

THE MINISTRY OF ENVIRONMENTAL PROTECTION, PHYSICAL PLANNING AND CONSTRUCTION

3077

Pursuant to Article 104, paragraph 1, item 3, indent 3 of the Waste Act (Official Gazette 178/04 and 111/06), the Minister of Environmental Protection, Physical Planning and Construction hereby issues the

ORDINANCE

ON THE MANAGEMENT OF END-OF-LIFE VEHICLES

I GENERAL PROVISIONS

Article 1

This Ordinance establishes the method of management of end-of-life vehicles, the types of compensations and the amount of the fee payable by persons liable to pay end-of-life vehicle management fees, the methods and periods of calculation and payment of compensations and fees and the prohibition of putting on the market motor vehicles containing hazardous substances.

Article 2

This Ordinance lays down environmental protection measures aimed at setting up a system for the collection of end-of-life vehicles with a view to reusing, recycling and other forms of recovery of end-of-life vehicles and their components so as to reduce the landfilling of waste and to improve the environmental performance of all of the economic operators involved in the life cycle of vehicles, especially the operators directly involved in the treatment of end-of-life vehicles.

Article 3

- (1) The provisions of this Ordinance apply to the following categories of motor vehicles:
M1 category, motor vehicles used for the carriage of passengers and comprising no more than eight seats in addition to the driver's seat,
N1 category, motor vehicles used for the carriage of goods and having a maximum weight not exceeding 3.5 tons, and
three wheel motor vehicles excluding motor tricycles (L5 category of vehicles).
- (2) The provisions of this Ordinance also apply to unusable or discarded components of motor vehicles set out in paragraph 1 of this Article, generated in the course of servicing and repair of motor vehicles, other than the components for which the method of management is stipulated in special regulations.
- (3) The provisions of this Ordinance do not apply to vintage vehicles nor to vehicles of

historic value, to vehicles of value to collectors or vehicles intended for museums, provided they are stored in a proper and environmentally sound manner, either ready for use or dismantled.

(4) The provisions of Article 32 of this Ordinance do not apply to vehicles referred to in paragraph 1 of this Article, which are intended for special purposes pursuant to the type-approval regulation.

Article 4

The terms used in this Ordinance have the following meanings:

1. *End-of-life vehicle* is a vehicle which the holder discards, intends to discard or is required to discard due to damage, end of life cycle or other causes.
2. *Producer* is a legal or natural person who imports or produces motor vehicles and puts them on the market in the Republic of Croatia in accordance with this Ordinance.
3. *Holder of the end-of-life vehicle* is a legal or natural person who is in possession of an end-of-life vehicle produced through his own activity or whose registered activity continually or occasionally produces end-of-life vehicles and their components.
4. *Reuse* is any operation by which components of end-of-life vehicles are used for the same purpose for which they were conceived.
5. *Treatment of end-of-life vehicles* is any operation of dismantling, shearing, shredding, recovery or preparation for disposal of the shredder wastes, and any other operation carried out for the recovery or disposal of end-of-life vehicles and their components.
6. *Recovery* is any operation of retreatment of waste in order for it to be used as material and for energy purposes.
7. *Shredder* is any device used for tearing into pieces or fragmenting end-of-life vehicles, including for the purpose of obtaining reusable metal scrap.
8. *Collection of end-of-life vehicles* is the collection, temporary storage and transportation to persons authorised for treatment.
9. *Person authorised for the collection of end-of-life vehicles* (hereinafter: the collector) is a legal or natural person which is licensed to perform the activity of collecting end-of-life vehicles, which holds a concession to collect end-of-life vehicles and which has signed a contract with the Environmental Protection and Energy Efficiency Fund (hereinafter: the Fund).
10. *Person authorised for the treatment and recovery of end-of-life vehicles* (hereinafter: the treatment operator) is a legal or natural person licensed to perform the activity of treatment and recovery of end-of-life vehicles, which holds a concession to treat and recover end-of-life vehicles and which has signed a contract with the Fund.
11. *End-of-life vehicle management fee (ELV management fee)* is a fee payable by vehicle producers at the time of putting the vehicles on the market, for coverage of the costs of collection, storage and transportation of end-of-life vehicles and their components and the costs of recovery or disposal of components and materials referred to in Article 17 indent 1 of this Ordinance.
12. *Person liable to pay the ELV management fee* is the producer of the vehicle.
13. *Compensation to the collector and to the treatment operator* is the amount paid by the Fund to the collector for the collection of end-of-life vehicles and to the treatment operator for the recovery and/or disposal of specific components of end-of-life vehicles.
14. *Beneficiary of compensation* for the management of end-of-life vehicles is a legal person holding a concession for the collection and/or treatment of end-of-life vehicles which has signed a contract with the Fund.
15. *Compensation to the holder* is the amount paid by the Fund to the collector corresponding

