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# **EPR system of End-of-Life Automobiles in Japan**

## **Act on Recycling of End-of-Life Automobiles**

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Ministry of the Environment



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**



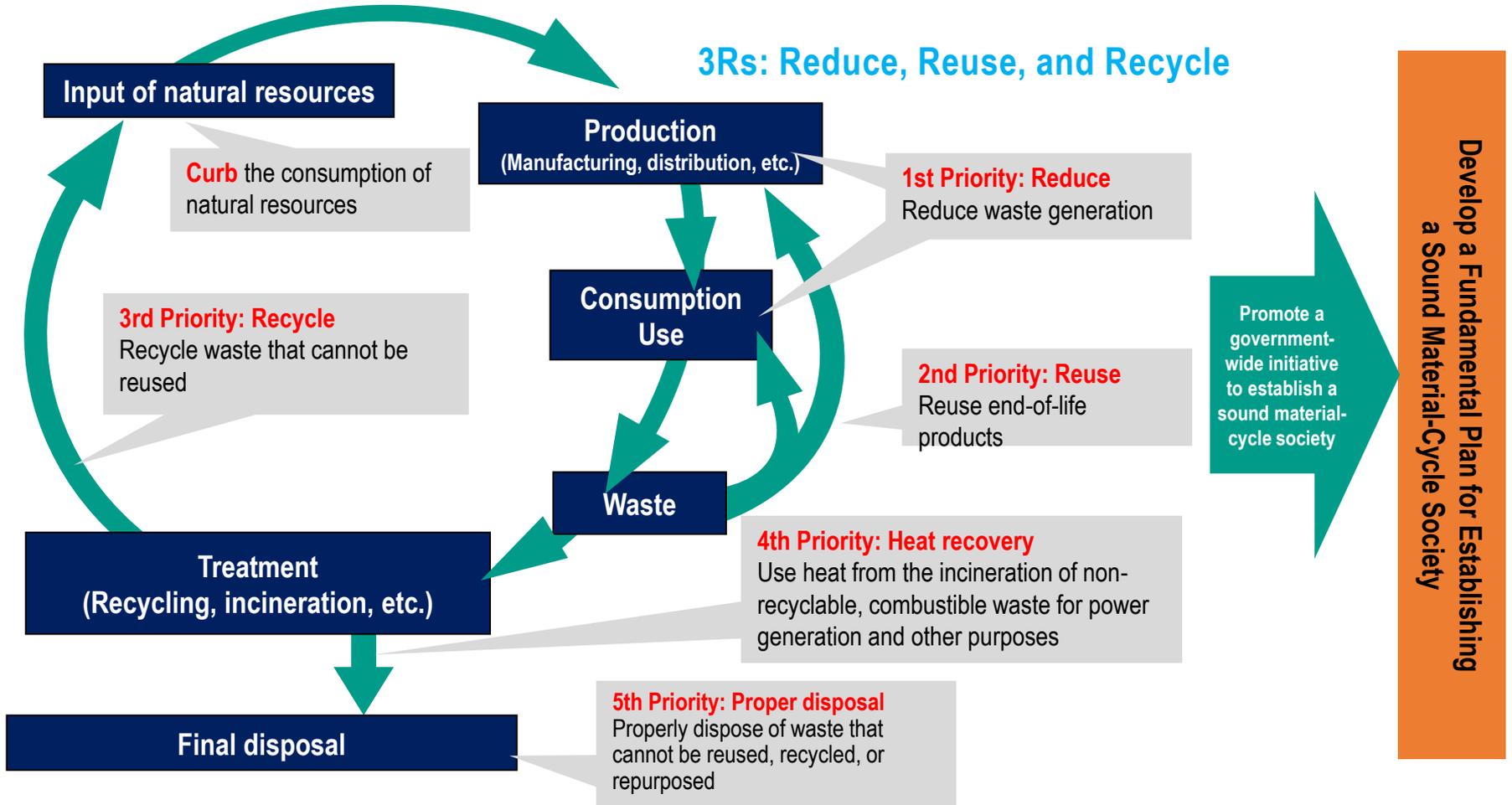
2012. 8

**Act on Promoting Green Procurement**

2001. 4

# A Sound Material-cycle Society and the Priority Order of 3Rs

- A society in which the consumption of natural resources will be curbed and the environmental load will be reduced to the greatest extent possible by reducing waste generation and promoting the proper cyclical use and disposal of circulative resources [Article 2 of the Basic Act for Establishing a Sound Material-Cycle Society (Promulgated in Jun 2000 and enforced in Jan 2001)]



