

SUBSIDIARY LEGISLATION 549.36**WASTE MANAGEMENT (END OF LIFE VEHICLES)
REGULATIONS**

1st May, 2004

LEGAL NOTICE 99 of 2004, as amended by Legal Notices 426 of 2007, 340 of 2010, 244 of 2011, 96 of 2012, 346 of 2013, 346 of 2017 and 316 of 2018, 313 of 2020 and 150 of 2021.*

1. (1) The title of these regulations is the Waste Management (End of Life Vehicles) Regulations.

Citation and objectives.
Amended by:
L.N. 346 of 2017.
L.N. 316 of 2018;
L.N.313 of 2020;
L.N. 150 of 2021.

(2) These regulations provide additional measures, procedures and guidance to those in the Waste Regulations, which aim, as a first priority, at the prevention of waste from vehicles and, in addition, at the re-use, recycling and other forms of recovery of end of life vehicles and their components so as to reduce the disposal of waste. They also aim to achieve the improvement in the environmental performance of all of the economic operators involved in the life cycle of vehicles and, especially, the operators directly involved in the treatment of end of life vehicles.

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(3) These regulations bring into effect the provisions of Directive 2000/53/EC of the European Parliament and of the Council of 18 September 2000 on end-of-life vehicles, as amended by Directive 2008/33/EC of the European Parliament and of the Council of 11 March 2008, Directive 2008/112/EC of the European Parliament and of the Council of 16 December 2008, Commission Directive 2017/2096/EU of 15 November 2017, Commission Delegated Directive (EU) 2020/362 of 17 December 2019, and Commission Delegated Directive (EU) 2020/363 of 17 December 2019.

(4) The Environment and Resources Authority, the Malta Competition and Consumer Affairs Authority and the Authority for Transport in Malta shall, in carrying out their designated responsibilities, ensure that the objectives of these regulations are achieved.

(5) These regulations shall be read and construed in the context of the provisions of the Extended Producer Responsibility Framework Regulations.

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2. (1) In these regulations, unless the context otherwise requires:

Interpretation.
Amended by:
L.N. 340 of 2010.
L.N. 346 of 2017;
L.N. 150 of 2021.

"Act" means the Environment Protection Act;

"Agreement State" and "citizen of an Agreement State" shall be

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*Legal Notice 96 of 2012 erroneously referred to the substitution of Schedule 4 of these Regulations. The reference should have been to Schedule 3 since the original Schedule 4 (which deals with 'Materials and components exempt from regulation 4') had been re-numbered as Schedule 3 by Legal Notice 244 of 2011.

construed accordingly; and where a state is a party to such an Agreement subject to modifications and adaptations, a citizen of an Agreement State shall be subject to such modifications or adaptations as may be prescribed;

"competent authority" means the Environment and Resources Authority, the Malta Competition and Consumer Affairs Authority and the Authority for Transport in Malta, each according to their designated responsibilities for different provisions of these regulations; and such other body or person as the Minister responsible for the environment may by order in the Gazette prescribe, and different bodies or persons may be designated as the competent authority for different provisions and different purposes of these regulations;

"dismantling information" means all information required for the correct and environmentally sound treatment of end of life vehicles. It shall be made available to authorised treatment facilities by vehicle manufacturers and component producers in the form of manuals or by means of electronic media;

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"disposal" shall have the same meaning as in the Waste Regulations;

"economic operators" means producers, distributors, collectors, motor vehicle insurance companies, dismantlers, shredders, recoverers, recyclers and other treatment operators of end of life vehicles, including their components and materials;

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"end of life vehicle" means a vehicle which is waste within the meaning of regulation 4 of the Waste Regulations;

"hazardous substance" means any substance which fulfils the criteria for any of the following hazard classes or categories set out in Annex 1 of Regulation (EC) No 1272/2008 of the European Parliament and of the Council of 16 December 2008 on classification, labelling and packaging of substances and mixtures*:

- (i) hazard classes 2.1 to 2.4, 2.6 and 2.7, 2.8 types A and B, 2.9, 2.10, 2.12, 2.13 categories 1 and 2, 2.14 categories 1 and 2, 2.15 types A to F;
- (ii) hazard classes 3.1 to 3.6, 3.7 adverse effects on sexual function and fertility or on development, 3.8 effects other than narcotic effects, 3.9 and 3.10;
- (iii) hazard class 4.1;
- (iv) hazard class 5.1;

"motor tricycles" means vehicles with three symmetrically arranged wheels fitted with an engine having a cylinder capacity of more than 50 cm³ of the internal combustion type or a maximum design speed of more than 45 km/h;

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"permit" means a permit issued under the Waste Regulations;

"prevention" means measures aiming at the reduction of the quantity and the harmfulness for the environment of end of life vehicles, their materials and substances;

*OJ L 353, 31.12.2008, p. 1.

"producer" means the vehicle manufacturer or the professional importer of a vehicle into Malta

"put on the market" means when a vehicle, materials or components of vehicles are transferred from the manufacturing stage with the intention of distribution on the market;

"recovery" shall have the same meaning as assigned to it in the Waste Regulations;

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"recycling" means the reprocessing, in a production process, of the waste materials for the original purpose or for other purposes, but excluding energy recovery. Energy recovery means the use of combustible waste as a means to generate energy through direct incineration with or without other waste but with recovery of the heat;

"reuse" means any operation by which components of end-of life vehicles are used for the same purpose for which they were conceived;

"shredder" means any device used for tearing into pieces or fragmenting end of life vehicles, including for the purpose of obtaining directly reusable metal scrap;

"special purpose vehicles" means a motor vehicle specially constructed or adapted, equipped with various devices that enable it to perform certain non-transport functions. This means that the primary purpose of such a vehicle is not the transport of persons or goods. This category of vehicles includes:

- motor breakdown lorries,
- motor pump vehicles (for example, fire fighting vehicles),
- lorries used for cleaning streets, gutters, and similar activities (for example, sweepers, sprinklers and cesspool emptiers),
- spraying lorries of all kinds, whether or not fitted with heating equipment,
- crane lorries, not for the transport of goods,
- mobile drilling derricks,
- lorries fitted with stacking mechanisms, that is, with a platform which moves on a vertical support and is generally powered by the vehicle engine,
- concrete mixer lorries,
- mobile electric generator sets,
- mobile radiological units, clinics and laboratories,
- outside broadcasting units (motor vehicles), telegraphy, radio-telegraphy or radio-telephony transmitting and receiving vans, radar vans,
- searchlight lorries,
- mobile kiosks,
- other motor vehicles not specified in these regulations;

"three wheel motor vehicle" means three-wheel motor vehicles,

twin-wheeled or otherwise, intended to travel on the road, but excluding -

- motor tricycles,
- tractors and machines used for agricultural or similar purposes,
- vehicles designed primarily for off-road leisure use having wheels arranged symmetrically with one wheel at the front of the vehicle and two at the rear,
- vehicles intended for pedestrian control,
- vehicles intended for use by the physically handicapped,
- vehicles intended for use in competitions, on roads or whatever the terrain might be,
- vehicles with a maximum design speed not exceeding 6 km/h;

"treatment" means any activity after the end of life vehicle has been handed over to a facility for depollution, dismantling, shearing, shredding, recovery or preparation for disposal of the shredder wastes, and any other operation carried out for the recovery and/or disposal of the end of life vehicle and its components;

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"vehicle" means a vehicle designated as category M1 or N1 as defined in Part A of Schedule II to the EC Type-Approval of Motor Vehicles and their Trailers Regulations, and three-wheel motor vehicles as defined in the Approval and Market Surveillance of Two or Three-Wheel Vehicles and Quadricycles Regulations, but excluding motor tricycles;

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"vehicle having no market value or a negative one" means a vehicle whose treatment costs and reutilisation of the resulting materials equal or exceed income from the reused components and materials recovered during treatment operations;

"vintage vehicle" means a historic vehicle or vehicle of value to collectors or intended for museums, kept in a proper and environmentally sound manner, either ready for use or stripped into parts;

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"waste" shall have the same meaning as assigned to it in the Waste Regulations;

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(2) All other terms shall have the same meaning as that assigned to them in the Waste Regulations.

Scope.

