



COUNTRY REPORT CHARTS

Issue: February 2004

This monitoring system was started by ACEA in December 2000. It offers an overview about the End of Life Vehicle (ELV) treatment status in the EU 15 Countries (+Norway) and the progress made in implementing the European Directive on ELVs. Input for updating is provided by ACEA WG-RG “Country Sponsors” in co-operation with National Associations. These Country Report Charts are updated periodically.

In case of queries concerning the quoted legal requirements, the official text of the legislation is obligatory.

ACEA members find these charts in the Extranet. In addition it can be found in the Internet under:

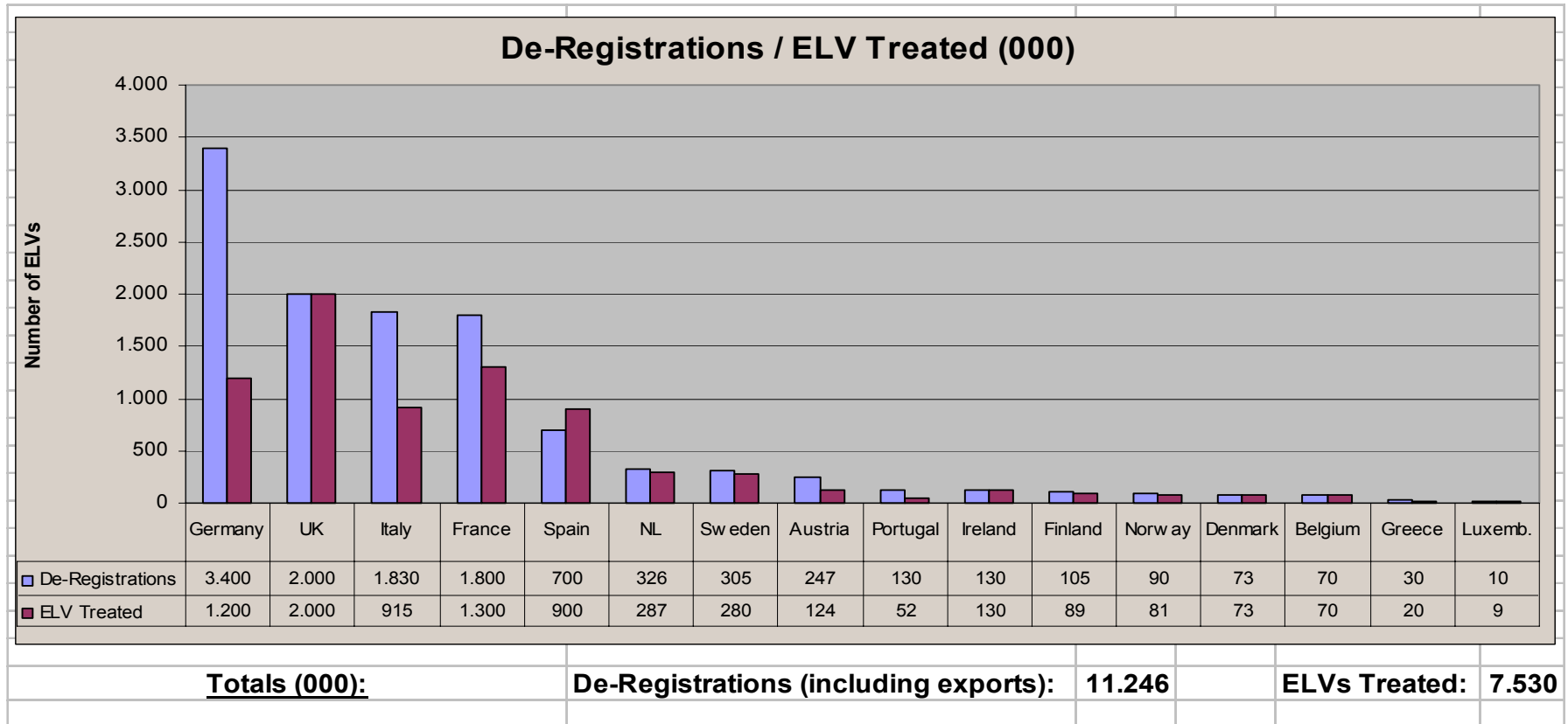
www.acea.be (“Publications”)

