weight
- as of 01 January 2027*, at the latest:
 - Recovery and reuse > 95 per cent of the weight
 - Recovery and recycling > 85 per cent of the weight

*: concrete date to be defined by Serbia

IV. Proposal for amending the legislation Reuse and recovery (2)

Estimation in Germany:

- 75,5 % of the weight of an ELV is metal
(65,3% ferrous metals + 10,2% non-ferrous metals)
- 97% of the metal is recovered
- This means for the recovered metals:
73,2% of the weight of an ELV is recovered metal
(63,3% ferrous metals + 9,9% non-ferrous metals)
- Relevant for the reporting to EU are only the non-metallic fractions

IV. Proposal for amending the legislation

Reuse and recovery (3)

Requirements in Annex I GO-ELV:

■ Dismantling facility:

- as of 01 January 2022*, at the latest:
Recycling and reuse of non-metallic fractions > 10 per cent of the weight

■ Shredding facility:

- as of 01 January 2022*, at the latest:
Recovery of non-metallic fractions > 5 per cent of the weight
- as of 01 January 2027*, at the latest:
Recycling of non-metallic fractions > 5 per cent of the weight
+ Recovery of non-metallic fractions > 10 per cent of the weight

*: concrete date to be defined by Serbia

IV. Proposal for amending the legislation

Violations

Article 11 of the GO-ELV:

- Proposal for 18 different violations of the GO-ELV
- The concrete amount of the fines has to be defined in a separate regulation

Thank you very much!



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