to the amount paid by the collector to the owner or the holder of the end-of-life vehicle for the vehicle received.

16. *Beneficiary of the compensation to the holder* is the owner or the holder of the end-of-life motor vehicle.

17. *Motor vehicle dismantling information* is any information required for proper and environmentally sound treatment of end-of-life vehicles.

18. *Preventive measures* are measures taken with a view to reducing the quantity of end-of-life vehicles, pertaining materials and substances comprised in motor vehicles and to reducing the adverse impacts on the environment resulting from the generation of end-of-life vehicles.

19. *Economic operators* are producers, distributors, collectors, motor vehicle insurance companies and treatment operators including the treatment of their components and materials.

Article 5

(1) Import of motor vehicles and replacement parts referred to in Article 3 paragraph 1 of this Ordinance, whose materials and components contain lead, mercury, cadmium and hexavalent chromium, is prohibited.

(2) By way of exception, materials and components may contain the hazardous substances referred to in paragraph 1 of this Article under the conditions and within the time periods defined in Annex I of this Ordinance.

(3) Materials and components referred to in paragraph 2 of this Article must carry distinct labels which indicate that they contain hazardous substances which must be stripped before treatment.

Article 6

(1) Producers of motor vehicles referred to in Article 3 paragraph 1 shall ensure that reusable and recoverable components and materials comply with international labelling standards set out in Annex II of this Ordinance.

(2) At the time of placing on the market motor vehicles referred to in Article 3 paragraph 1, producers must provide dismantling instructions and information for each type of motor vehicles put on the market, a list of the components of motor vehicles which contain hazardous substances and the manner of their labelling, instructions on the treatment of end-of-life motor vehicles with particular regard to removal of fluids and dismantling, recovery instructions with a view to reducing the quantity of waste to be disposed of and increasing the share of waste suitable for recycling or for some other method of treatment.

(3) If the treatment operator so requests, producers must deliver instructions for the dismantling of motor vehicles and for the storage and testing of reusable components of motor vehicles.

(4) Producers shall draw up the instructions referred to in paragraphs 2 and 3 of this Article in the form of manuals, in the electronic form (CD-ROM, etc.) or shall deliver them directly upon request via electronic media.

(5) The provisions of this Article do not apply to motor vehicles referred to in Article 3 paragraph 1 indent 3 of this Ordinance.

Article 7

The treatment operator must act in compliance with the producer's instructions on dismantling motor vehicles and on the storage and testing of their reusable components referred to in Article 6 of this Ordinance.

Article 8

- (1) Vehicle producers and material and equipment manufacturers must limit the use of hazardous substances in the vehicles, reduce their quantity as far as possible particularly in order to reduce the adverse impact on the environment, facilitate recycling, and avoid the need to dispose of waste.
- (2) Vehicle producers shall when designing and producing motor vehicles facilitate the dismantling, reuse and recovery, and in particular the recycling of end-of-life motor vehicles, their components and incorporated materials.
- (3) Vehicle producers shall, when designing and producing motor vehicles, in cooperation with material and equipment manufacturers, plan for the largest possible quantity of recyclable and recoverable materials to be used in order to develop the market for recycled materials.

II MANAGEMENT OF END-OF-LIFE VEHICLES

Article 9

- (1) The management of end-of-life vehicles and their components is a set of measures which includes the collection, treatment, and reuse of components of end-of-life vehicles, recovery of end-of-life vehicles and disposal of newly generated waste.
- (2) Persons authorised for the collection or treatment and recovery of end-of-life vehicles shall be entitled to the collection or treatment and recovery by virtue of a concession granted pursuant to the Waste Act, and by virtue of the contract concluded with the Fund.