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Notes:

- The figures are best estimates of the National Car Producers/Importers Associations. They are averages based on year 2000 or later actual figures.
- In countries without registration systems “de-registration” means “vehicles final taken out of service”.
- The differences between “de-registrations” and “ELV treated” is explained with treatment paths unknown to the Associations (shredding without pre-treatment, illegal treatment and abandoned vehicles as well as exports).



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ELV LEGISLATION & EU ELV DIRECTIVE IMPLEMENTATION

COUNTRY	Existing Legislation	Directive Implementation Status	Requirements deviating from Directive
Austria	Ordinances issued 11/2002 based on Waste Management Act 2002; Voluntary Agreement (1992)	Implemented	Economic operators not specified; Main tasks placed exclusively on manufacturers / importers; extreme complex report duties
Belgium	Voluntary Agreement 1999; Renewal Voluntary Agreement in negotiation Regional legislation: Flanders 1999, Brussels 2002 and Wallonia 2003	Implemented in the 3 Regions except art. 4 § 2 and 8 § 1 (Federal competence):	Free take back by 01.01.2006 on the condition of a progressive management plan approved by different administrations before 01.07.2004
Denmark	Consolidation Acts 373 & 860 (1999); Executive Order 141 (2000)	Modification of Executive Order published 19.06.02, covering the period until end of 2006	As defined in "car package" (treatment, requirements to companies, compensation)
Finland	No	In preparation (30.09.01)	Nil
France	Voluntary Agreement (1993)	The French ELV transcription decree has been sent to the council the 13th of March for adoption. (Decree N° 10)	Research: Increase recoverability (2002 90%) & recycles use; Parts marking; Information
Germany	Legislation (Altauto VO)	Implemented since 01 July 2002	Last owners deliver ELVs to certified dismantlers. Recovery quota. Cost-free take back. Technical requirem. for dismantlers.
Greece	General Waste Law	Legislation expected not before mid January 04	Athens & Thessaloniki : Cost free take back 01 Jan. 2004
Ireland	Voluntary Agree. in discussion commencing 09/01	2nd draft available	None
Italy	National and regional laws	Adoption foreseen before July 2003	ELV owners deliver ELVs to authorised centres – Car makers are free to create a free-take back network. If they do so they are allowed to guarantee free-take back only if their vehicles are delivered to one of these authorised centre.
Luxembourg	General waste law only	Law implemented 01 April 2003	None, however producers are responsible for Monitoring
Netherlands	Special body created by 5 organisations: ARN (1993)	Implemented since 04 June 2002	Dutch Government has brought forward the EU 2015 targets to 2007 and 2006 to 2003
Norway	Governmental System (1978)	Implemented since 16 July 2002	As per ELV Directive
Portugal	Scrap Yard Decree (1998) and Voluntary Agreement (1999)	3 rd. Draft dated 15.03.03	Management integrated system should (must?) be organised, transport and treatment costs must be borne by producers if negative market values appear.
Spain	Legislation (RD 1383/2002)	Issued 03.01.03	Owners deliver ELVs to authorized centres. Producers shall take back ELVs. Negative market values from 1.1.07 if deficit in treatment chain audited by third party. Recovery quotas.
Sweden	Car scrapping legislation (1975) Producer responsibility ordinance (1998) Regulation on vehicle dismantling operation (April 2002) Government bill (May 2003) Ban of certain metals (Kuly 2003)	Remaining issues: Cost-free take back 2007, Article 9.2	Car Industry responsible for targets & reports for all cars and for free take-back (cars registered Jan 98)
UK	Statutory instrument 2003 No. 2635	In effect 3 November 2003	



