
EPR system of End-of-Life Automobiles in Japan

Act on Recycling of End-of-Life Automobiles

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1. Regulations Concerning Waste
2. Act on Recycling of End-of-Life Automobiles

- 1. Legal Framework for Establishing a Sound Material-Cycle Society and EPR**
2. Act on Recycling of End-of-Life Automobiles

The Basic Environmental Law

1994. 8

The Basic Act for
Establishing a Sound Material-Cycle Society

2001. 1

From 1970

Waste Management and
Public Cleansing Law

Law for Promotion of
Effective Utilization of Resources

Plastic Resource Circulation Act 2022.4

The First legal system
focused on 'Materials'

Regulation according to the characteristics of individual goods

Container and
Packaging
Recycling Law



2000. 4

Home
Appliances
Recycling Law



2001. 4

Food Wastes
Recycling Law



2001. 5

Construction
Materials
Recycling Law



2002. 5

Act on
Recycling of
End-of-Life
Automobiles



2005. 1

Small Home
Appliance
Recycling Law



2012. 8

Act on Promoting Green Procurement

2001. 4

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- 3Rs: Reduce, Reuse, and Recycle**
- Input of natural resources**
- Production**
(Manufacturing, distribution, etc.)
- Consumption Use**
- Waste**
- Treatment**
(Recycling, incineration, etc.)
- Final disposal**
- 1st Priority: Reduce**
Reduce waste generation
- 2nd Priority: Reuse**
Reuse end-of-life products
- 3rd Priority: Recycle**
Recycle waste that cannot be reused
- 4th Priority: Heat recovery**
Use heat from the incineration of non-recyclable, combustible waste for power generation and other purposes
- 5th Priority: Proper disposal**
Properly dispose of waste that cannot be reused, recycled, or repurposed
- Curb** the consumption of natural resources
- Promote a government-wide initiative to establish a sound material-cycle society
- Develop a Fundamental Plan for Establishing a Sound Material-Cycle Society**

Extended Producer Responsibility

- The principle of extended producer responsibility, where manufacturers take a certain degree of responsibility for their products not only in the production and service phases but also in the recycling and disposal phases at the end of their life, is important in establishing a sound material-cycle society.
- **The Sound Material-Cycle Society Act clearly specifies the principle of extended producer responsibility.**

Principle of extended producer responsibility:

- Increasing the durability of products, etc. and improving their design and materials to facilitate their cyclical use (Article 11, paragraph (2), and Article 20, paragraph (1))
- Establishing channels for collecting end-of-life products, etc. and ensuring cyclical use (Article 11, paragraph (3), and Article 18, paragraph (3))
- Providing information on products, etc. (Article 11, paragraph (2), and Article 20, paragraph (2))

* As a basic act, the Sound Material-Cycle Society Act does not impose direct obligations on individual subjects but forms the basis for measures that will impose specific obligations on individual subjects.

1. Legal Framework for Establishing a Sound Material-Cycle Society and EPR
- 2. Act on Recycling of End-of-Life Automobiles**

When the economy grows,

- > the number of vehicles increases, and
- > so does the number of end-of-life vehicles.
- > (When the number of ELVs increases) Automobile shredder residue (ASR) increases.
- > Illegal dumping or inappropriate storage of ELVs occurs.
- > Environmental pollution rises.