Article 10

- (1) The collector shall take over the end-of-life vehicle from the holder of the end-of-life vehicle without cost for the latter.
- (2) The holder of the end-of-life vehicle shall deliver the complete end-of-life vehicle to the collector and shall endorse by signature the completed Accompanying form for hazardous waste, keeping one copy thereof.
- (3) The end-of-life vehicle shall be deemed to have been delivered to the collector complete if the vehicle has all the essential components of a motor vehicle, in particular the engine and the coachwork, wheels, tyres and batteries and accumulators.
- (4) In addition to the end-of-life vehicle, the holder of the end-of-life vehicle must deliver to the collector a copy of the registration card.
- (5) If the holder of an end-of-life vehicle is in possession of an end-of-life vehicle whose owner is unknown, when delivering such a vehicle to the collector, the holder of the end-of-life vehicle shall also submit to the collector the minutes drawn up by the utility authority.
- (6) Copies of the registration cards or minutes drawn up by the utility authority referred to in paragraph 5 of this Article shall be kept in the Register maintained by the collector or treatment operator in accordance with a special regulation.

Article 11

- (1) The collector shall deliver the received end-of-life vehicle to the treatment operator along with the filled out Accompanying form for hazardous waste and a copy of the registration card or the minutes drawn up by the utility authority.
- (2) The treatment operator of the end-of-life vehicle shall certify the Accompanying form for

hazardous waste for the collector of end-of-life vehicles.

(3) The collector shall deliver to the Fund the Accompanying form referred to in paragraph 2 of this Article and the copy of the registration card or minutes drawn up by the utility authority.

(4) On the basis of the Accompanying form referred to in paragraph 2 of this Article the Fund shall issue to the holder a Certificate of destruction (CD form), certifying that the vehicle has been received and treated.

Article 12

(1) The collector shall conclude with the Fund a contract on performing the activity of end-of-life vehicle collection on the basis of the concession contract concluded between the collector and the Ministry of Environmental Protection, Physical Planning and Construction.

(2) The collector shall deliver to the Fund and to the Croatian Environment Agency (hereinafter: the Agency) Reports on collected and delivered end-of-life vehicles, on the CR form, within the time limits defined in the contract referred to in paragraph 1 of this Article, at least every 3 (three) months.

(3) The treatment operator shall conclude with the Fund a contract on performing the activity of end-of-life vehicle collection on the basis of the concession contract concluded between the collector and the Ministry of Environmental Protection, Physical Planning and Construction.

(4) The treatment operator shall deliver to the Fund and to the Croatian Environment Agency (hereinafter: the Agency) Reports on the treated end-of-life vehicles, on the TOR form, within the time limits defined in the contract referred to in paragraph 3 of this Article, at least every 3 (three) months.

Article 13

(1) The collector must have a storage facility for the storage of collected end-of-life vehicles.

(2) Treatment and dismantling of end-of-life vehicles and removal of fluids shall not be permitted in the storage facility.

(3) End-of-life vehicles must not be stacked in the storage facility and must be stored in a manner which will prevent damage to the components of motor vehicles containing fluids and to the components suitable for reuse and recovery.

(4) End-of-life vehicles must be stored on an appropriate impermeable surface with equipment for the collection of scattered or spilt waste, a collection well or decanters and cleanser-degreasers.

Article 14

(1) The treatment operator must have a storage facility for the storage of collected end-of-life vehicles, waste tyres and hazardous and non-hazardous waste generated in the course of treatment of end-of-life vehicles.

(2) The treatment operator must ensure that the quantity of collected end-of-life vehicles and their components corresponds to the quantity which is treated on a regular basis in order to prevent their excessive stockpiling.

(3) Treatment of end-of-life vehicles must be performed in accordance with the following conditions:

the sites for treatment must have impermeable surfaces, facilities for the collection of scattered or spilt waste, collection wells or decanters and cleanser-degreasers, removed spare parts must be stored separately, including impermeable storage of oil-

contaminated components,
accumulators, filters and PCB/PCT-containing condensers and other hazardous and non-hazardous waste which is generated in the treatment of end-of-life vehicles must be stored in appropriate receptacles/containers,
fluids from end-of-life vehicles: fuel, motor oil, gearbox oil, transmission oil, hydraulic oil, cooling liquids, antifreeze, brake fluids, battery acids, air-conditioning system fluids and any other fluids and hazardous substances contained in the end-of-life vehicle must be stored in appropriate containers,
the site for treatment must be equipped for the treatment of waste waters and with a fire protection system in compliance with special regulations.