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CURRENT FINANCIAL ELV TAKE BACK CONDITIONS

COUNTRY	Market Conditions	Cost Free Take Back	Fund System
Austria	X	Free take back when new or used car is purchased	
Belgium	X	From 01 January 2006	No
Denmark	Last owner is negotiating with the dismantler	Indirectly: Last owner pays for treatment (approx. DKK 800 – 1000), receives fund compensation (DKK 1.500) when presenting CoD.	Annual payment of DKK 90 per car owner. This amount is added to the liability insurance premium + minimal producer contribution for new vehicles
Finland	X	As of enacting of legislation	State subsidy for old car park before 2007
France	X		
Germany	Market conditions for ELVs until 31. 12. 2006	From 01 January 2007	
Greece	X	From 01 January 2007 except Athens & Thessaloniki (01 Jan. 2004). Common system of all manufacturers.	
Ireland	Under discussion	New vehicles from 2004, old car park as of 2007.	Between 2004 and 2006 to finance infrastructure
Italy	X	New vehicles from 2002, old car park as of 2007	No fund system is foreseen.
Luxembourg	X	Producer liable	No
Netherlands		Levy System, paid by Importer. Possibility to charge it to the first registered owner.	
Norway		Incentive to last owner. Treatment cost covered by Government	
Portugal	X	Until new decree takes into force “scrapping bonus” when a new car is purchased. Producer responsibility: costs for transport and de-pollution (new cars) from 01.07.02 and anticipation of the target date 01.01.07 to 01.07.06	Introduction of a private fund based on owner contribution is planned; only if negative market values appear. Contribution to system provider
Spain	X	Cost Free Take Back: from 01.01.07	
Sweden		Cost free for vehicles on the market from January 1998 by producer responsibility	Premium paid to last owner, higher for cars registered before 1998. A car scrapping fee paid to the state-owned fund on each new car registration, higher for personal imports. The fund system will be reviewed, starting fall of 2003 and possibly changed .
UK	X	From 01 January 2007	



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IMPLEMENTATION OF ANNEX I REQUIREMENTS – CURRENT STATUS

COUNTRY	De-Pollution										Dismantling	
	Batteries	Tyres	Pyrotechnic Devices	Hazardous Substances	CFC	HFC	Shock Absorber	Pb Weights	Operating Fluids	Comments	Selected Plastic Parts	Glass
Austria	X	X		X (5)	X	X			X			
Belgium	X	X	X	X	X	X	X		X		X (3)	X
Denmark	X	X	X	X			X	X	X		X	X (3)
Finland	(P)	(P)		X					(P)			
France	X (4)		X (4)		X (4)	X (4)			X (4)	(A)		
Germany	X	X	X	X	X	X	X (1)	X	X	(2)	X	X
Greece												
Ireland	X (V)	X (V)										
Italy	X	X	X	X	X	X		X	X	(A)	(V)	(V)
Luxembourg	X	X	X	X	X	X		X	X	(A)	(V)	X
Netherlands	X	X	X (3)	X (3)	X	X		X	X	(9)	X (3)	X (3)
Norway	X	X	X	X	X	X			X (2)		X (3)	X (3)
Portugal	X	X (6)	X	X	X	X			X	(A)	X	X
Spain	X	X (7)	X	X	X	X	X	X	X	(A) (8)	X (2)	X (2)
Sweden	X	X	X	X	X	X		X	X		X (10)	X
UK	X	X	X	X	X	X	X	X	X			

Comments:

- | | | |
|---|--|--|
| (A) All ANNEX I planned | (P) Planned by Car Importers | (V) Voluntary |
| (1) Only if not drained | (2) All ANNEX I | (3) After 1 July 2002, if not separated and recycled after shredding |
| (4) For certified dismantlers (n voluntary basis) | (5) Including all pressure tanks like fire extinguishers | |
| (6) 2003 must be recycled. No incineration and land-filling | (7) Dismantling requirements | (8) Including asbestos brakes |
| (10) From 1 January 2006 | | (9) ARN-List |



