



An EU funded project

Action plan and objectives, Main measures, Responsibilities, Timelines

3rd Workshop
Waste Management Plan on end-of-life vehicles
10th March 2017

SETTING OF OBJECTIVES

- ❑ Objectives regarding prevention of ELVs;
- ❑ Objectives regarding collection of ELVs;
- ❑ Objectives regarding treatment, recycling and recovery of ELV, including capacities of waste management

Objectives regarding prevention of ELVs

- ❑ Most of the objectives are addressed to the automotive manufactures which have the responsibilities to ensure that materials and components of vehicles put on the market do not contain heavy metals and can be easily recycled;
- ❑ Other objective are in the responsibility of certain authorities related to improvement of planning, control and enforcement of legal measures.
- ❑ (ex. car wreck program introduced in several MS. It reduced the air pollution BUT generated more waste – ELVs)

Objectives regarding collection of ELVs

- ❑ The main objective is to build an integrated system for increase the collection of end-of-life vehicles with an adequate number of authorized collection facilities which shall be made available for the citizens, covering the entire country's territory;
- ❑ Introduction of financial incentives at national level to promote the surrender of ELV only to authorized collection or dismantling facilities. Such measures would reduce the number of illegally acting collection and treatment facilities and would minimize the problem of illegal disposal of ELVs (abandoned vehicles) in public places.

Objectives regarding treatment of ELVs

- ❑ Ensure that treatment, recycling, recovery and reuse of ELVs is carried out according to the best available techniques.
- ❑ Ensure that the targets for re-use, recycling and recovery will be achieved

Action plan for achieving the objectives

- Regulatory instruments;
- Operative instruments;
- Market based instruments;
- Information based instruments.

Action plan for achieving the objectives

Regulatory instruments

Measure	Priority	Sub-Measure	Main Responsibility	In co-operation with	Until when
Enact the (drafted) by-law covering the management of ELV	High	<p>Enact the proposed amendments of the Law on Waste Management;</p> <p>Enact the drafted by-law on the management of ELV;</p> <p>Enact the proposed amendment of the Decree on products which become special waste streams upon their use.</p>	MAEP	APV, local authorities	End of Q2/2018
Introducing of EPR schemes for ELV	High	Amend the national legislation related to the management of ELV	MAEP	Working group consisting of relevant stakeholders	End of Q2/2018

Regulatory instruments

Measure	Priority	Sub-Measure	Main Responsibility	In co-operation with	Until when
Adoption of the WPP	High	Develop the draft of Waste Prevention Programme through the Twinning project SR 13 IPA EN 04 16, Support in Waste Management Policy	MAEP	Twinning project	End of Q1/2019
Introduction of financial incentives	Medium	Amend the national legislation related to the management of ELV for introduction of financial incentives at national level (a fix amount of money paid to the final owner) to surrender ELV only to authorized collection or dismantling facilities.	MAEP	Working group consisting of relevant stakeholders	End of Q1/2019

Regulatory instruments

Measure	Priority	Sub-Measure	Main Responsibility	In co-operation with	Until when
Establish a Landfill tax	Medium	<p>Amend the national legislation on waste management in order to introduce a Landfill tax for disposal of shredder residues.</p> <p>In order to be economic viable, the landfill tax shall be introduced in a period of time (3 years for example) in order to let the industry to organize alternative solutions for treatment of shredder residues.</p> <p>If not the tax will increase the costs of ELV management.</p>	MAEP	Working group consisting of relevant stakeholders	End of Q4/2019

Action plan for achieving the objectives

Operative instruments

Measure	Priority	Sub-Measure	Main Responsibility	In co-operation with	Until when
Establish an integrated system for collection, storage, treatment, recycling/recovery/reuse (spare parts) of ELV.	High	An adequate number of authorized collection facilities shall be made available for the citizens and covering all the country's territory.	Automotive producers (EPR) and recycler & recovery operators	MAEP & local authorities	End of Q4/2020
Adoption of the NWMS and NWMP	High	Develop the draft of National Waste Management Strategy (targets) and National Waste Management Plan through the Twinning project.	MAEP	Twinning project Working group consisting of relevant stakeholders	End of Q2/2018