Article 15

Reusable parts of end-of-life vehicles must be removed from the end-of-life motor vehicle without damage.

Article 16

(1) Upon receiving the end-of-life vehicle the treatment operator must immediately remove from the end-of-life vehicle the battery, remove or neutralise potential explosive components and the liquefied gas tank if the latter is incorporated in the end-of-life vehicle.

(2) The following must be removed from the end-of-life vehicle and separately collected:

- motor oil,
- transmission oil,
- gearbox oil, differential oil,
- hydraulic oil (e.g. servo-steering mechanism)
- fuels (including liquefied gas),
- cooling fluids,
- brake fluids,
- amortiser oil,
- air-conditioning system fluids,
- components containing mercury,
- substances, materials and components laid down in Annex I of this Ordinance and
- asbestos containing components.

(3) The provisions of paragraph 2 of this Article do not apply to substances contained in the components to be reused.

Article 17

Prior to shredding, the following must be segregated from the end-of-life vehicle:

- catalytic converter,
- glass,
- tyres,
- large plastic components (bumpers, dashboards, fluid containers, etc.) which would be impossible to segregate after shredding in order for them to be effectively recovered as materials,
- metal components containing copper, aluminium and magnesium, if these components would be impossible to segregate after shredding.

Article 18

Waste produced through the treatment of end-of-life vehicles which cannot be recovered must be disposed of in accordance with special regulations.

Article 19

(1) End-of-life vehicles which represent an environmental hazard due to the possibility of uncontrolled leakage of fluids must be transported in accordance with regulations governing the transportation of hazardous substances.

(2) End-of-life vehicles which do not represent an environmental hazard may be transported with vehicles designed for the transport of motor vehicles.

III ELV MANAGEMENT FEE

Article 20

(1) Persons liable to pay the ELV management fee shall pay the fee at the time of placing the motor vehicle on the market.

(2) The person liable to pay the ELV management fee (hereinafter: payer of the ELV management fee) is the producer.

(3) The ELV management fee shall be paid to the Fund.

Article 21

(1) The ELV management fee shall be calculated on the basis of the weight of the motor vehicle specified in the type-approval documentation, excluding the driver's weight which is 75 kilograms.

(2) The fee on imported or produced motor vehicles shall amount to 0.85 HRK/kg.

Article 22

(1) The Fund shall calculate the fee set out in Article 21 paragraph 2 of this Ordinance on the basis of the Single Administrative Document (SAD) in the case of imported vehicles, and the fee on vehicles produced in the Republic of Croatia on the basis of the data set out in Article 23 of this Ordinance at the time of putting the vehicle on the market in the Republic of Croatia.

(2) The Ministry of Finance – Customs Administration shall deliver the Single Administrative Document (SAD) to the Fund in the manner and within the time limits to be defined with the Fund in a special contract.

(3) On the basis of the data referred to in paragraphs 1 and 2 of this Article the Fund shall issue a decision to the payer of the ELV management fee concerning the amount of the ELV management fee.

(4) The amount paid for the coverage of the Waste tyre management fee shall be deducted from the total amount of the fee on imported or produced motor vehicles referred to in paragraph 3 of this Article.

(5) An appeal may be filed with the Ministry of Environmental Protection, Physical Planning and Construction (hereinafter: the Ministry) against the decision issued by the Fund within 8 days from the day of delivery of the decision.

Article 23

- (1) Producers must keep business records, for every calendar year, of the quantities of produced or imported motor vehicles according to their model.
- (2) Data from these records shall be submitted to the Croatian Environment Agency and to the Fund, on the Vehicle Importer/Vehicle Producer Report form (hereinafter: VIR/VPR), upon the expiry of each calendar year, no later than at the end of March of the current year for the previous year.
- (3) The Fund may request to be provided with data from the records in shorter time intervals.