ASR

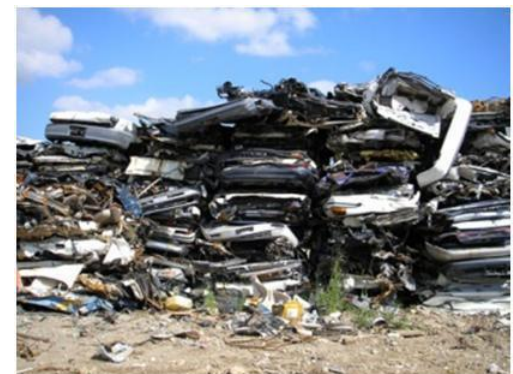


ASR : Automobile Shredder Residue

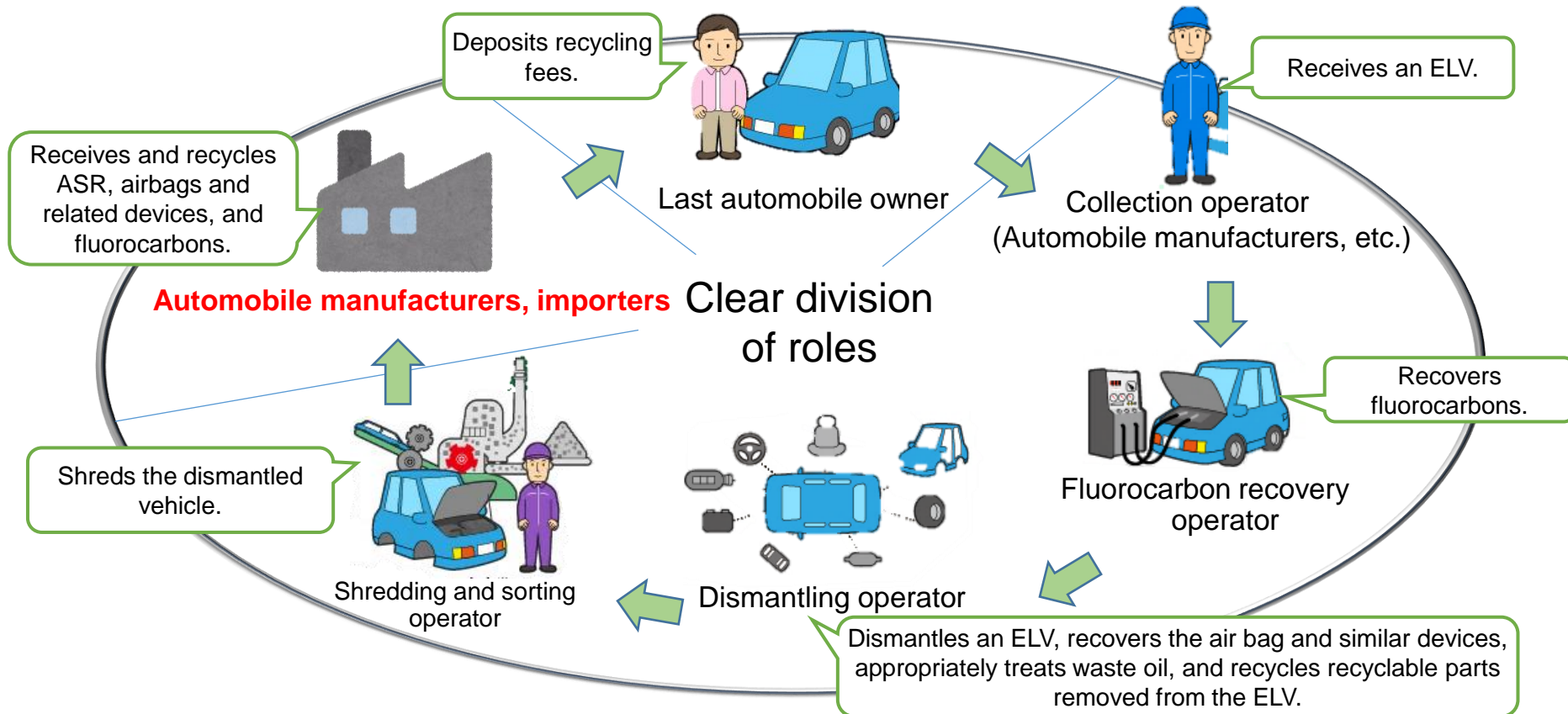
Illegal dumping



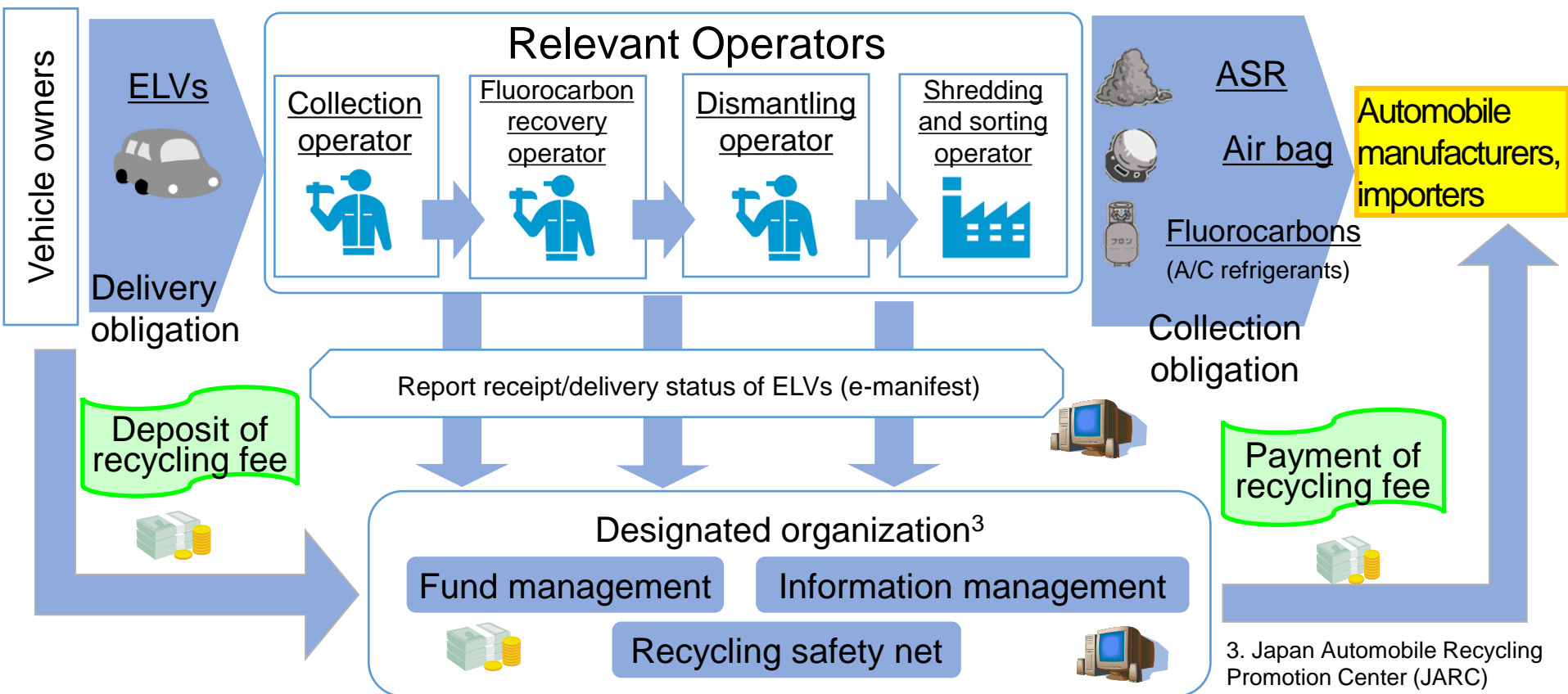
Inappropriate storage



- Act on Recycling of End-of-Life Automobiles was created in 2002 and was enacted in 2005.
- ELV recycling requires work by individual stakeholders such as automobile owners, automobile manufacturers or importers, and ELV dismantling operators. The law stipulates responsibility of individual stakeholders to clearly lay out their roles.



- Each stakeholder is responsible for their own roles within the law.
- Balance of the PPP¹ and the EPR¹
 1. PPP = Polluter Pays Principle; EPR = Principle of Extended Producer Responsibility
- Prioritization of items² and utilization of existing recycling routes
 2. Items that are difficult to recycle economically such as ASR, air bag, and fluorocarbons



- Act on Recycling of End-of-Life Automobiles in Japan was introduced, because the conventional recycling system had become dysfunctional.
- Under this law, Automobile Manufacturers are obliged to recycle CFCs, airbags, and ASRs, etc., while removed parts that can be reused from end-of-life vehicles and allowing them to be freely traded during the automotive recycling process. This prevents illegal dumping of these items, while at the same time voluntarily reusing and recycling other parts, including plastic parts.
- The Act on Recycling of End-of-Life Automobiles has been successfully implemented from the perspective of plastics management, as the recycling rate of ASR containing plastics has increased and the final disposal volume has been steadily decreasing.

Thank you