

**NB: Unofficial translation; legally binding texts are those in Finnish and Swedish**

**Ministry of the Environment, Finland**

**Government Decree  
on End-of-Life Vehicles  
(581/2004)**

*Section 1 – Purpose*

- (1) The purpose of this Decree is, further to the provisions of the Waste Act (1072/1993) concerning waste management of end-of-life vehicles in compliance with the principle of producer responsibility, to promote reduction in waste from vehicles and harmful environmental effects thereof, to promote recovery of end-of-life vehicles and recycling of their components, and to improve environmental protection in the storage and waste management of end-of-life vehicles.

*Section 2 – Scope of application*

- (1) This Decree applies to vehicles and end-of-life vehicles, their components and substances derived from them.
- (2) Sections 5, 7 and 12-14, inclusive, of this Decree do not apply to three-wheel motor vehicles.
- (3) Section 5 of this Decree does not apply to special-purpose vehicles.

- (4) Where a producer makes or imports only vehicles manufactured as a small series as referred to in Article 8(2)(a) of Directive 70/156/EEC on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers, section 12 of this Decree does not apply.

### Section 3 – *Definitions*

- (1) For the purposes of this Decree:

- 1) *vehicle* means a vehicle of class M<sub>1</sub> or N<sub>1</sub> as referred to in section 10 of the Vehicle Act (1090/2002);
- 2) *three-wheel motor vehicle* means a vehicle of class L<sub>2e</sub> referred to in section 11 of the Vehicle Act and a vehicle of class L<sub>6e</sub> referred to in section 13 of the Vehicle Act, and any vehicle of corresponding class under previously valid provisions;
- 3) *special-purpose vehicle* means an ambulance, a camper van or a hearse as referred to in sections 21, 22 and 23 of the Vehicle Act, respectively and an armoured vehicle as referred to in the Ministry of Transport and Communications Decree on the Structure and Equipment of Motor Vehicles and Trailers (1248/2002);
- 4) *end-of-life vehicle* means a vehicle which is waste within the meaning of section 3(1)(1) of the Waste Act;

- 5) *producer* means the vehicle manufacturer or the professional importer of a vehicle, or a professional dealer who imports vehicles in the name of a domestic user;
- 6) *economic operators* means producers and distributors of vehicles, including their components and materials, professional vehicle repairers and motor vehicle insurance companies, and end-of-life vehicle collectors, dismantlers, shredders and other treatment operators;
- 7) *prevention* means measures aimed at reducing the quantity and the harmfulness for the environment of end-of-life vehicles, their materials and substances;
- 8) *treatment* means the removal of hazardous substances from an end-of-life vehicle and the dismantling, shredding and other treatment of end-of-life vehicles in order to enhance or ease their reuse, recycling or recovery;
- 9) *reuse* means any operation by which components of end-of-life vehicles are used for the same purpose for which they were conceived;
- 10) *recycling* means the reprocessing of an end-of-life vehicle or component thereof for the original purpose or for other purposes but excluding energy recovery;
- 11) *recovery* means any of the applicable operations provided for in Appendix 5 of the Waste Decree (1390/1993);

- 12) *disposal* means any of the applicable operations provided for in Appendix 6 of the Waste Decree;
  - 13) *shredder* means any device used for tearing into pieces or fragmenting end-of-life vehicles and separating their materials;
  - 14) *hazardous substance* means any substance which is considered to be dangerous under the Chemicals Decree (675/1993).
- (2) The provisions of this Decree regarding producers also apply to producer corporations as referred to in section 18g of the Waste Act.

#### Section 4 – *Vehicle repair and importing of end-of-life vehicles*

- (1) A professional vehicle repairer must provide for collection of discarded components generated in vehicle repair and for organization of other waste management as specified in chapter 3 of the Waste Act.
- (2) Organization of waste management for imported end-of-life vehicles and components thereof, and the costs incurred, are the responsibility of the waste holder as referred to in section 3 of the Waste Act, in the manner specified in chapter 3 of the Waste Act.

#### Section 5 – *Objectives for reuse, recycling and recovery*

- (1) The producer shall, in cooperation with other economic operators if necessary, ensure that

- 1) no later than 1 January 2006, for all end-of-life vehicles, reuse and recovery shall be a minimum of 85% per year, and reuse and recycling shall be a minimum of 80% per year;
- 2) no later than 1 January 2015, for all end-of-life vehicles, reuse and recovery shall be a minimum of 95% per year, and reuse and recycling shall be a minimum of 85% per year.