Article 24

- (1) Payers of the ELV management fee who export a motor vehicle from the Republic of Croatia shall be entitled to reimbursement of the ELV management fee on the basis of the Single Administrative Document (SAD).
- (2) The request for the reimbursement of the fee shall be submitted to the Fund.
- (3) The request for the reimbursement of the fee shall be accompanied with the following:
 - evidence that the fee was paid in compliance with the decision referred to in Article 22 paragraph 3 of this Ordinance,
 - copy of the registration card,
 - date of vehicle import or production,
 - evidence of the export of the motor vehicle (SAD),
- (4) Payers of the ELV management fee shall be entitled to reimbursement of the ELV management fee, minus 2% of the amount for the coverage of handling expenses.

IV CALCULATION OF THE COSTS OF COLLECTION, TRANSPORTATION AND RECOVERY OF END-OF-LIFE VEHICLES

Article 25

Costs of management of end-of-life vehicles refer to the compensation for the collection and recovery or disposal of end-of-life vehicles, which covers the costs of collection, temporary storage and transportation from the holder to the collector's temporary storage facility and from the collector to the treatment site, as well as of recovery or disposal of materials and components of vehicles set out in Article 17 indent 1 of this Ordinance.

Article 26

Collectors shall be entitled to compensation for the costs of collection, temporary storage and transportation of end-of-life vehicles from the holder to the collector's temporary storage facility or the treatment operator's storage facility.

Article 27

- (1) Treatment operators shall be entitled to compensation for the costs of transportation from the collector's temporary storage facility to the treatment operator's temporary storage facility as well as to compensation for the costs of recovery or of disposal of materials and components of vehicles set out in Article 17 indent 1 of this Ordinance.
- (2) Treatment operators shall be entitled to compensation for the costs of recovery or disposal of the materials and components of vehicles set out in Article 17 indent 1 of this Ordinance which cannot be recovered and/or disposed of in the Republic of Croatia.
- (3) The Fund shall determine the amount and method of payment of compensation for the

costs referred to in paragraph 2 of this Article on the basis of a public tender for the performance of activities of the recovery or disposal of materials and components of vehicles set out in Article 17 indent 1 of this Ordinance.

Article 28

- (1) Compensation to the collector for the quantity of end-of-life vehicles collected shall amount to 0.30 HRK/kg (including VAT) where the end-of-life vehicles are taken over from the holder of end-of-life vehicles on the holder's premises.
- (2) Compensation to the collector for the quantity of end-of-life vehicles collected, which is intended for the coverage of the costs of takeover and temporary storage, shall amount to 0.15 HRK/kg (including VAT).
- (3) Compensation to the treatment operator or to the collector, intended for the coverage of the costs of transportation of end-of-life vehicles from the collector's storage facility to the treatment operator shall amount to 0.15 HRK/kg (including VAT).
- (4) The collector shall not be entitled to the compensation referred to in paragraph 1 of this Article in the event the holder delivers the end-of-life vehicle to the collector's storage facility.
- (5) In addition to the compensation referred to in paragraphs 2 and 3 of this Article the collector or the treatment operator shall also be entitled to compensation for the actual ferrying costs, upon presentation of the receipt.
- (6) The collector who has received a vehicle which does not comply with the provisions of Article 10 paragraph 3 of this Ordinance shall be entitled to the compensation referred to in Article 26 on the basis of the actual weight of the vehicle delivered to the treatment operator.
- (7) Special minutes shall be drawn up by the collector and treatment operator on the delivery of the vehicle which fails to meet the provisions of Article 10 paragraph 3 of this Ordinance.

Article 29

- (1) Holders of end-of-life motor vehicles shall be entitled to compensation for the delivery of end-of-life vehicles to the collectors.
- (2) Compensation to the holder of an end-of-life motor vehicle for the end-of-life vehicle which the holder himself delivers to the collector's temporary storage facility shall amount to 0.40 HRK/kg (including VAT).
- (3) Compensation to the holder of an end-of-life motor vehicle for the end-of-life vehicle which the collector transports to the temporary storage facility at the holder's request shall amount to 0.10 HRK/kg (including VAT).
- (4) The collector shall pay to the holder the compensation referred to in paragraph 2 or paragraph 3 of this Article upon receipt of the vehicle.
- (5) The holder shall acknowledge the receipt of the compensation by signing the Accompanying form.
- (6) The collector shall turn over to the holder one copy of the certified Accompanying form.
- (7) Along with the end-of-life vehicle the holder of the end-of-life vehicle must turn over a copy of the registration card which clearly indicates the chassis number, weight, model of the motor vehicle or the minutes drawn up by the utility authority.
- (8) The collector shall be entitled to reimbursement of the compensation which he paid to the holder of the end-of-life vehicle, in the manner defined in the contract referred to in Article 12 of this Ordinance.
- (9) The holder shall not be entitled to the reimbursement referred to in paragraph 1 of this

Article unless the vehicle has been delivered in compliance with Article 10 paragraph 3 of this Ordinance.