Operative instruments

Measure	Priority	Sub-Measure	Main Responsibility	In co-operation with	Until when
Enlarge the administrative capacity for inspection and enforcement	High	Capacity for inspection and enforcement in MAEP, Autonomous Province and local authorities.	MAEP	Local Authorities, Autonomous Province	End of Q4/2020
Use of best available technologies for ELVs recycling and recovery processes	High	Use BAT for achieving the ambitious target for ELV's recycling and recovery; Energy recovery for ASR (PST).	Recycler & recovery operators	MAEP, other competent authorities	End of Q4/2018

Action plan for achieving the objectives

Market based instruments

Measure	Priority	Sub-Measure	Main Responsibility	In co-operation with	Until when
Ensure that automotive manufacturers provide dismantling information on components and material.	High	The IDIS system (International Dismantling Information System) may be used for this purpose.	Producers Component manufactures	MAEP/other relevant institutions	End of Q4/2017
Establish a representative body for the recycling industry	Medium	Undertaking of all legal measures	Automotive producers/importers	Chamber of Commerce	End of Q4/2018
Discounts for the buyers who surrender ELV only to authorized collection or dismantling facilities	Medium	Undertaking of all legal measures	Automotive producers/importers	MAEP/Environmental Fund	End of Q4/2018

Action plan for achieving the objectives

Information based instruments

Measure	Priority	Sub-Measure	Main Responsibility	In co-operation with	Until when
Awareness raising campaigns on collection and treatment of ELV	High	Initiate and conduct awareness raising campaigns on collection and treatment of ELV for different target groups professionals, the wide public, local authorities, etc)	Private stakeholders as vehicle's producers/importers (or professional associations) ONGs)	MAEP, SEPA, local authorities, APV	End of Q4/2018
Improve the reporting system in order to have reliable data on the management of ELV	High	Collection of data through all available sources/channels Crosschecking of data reported.	SEPA	MAEP, Local authorities, APV, Economical operators	End of Q4/2018

Assignment of responsibilities for implementation of measures

The main responsibilities for an environmental sound management of ELVs are at the Ministry, being the responsible body for administrative waste management issues in terms of the Law on Waste Management in Serbia. The Ministry should co-ordinate and set up the framework to establish proper collection, transport, storage, and recovery of ELVs in Serbia. MAEP needs to be supported by other Ministries and the other stakeholders, as many issues call up a cross-horizontal involvement of the public and the private sector as well as different authority levels.

Evaluation of the usefulness and suitability of the use of economic instruments

Establishing a Landfill tax for disposal of shredder residues:

In Serbia, the cost for waste to be landfilled is still low compared to other European Countries. The landfilling of shredder residues is commonly used in many cases. Meaning that about 25% by the weight of an ELV ends which representing shredding residues is landfilled. In order to achieve the targets laid down in the ELV-Directive it is necessary to recycle at least some part of the shredding residue. This can be done by so called Post Shredder Technologies (PST). The costs for these technologies are considerable higher then landfilling.

Thus, PST to be economically feasible, implementation of a Landfill tax for disposal of shredder residues shall be taken into consideration.

Introducing of EPR schemes for ELV:

According to the report of the project “Development of Guidance on Extended Producer Responsibility (EPR)” commissioned by the EC, a better performance in ELVs management can be observed in those countries where the EPR schemes are introduced.

In Europe there are different EPR schemes for implementing the ELV-Directive, depending on the individual situation in the Member States. There are EPR schemes with significant fees paid by the producers (The Netherlands) and others with no or very little fees (Germany) and costs are likely to be covered by the revenues from sale of parts and the value of recycled materials.

Introduction of other financial incentives:

The treated quantities of ELV reported to SEPA seem to be too low. One possible reason for the low figures is that some treatment operators might not yet properly fulfill their reporting obligations. Moreover, it can be assumed, that ELV are often collected by informal collection activities, with the aim to sell spare parts and scrap metal for recycling. End-of-life vehicles might also be shipped abroad informally, or by private persons. In order to increase the ELVs collection among the country, introduction of financial incentives to surrender ELVs only to authorized collection or dismantling facilities shall be considered, such as a fix amount of money paid to the final owner or a discount provided by the automotive sellers/producers to surrender ELV only to authorized collection or dismantling facilities.

Thank you very much!



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