#### Section 6 – *Treatment and storage of end-of-life vehicles*

- (1) Anyone engaging professionally in the treatment and storage of end-of-life vehicles must have an environmental permit as referred to in section 28(2)(4) of the Environmental Protection Act (86/2000), and the collecting operator must be entered in the waste data register in accordance with section 49a of the Waste Act.
- (2) In concluding contracts with treatment operators, a producer must give preference to those who have introduced certified environmental management systems.

#### Section 7 – *Certificate of destruction*

- (1) A certificate of destruction can only be issued by a collector as referred to in section 181(1) of the Waste Act or by a treatment operator. The collector or treatment operator of an end-of-life vehicle shall give the holder of the end-of-life vehicle a certificate of destruction free of charge and shall also immediately enter or deliver notification of receipt of the vehicle to the vehicle register maintained by the Finnish Vehicle Administration for

deregistration of the vehicle as laid down in the Decree on the Vehicle Registration (1598/1995).

- (2) The certificate of destruction must contain the following information:
  - 1) name, address, specimen signature and company code of the facility issuing the certificate;
  - 2) name and address of the competent authority issuing the relevant permits to the facility or company issuing the certificate of destruction;
  - 3) date of issue of the certificate of destruction;
  - 4) nationality code and licence number of the vehicle; the vehicle's registration certificate must be appended, or a statement by the facility or company issuing the certificate of destruction to the effect that the registration certificate has been destroyed;
  - 5) class, make and model of the vehicle;
  - 6) serial number (body number) of the vehicle;
  - 7) name, address, nationality and specimen signature of the holder or owner of the vehicle.
- (3) The Finnish Vehicle Administration shall accept a certificate of destruction containing the corresponding data but issued in another Member State of the European Union besides Finland.

Section 8 – *Organization of treatment, recovery, disposal and reuse*

- (1) Received end-of-life vehicles must be transferred to a treatment operator as referred to in section 6 as soon as possible.
- (2) Components and substances derived from end-of-life vehicles must primarily be reused or recycled. If reuse or recycling is not possible, these components and substances must be used in other ways insofar as this is possible.

Section 9 – *Minimum requirements for storage and treatment facilities*

- (1) Storage facilities, even temporary ones, for end-of-life vehicles must have at least the following:
  - 1) an appropriate area with a surface impermeable to fluids that is equipped with a fluid spillage collection system and oil and grease separators;
  - 2) waste water and runoff water treatment equipment as laid down in the provisions on environmental protection.
- (2) Treatment facilities must have at least the following:
  - 1) an appropriate area with a surface impermeable to fluids that is equipped with a fluid spillage collection system and oil and grease separators;

- 2) an appropriate storage facility for dismantled spare parts and a liquid-proof storage facility for oily spare parts;
- 3) appropriate storage vessels for batteries, oil filters and capacitors containing PCBs or PCTs; battery acid may be neutralized at the treatment facility or elsewhere;
- 4) appropriate storage tanks for fluids from end-of-life vehicles: fuel, motor oil, gearbox oil, transmission fluid, hydraulic fluid, cooling fluid, anti-freeze, brake fluid, battery acid, air conditioning fluid or any other fluids;
- 5) appropriate storage facility for used tyres, designed to prevent fire hazards and the accumulation of an unduly large stock;
- 6) waste water and runoff water treatment equipment as laid down in the provisions on environmental protection.

#### Section 10 – *Minimum requirements for treatment*

- (1) The following must be done during treatment:
  - 1) the battery and any fuel tanks containing liquefied gas must be removed;
  - 2) explosive components such as air bags must be removed or rendered harmless;
  - 3) fuel, motor oil, gearbox oil, transmission fluid, hydraulic fluid, cooling fluid, anti-freeze, brake fluid, air conditioning fluid and any other fluids must be removed and they must



be collected and stored separately if they are not needed for reuse of the relevant components;

- 4) all components known to contain mercury must be removed, as far as possible.
- (2) To promote recycling, the following must be removed in treatment:
- 1) catalytic converters;
  - 2) any metal parts containing copper, aluminium and magnesium, insofar as these metals are not separated in the shredding process;
  - 3) tyres and large plastic components, for example bumpers, dashboard and fluid tanks, insofar as these materials are not separated in the shredding process in such a way that they can be efficiently recycled;
  - 4) glass.
- (3) Fluid-containing components, recoverable components and spare parts separated during treatment must be stored, taking care to avoid damaging them.

#### Section 11 – *Storage and treatment*

- (1) In treatment, end-of-life vehicles shall be dismantled or other equivalent arrangements made in order to reduce any adverse impact on the environment. Components or materials labelled or otherwise made identifiable in accordance with section 5(2) of the Government Decree restricting the use of certain hazardous materials in vehicles

(572/2003) shall be removed before further treatment. Hazardous substances and components shall be removed and sorted so as not to contaminate shredder waste from end-of-life vehicles. Treatment operations specified above in section 10(1)(3) shall be carried out as soon as possible.