Article 30

- (1) The Fund shall pay to the collector compensation for the collected quantity of end-of-life vehicles and shall reimburse to the collector the compensation which the collector paid to the holder of the end-of-life vehicle.
- (2) In addition to the request for compensation for the collected quantity of end-of-life vehicles, the collector shall also submit to the Fund copies of registration cards or minutes drawn up by the utility authority and Accompanying forms certified by the treatment operators.
- (3) The collector shall submit with his request referred to in paragraph 2 of this Article the Accompanying form referred to in Article 29 paragraph 5 confirming that he has paid the compensation to the holder of the end-of-life vehicle.

Article 31

- (1) The Agency shall keep records on vehicle producers.
- (2) The Agency shall keep records on collectors and treatment operators.
- (3) The Fund shall keep records on Certificates of destruction issued.

V OBJECTIVES OF REUSE, RECYCLING AND RECOVERY OF END-OF-LIFE MOTOR VEHICLES

Article 32

- (1) After 1 January 2009 treatment operators must ensure the reuse and recovery of at least 85% by average weight per collected end-of-life vehicle and year and the reuse and recycling of at least 80 % by average weight per collected end-of-life vehicle and year.
- (2) After 1 January 2015 treatment operators must ensure the reuse and recovery of at least 95% by average weight per collected end-of-life vehicle and year and the reuse and recycling of at least 85 % by average weight per collected end-of-life vehicle and year.
- (3) Provisions of this Article do not apply to motor vehicles referred to in Article 3 paragraph 1 indent 3 of this Ordinance.

VI TRANSITIONAL AND FINAL PROVISIONS

Article 33

- (1) The producer must deliver to the Fund no later than 15 February 2007 the filled out form referred to in Article 23 of this Ordinance which includes data on the quantities of produced and imported vehicles put on the market of the Republic of Croatia in the period between 1 January 2006 and 31 December 2006, and once a month for each month of the current year, by the 5th day of the current month for the previous month.
- (2) Based on the data referred to in paragraph 1 of this Article the Fund shall calculate the amounts for which producers are liable, once a month by the 15th day of the current month for the previous month.
- (3) Liability for the ELV management fee referred to in Article 20 shall commence on 1 January 2007.

(4) The rights and obligations pertaining to the collection and recovery and/or disposal of end-of-life vehicles shall commence on the day of conclusion of the contract with the Fund referred to in Article 12 paragraphs 1 and 3 of this Ordinance.

Article 34

(1) Local self-government units shall deliver to the Fund, no later than 6 months after the entry into force of this Ordinance, a plan for the collection of the end-of-life vehicles which were discarded into the environment within their respective territories by unknown persons.

(2) On the basis of the plan referred to in paragraph 1 of this Article, and in accordance with the funds insured, the Fund shall conclude contracts with local self-government units on the collection of the vehicles which were discarded into the environment within their respective territories by unknown persons.

(3) Local self-government units must ensure, in the event that there are no authorised collectors and/or treatment operators in their territories, that the end-of-life vehicles be delivered to the nearest person authorised for the management of end-of-life vehicle in accordance with this Ordinance.

(4) The Fund and the treatment operators shall conclude the special conditions for the treatment and recovery of vehicles referred to in paragraph 1 of this Article.

Article 35

The CD, RIV/RPV, CR and TOR forms, with their corresponding content are printed along with this Ordinance and form an integral part thereof.

Article 36

This Ordinance shall enter into force on the eighth day after the day of its publication in the Official Gazette except for the provisions of Article 17 indents 2 and 4 which shall enter into force on 31 December 2008.

Class: 351-01/06-04/45
Reg. No: 531-08-1-06-1
Zagreb, 12 December 2006

The Minister
Marina Matulović Dropulić, m. p.