## 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

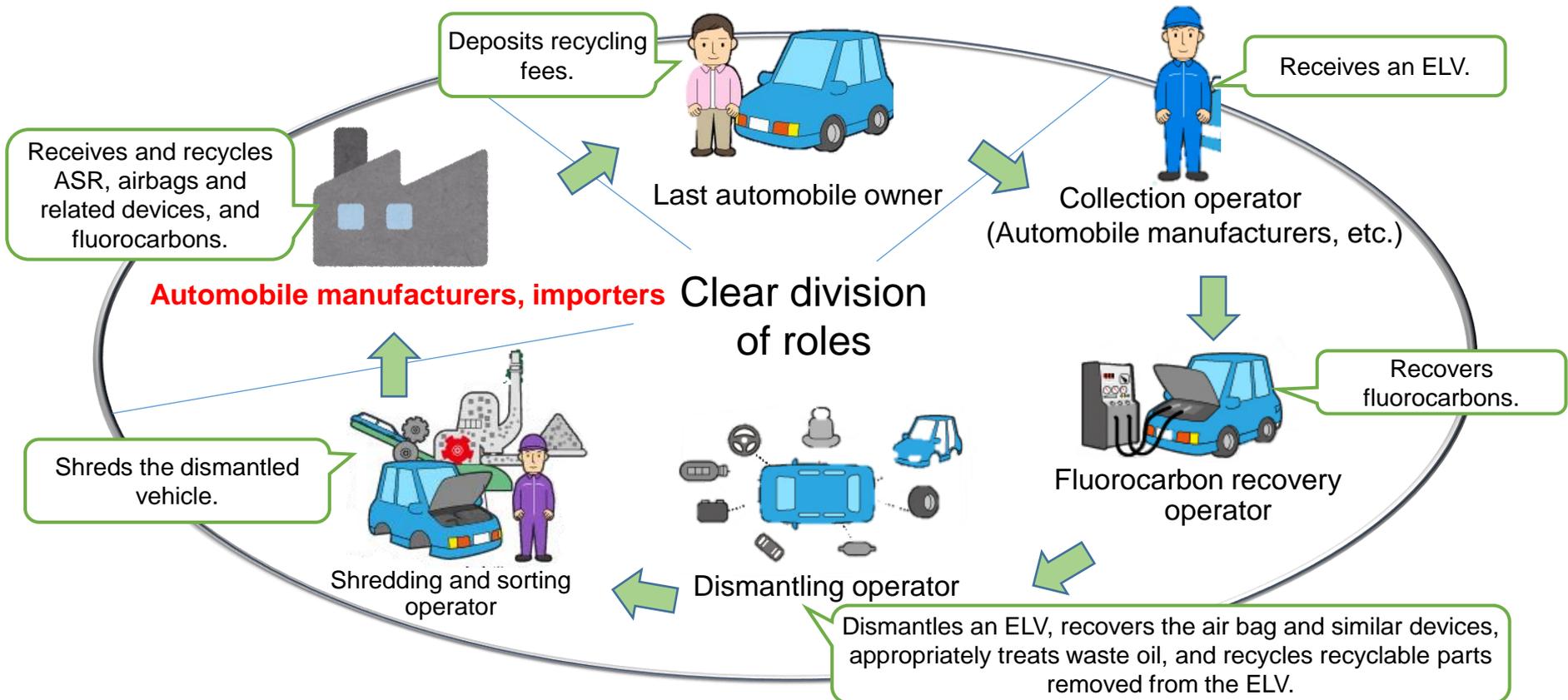


Inappropriate storage

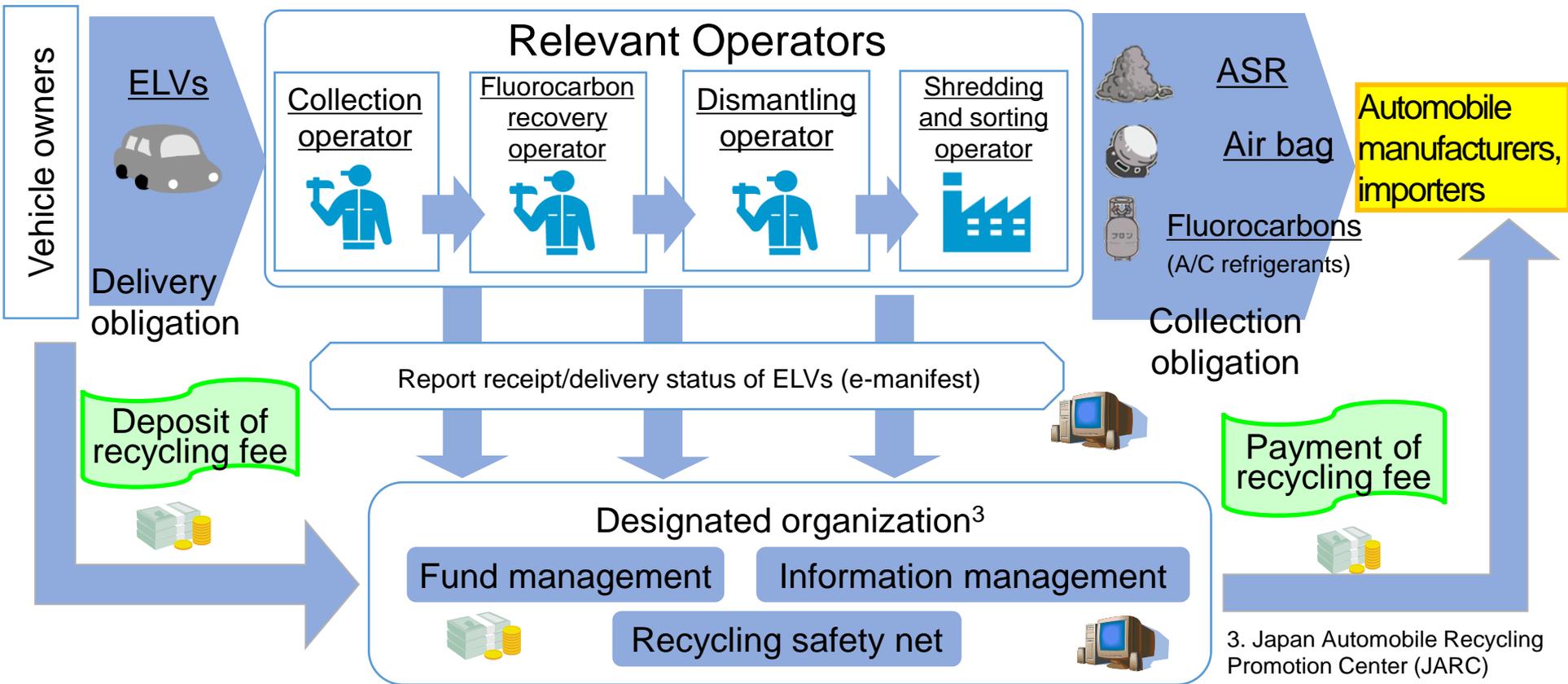


# Overview of the Japanese Automobile Recycling System

- 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 PPP<sup>1</sup> and the EPR<sup>1</sup>
  1. PPP = Polluter Pays Principle; EPR = Principle of Extended Producer Responsibility
- Prioritization of items<sup>2</sup> 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