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COLLECTION AND DISMANTLING

COUNTRY	Certified Return Stations	Dismantlers			Obligation of De-Pollution	Certificate of Destruction (COD)	
		Licensed Enterprises	Thereof 3rd Party Certified (C)	Thereof Car Industry Approved		Issued	Required for De-Registration
Austria	4.800	200	-	200	Yes	Yes	Planned
Belgium	0	22	22	0	Yes	Yes, if certified	Planned
Denmark	190	190	0	0	Yes	Yes	No
Finland	(D)		30	0	Yes	Yes	No
France	1.000 (D)	1.000	420	310	Yes, if certified	No	No, Proposed
Germany	15.000	1.178	1.178	300	Yes	Yes	Yes
Greece	0	0 (N)			N. a.	N. a.	N. a.
Ireland	35	35	35	0	No	No	No
Italy	(D)	1.800 (3000)	0	314	Yes	Yes	Planned
Luxembourg	1	1	0	0	Yes	Yes	Yes
Netherlands	(D)	700	265	265	Yes	Yes	Yes
Norway	(D)	144	0	0	Yes	No	No
Portugal	0	3	0	1 (P)	Yes	Yes	No, (Draft: Yes)
Spain	155	155 (A)	0	107 (B)	Yes	Yes (L)	Yes (L)
Sweden	(D)	560	45	80	Yes	Yes	Yes
UK	1.012	1.012	1.012	30	Yes	Yes	Yes

Comments: (A) 231 additional to follow soon (B) 124 additional to follow soon (D) Dismantling enterprises act as return station
 (C) Certification performed by an accredited body (P) Approved by RENAULT (L) Not yet in practice. Complementary legislation needed?
 (N) Not yet existing (eventually in future); De-pollution & CoD not yet applicable



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SHREDDER OPERATORS

COUNTRY	Total number of Shredder Operators (Companies)	Total number of Shredder Locations	Thereof Shredder Operators certified by a Third Party	Operators take untreated ELVs and process them not de-polluted	
				No	Yes
Austria	6	6		X	
Belgium	10	12	0		X
Denmark	5	13	0	X	
Finland	2			1 Operator	1 Operator
France	15	42			X (2)
Germany	41		41	X	
Greece	2	2		X (3)	
Ireland	2	2	0		X
Italy	16	18	16	X (4)	
Luxembourg	0	0	0	-	
Netherlands	5	11	5 / 11 (1)	X	
Norway	4	4		X	
Portugal	2	2 (P)	0	X	
Spain	18	21	0		X (3)
Sweden	3	6	3	X	
UK	8	37	8	X	

Comments: (N) No official approval (P) A third operator will be established near Setúbal (50km from Lisbon) and is planning to introduce VW SICON technology
 (1) ARN dismantlers can only deliver dismantled cars to ARN contracted shredders, also in Belgium and Germany
 (2) 40% ELVs arrive not fully treated. 1 shredder de-pollutes. Planned to equip all shredders with de-polluting facilities
 (3) In practice up to now. No longer legal (4) de-pollution is mandatory before any shredding operation



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ARTICLE 4(2) & ANNEX II - TRANSCRIPTION

COUNTRY	Transcription completed	Transcription 1:1	Deviations from Directive / Comments
Austria	Yes	Yes	Issued 5 November 2002
Belgium	No		
Denmark	Yes (1)	Yes	
Finland	No		
France	No		
Germany	Yes	Yes	Cars put on the market after 1 July 2003 and spare parts intended for these cars are covered by the regulation. The regulation is not applicable for other cars and spare parts.
Greece	No		
Ireland	No		
Italy	No		None
Luxembourg	Yes	Yes	
Netherlands	Yes	No	The exemption for replacement parts is restricted to the parts for vehicles listed on Annex II
Norway	Yes	Yes	
Portugal	Yes	No	Only materials and components for vehicles put into the market after 1. July 2003
Spain	Yes	Yes	New Annex II
Sweden	Yes	No	EC-type approved passenger cars are not included
UK	Partial		

Comments: (1) Period until 2007