ANNEX 1

Materials and components	Scope and expiry date of exemption	To be labelled or made identifiable
<i>Lead as an alloying element</i>		
1. Steel for machining purposes and galvanised steel containing up to 0.35% lead by weight		
2. (a) Aluminium for machining purposes with a lead content up to 1.5% by weight	1 July 2008	
2. (b) Aluminium for machining purposes with a lead content up to 0.4% by weight		
3. Copper alloy containing up to 4% lead by weight		
4. Bearing shells and bushes	1 July 2008	
<i>Lead and lead compounds in components</i>		
5. Batteries		X
6. Vibration dampers		X
7. (a) Vulcanising agents and stabilisers for elastomers in fluid handling and powertrain applications containing up to 0.5% lead by weight	1 July 2006	
7.(b) Bonding agents for elastomers in powertrain applications containing up to 0.5% lead by weight		
8. Solder in electronic circuit boards and other electric applications		X ¹
9. Copper in friction materials of brake linings containing more than 0.4% lead by weight	1 July 2007	X
10. Valve seats	Engine types developed before 1 July 2003: 1 July 2007	
11. Electrical components which contain lead in a glass or ceramic matrix compound, except glass in bulbs and glaze of spark plugs		X (for components other than piezo in engines) ²
12. Pyrotechnic initiators	Vehicles type-approved before 1 July 2006 and replacement initiators for these vehicles	
<i>Hexavalent chromium</i>		
13. (a) Corrosion preventive coatings	1 July 2007	
13. (b) Corrosion preventive coatings related to bolts and nuts for components of vehicles (or corrosion preventive coatings related to bolt and nut assemblies for chassis applications	1 July 2008	
14. Absorption refrigerators in motor caravans		X
<i>Mercury</i>		
15. Discharge lamps and instrument panel displays		X
<i>Cadmium</i>		
16. Thick film pastes	1 July 2006	
17. Batteries for electrical vehicles	After 31 December 2008	X

¹ Dismantling if, in correlation with entry 11, an average threshold of 60g per vehicle is exceeded. For the application of this clause, electronic devices not installed by the manufacturer on the production line shall not be taken into account.

² Dismantling if, in correlation with entry 8, an average threshold of 60g per vehicle is exceeded. For the application of this clause, electronic devices not installed by the manufacturer on the production line shall not be taken into account.

	the placing on the market of NiCd batteries shall only be allowed as replacement parts for vehicles put on the market before that date	
18. Optical components in glass matrixes used for Driver Assistance Systems	1 July 2007	X

Notes:

- A maximum concentration value up to 0.1% by weight and per homogenous material, for lead, hexavalent chromium and mercury and up to 0.01% by weight per homogenous material for cadmium shall be tolerated.
- The reuse of parts of vehicles which were already on the market at the date of expiry of an exemption is allowed without limitation.
- New spare parts put on the market after 1 July 2003 used for vehicles put on the market before 1 July 2003 shall be exempt from the provisions of Article 5 paragraph 1³.

³ This excludes wheel balance weights, carbon brushes for electric motors and brake linings, as these components are covered in separate entries.

ANNEX 2

LABELLING AND IDENTIFICATION OF PLASTIC COMPONENTS AND MATERIALS IN A VEHICLE

For the labelling and identification of vehicle plastic components and materials having a weight of more than 100 grams, the following nomenclature applies:

– ISO 1043-1 Plastics – symbols and abbreviated terms. Part 1: Basic polymers and their special characteristics.

– ISO 1043-2 Plastics – symbols and abbreviated terms. Part 2: Fillers and reinforcing materials.

– ISO 11469 Plastics – Generic identification and marking of plastic products.

For the labelling and identification of vehicle elastomer components and materials having a weight of more than 200 grams, the following nomenclature applies:

– ISO 1629 Rubbers and latices – Nomenclature. This does not apply to the labelling of tyres. The symbols "<" or ">" used in the ISO standards, can be substituted by brackets.