- (2) End-of-life vehicle components suitable for reuse shall be removed and the dismantled items stored in such a way that the components can be reused, recycled or recovered.
- (3) The provisions of sections 9 and 10 and of subsections 1-2 of this section shall be taken into account in the terms of the permit authorizing storage and treatment of end-of-life vehicles.

#### Section 12 – *Monitoring data*

- (1) Producers shall, in cooperation with other economic operators, send the information necessary for monitoring the achievement of the objectives laid down in this Decree to the Pirkanmaa Regional Environment Centre annually by the end of June.

#### Section 13 – *Information and guidance*

- (1) Producers shall, in cooperation with other economic operators as necessary, ensure provision of the information and guidance services necessary for enforcing this Decree. Information and guidance must be primarily directed at vehicle users and economic operators.
- (2) Particular attention must be paid in information and guidance services to providing all vehicle users and

owners with information on collecting facilities for end-of-life vehicles and on the certificate of destruction and the related procedure for deregistering vehicles.

- (3) In addition, the following information must be published in conjunction with marketing new vehicles and incorporated in the sales material available to vehicle buyers:
- 1) the design of vehicles and their components with a view to their reusability, recyclability and recoverability;
  - 2) the environmentally sound treatment of end-of-life vehicles, in particular the removal of all fluids and dismantling;
  - 3) the development and optimization of ways to reuse, recycle and recover end-of-life vehicles and their components;
  - 4) the progress achieved with regard to recovery and recycling to reduce the waste to be disposed of and to increase the recycling rate.

*Section 14 – Notification for the producer data register*

- (1) The notification to be made by producers for the purpose of entry in the producer data register as laid down in section 50b(1) of the Waste Act must contain the following:
- 1) producer's name or company name;
  - 2) contact and address details;

- 3) name and position of contact person;
  - 4) business identity code;
  - 5) information on vehicles marketed by the producer, the producer's turnover and estimate of the vehicles' market share;
  - 6) information on reuse, recovery and other waste management organized by the producer, such as collection facilities, collection and transportation, reuse of discarded vehicles and components thereof, the treatment, recycling, recovery and disposal and other waste management of end-of-life vehicles, and an assessment of the type and number of end-of-life vehicles involved;
  - 7) information on agreements related to the reuse, recovery and other waste management referred to above in paragraph 6.
- (2) The notification to be made by producer corporations for the purpose of approval in the producer data register as referred to in section 50b(1) of the Waste Act must contain the following:
- 1) producer corporation's name or company name;
  - 2) contact and address details;
  - 3) name and position of contact person;
  - 4) business identity code;
  - 5) information on the producers represented by the producer corporation; name, business identity

code and date of entry to the producer corporation for each producer;

- 6) detailed or approximate information on the vehicles marketed by producers belonging to the producer corporation and their combined market share;
- 7) articles of association or similar document, if the nature of the business so requires;
- 8) rules of the producer corporation and, if necessary, a separate report showing how the obligations are divided among the producers and how a new producer can reach agreement with the producer corporation on attending to producer responsibility;
- 9) information on reuse, recovery and other waste management organized by the producer corporation, such as collection facilities, collection and transportation, reuse of discarded vehicles and components thereof, the treatment, recycling, recovery and disposal and other waste management of end-of-life vehicles, and an assessment of the type and number of end-of-life vehicles involved;
- 10) information on agreements related to reuse, recovery and other waste management, and on the contractual parties' environmental permits and any environmental management and quality management systems;
- 11) information on the producer corporation's financial standing or other guarantee under section 50c(2)(3) of the Waste Act.

- (3) Producers and producer corporations shall notify the Pirkanmaa Regional Environment Centre without delay of any change of name, company name or contact details, or of any significant changes in the waste management systems and contract arrangements referred to in subsections 1(6-7) and 2(9-10). A producer corporation shall also notify the Pirkanmaa Regional Environment Centre without delay of any change in the rules and membership criteria referred to in subsection 2(8) and, under subsection 2(5), of any new producers entering the producer corporation or producers exiting from it.

#### Section 15 – *Drawing up a report*

- (1) The Pirkanmaa Regional Environment Centre shall from time to time draw up a report to the Ministry of the Environment concerning the enforcement of this Decree and a report to the European Commission concerning the enforcement in Finland of Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles.

#### Section 16 – *Entry into force*

- (1) This Decree enters into force on 1 September 2004.
- (2) Measures necessary for the implementation of this Decree may be undertaken before the Decree enters into force.