CD

Certificate of destruction

Certificate No _____

Date _____

1. Treatment facility

1.1. Name _____

1.2. Address _____

1.3. Class and Reg. No _____

2. Permit authority

2.1. Ministry of Environmental Protection, Physical Planning and Construction

2.2. Ul. Republike Austrije 20, 10000 Zagreb

3. Collector

3.1. Name _____

3.2. Address _____

3.3. Class and Reg. No _____

4. Vehicle data

4.1. Vehicle nationality mark _____

4.2. Registration no _____

4.3. Class _____

4.4. Brand _____

4.5. Model _____

4.6. Chassis no _____

4.7. Official mass-kg _____

5. Owner or holder of the vehicle

5.1. Name and surname _____

5.2. Address _____

5.3. Nationality _____ Signature _____

Certified by the FUND:

Date:

Signature and seal:

CR

COLLECTOR'S REPORT

for _____ (month) _____ (year)

PART I: DETAILS OF THE COLLECTOR

Name of collector (company): _____

Address: _____

Contact person: _____

Telephone: _____

Fax _____

E-mail _____

Company ID number: _____

PART II: REPORT ON QUANTITIES/CALCULATION OF COMPENSATION FOR COLLECTION

1. Taken over on holder's premises: _____ kg a 0.30 HRK/kg = _____HRK

2. Paid returnable compensation for collection ((1)kg x compensation (2)): a 0.10 HRK/kg = _____HRK

3. Received in the temporary storage facility: _____ kg

4. Paid returnable compensation for collection ((3)kg x compensation (4)): a 0.40 HRK/kg = _____HRK

5. TOTAL COLLECTED END-OF-LIFE VEHICLES _____kg

(1) + (3)

6. Compensation to collector ((5) x compensation (6)): a 0.15 HRK/kg = _____HRK

7. Compensation for transport: transported _____kg a 0.15 HRK/kg = _____HRK

8. Ferrying costs: _____HRK

9. TOTAL AMOUNT RECEIVABLE: _____HRK

(1+2+4+6+7+8)

PART III: DELIVERED TO TREATMENT OPERATORS

Name of treatment operator: _____ kg delivered

1. _____;

2. _____;

3. _____;

4. _____;

TOTAL DELIVERED kg

Place: _____

Date: _____

Signed:

L.S.

cc:

1. Environmental Protection and Energy Efficiency Fund, 10 000 Zagreb, Nazorova 50

2. Environmental Protection Agency, Trg maršala Tita 8, 10 000 Zagreb

TOR

TREATMENT OPERATOR'S REPORT

for _____ (month) _____ (year)

PART I: DETAILS ON THE TREATMENT OPERATOR

Name of treatment operator (company): _____

Address: _____

Contact person: _____

Telephone: _____

Fax _____

E-mail _____

Company ID number: _____

PART II: REPORT ON QUANTITIES OF END-OF-LIFE VEHICLES RECEIVED AND TREATED

Received from collector: _____ kg

QUANTITY OF END-OF-LIFE VEHICLES TREATED _____ kg

Delivered to other treatment operators _____ kg

Place: _____

Signed:

Date: _____

L.S.

cc:

1. Environmental Protection and Energy Efficiency Fund, 10 000 Zagreb, Nazorova 50
2. Environmental Protection Agency, Trg maršala Tita 8, 10 000 Zagreb

VIR/VPR

PRODUCER'S REPORT

for _____ (month) _____ (year)

PART I: DETAILS ON THE PRODUCER

Name of importer/producer (company): _____

Address: _____

Contact person: _____

Telephone: _____

Fax _____

E-mail _____

Company ID number: _____

PART II: REPORT ON VEHICLES IMPORTED/PRODUCED

Imported/produced:

To be filled out by IMPORTER OR PRODUCER

(A) Ordinal number	(B) Vehicle category	(C) Quantity (piece)	(D) Total weight (kg)	(E) Compensation (HRK/kg)	(F) Amount (HRK) (D*E)	(G) Compensation for tyres total (HRK)	(H) Amount payable (HRK) (F-G)
1	M1			0.85			
2	N1						
3	With three wheels (other than L5)						
TOTAL (1+2+3)							
TOTAL AMOUNT PAYABLE TO THE FUND							

Place: _____

Date: _____

Signed:

M.P.

cc:

1. Environmental Protection and Energy Efficiency Fund

10 000 Zagreb, Nazorova 50

2. Environmental Protection Agency

Trg maršala Tita 8, 10 000 Zagreb