3. (1) These regulations shall cover vehicles and end of life vehicles, including their components and materials. Without prejudice to regulation 5(4), this shall apply irrespectively of how the vehicle has been serviced or repaired during use and irrespectively of whether it is equipped with components supplied by the producer or with other components whose fitting as spare or replacement parts accords with the appropriate legislative provisions.

(2) These regulations shall apply without prejudice to existing provisions, in particular with regard to safety standards, air emissions and noise controls and the protection of soil and water.

(3) Special-purpose vehicles shall be excluded from the provisions of regulation 7.

(4) For three-wheel motor vehicles and components or separate technical units of such vehicles, only regulations 5(1), 5(2) and 6 shall apply.

(5) Vintage vehicles shall not fall within the scope of these regulations:

Provided that such vintage vehicles shall fall within the scope of these regulations in the event that the owner or holder of such a vehicle decides or intends or is required to discard of such a vehicle.

4. (1) In order to promote the prevention of waste, the competent authority shall, wherever appropriate and practicable, encourage: Prevention.

- (a) vehicle manufacturers, in liaison with material and equipment manufacturers, to limit the use of hazardous substances in vehicles and to reduce them as far as possible from the very first production of the vehicle onwards, so as in particular to prevent their release into the environment, make recycling easier, and to avoid the need to dispose of hazardous waste;
- (b) the design and production of new vehicles which take into full account and facilitate the dismantling, reuse and recovery, in particular the recycling, of end of life vehicles, their components and materials;
- (c) vehicle manufacturers, in liaison with material and equipment manufacturers, to integrate an increasing quantity of recycled material in vehicles and other products, in order to develop the markets for recycled materials.

(2) Materials and components of vehicles put on the market after the date of coming into force of these regulations shall not contain lead, mercury, cadmium or hexavalent chromium other than in cases listed in Schedule 3 under the conditions specified therein.

5. (1) The competent authority shall take necessary measures to ensure: Collection.

- (a) that economic operators shall use existing collection systems or set up systems for the collection of all end of life vehicles and, as far as technically feasible, of any waste used parts which are removed when vehicles are repaired; and
- (b) the adequate availability of collection facilities within Malta.

(2) Holders of all end of life vehicles shall transfer these vehicles to authorised treatment facilities.

- (3) (a) Whenever an end of life vehicle is transferred to an authorised treatment facility, the holder and, or owner of the vehicle shall be presented with a certificate of destruction issued by the operator of the facility. The deregistration of the end of life vehicle shall be conditional to the presentation of this certificate.
- (b) The issue of the certificate of destruction by the operator of a treatment facility does not entitle him to claim any financial reimbursement, except in cases where this has been explicitly arranged by the competent authority.
- (c) The certificate of destruction shall at least contain the information listed in Schedule 1.

(4) The delivery of the vehicle to an authorised treatment facility in accordance with sub-regulation (3) shall occur without any cost for either the last holder or the owner as a result of the vehicle having no market value or a negative one as follows:

- (a) as from the date of entry into force of these regulations, for vehicles put on the market as from 1st July, 2002;
- (b) as from the 1st January, 2007, for vehicles put on the market before the 1st July, 2002:

Provided that producers shall meet all, or a significant part of, the costs of the implementation of this measure and, or take back of end of life vehicles under the same conditions as referred to in this sub-regulation:

Provided further that the competent authority may decide that the delivery of end of life vehicles is not fully free of charge if the end of life vehicle does not contain the essential components of a vehicle, in particular the engine, the coachwork, the catalytic converter, the gearbox and the wheels, or contains waste which has been added to the end of life vehicle.

(5) The competent authority shall recognise and accept the certificates of destruction issued by authorised treatment facilities established in other Member States, provided that such certificate was lawfully issued in accordance with the national system set up by such Member State to implement Article 5(3) of Directive 2000/53/EC, as amended.

Treatment.
Amended by:
L.N. 150 of 2021.

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6. The competent authority shall take necessary measures to ensure that:

- (1) All end of life vehicles shall be stored, even if only temporarily, and treated in accordance with the waste hierarchy and the general requirements laid down in regulation 4A of the Waste Regulations, and in compliance with the minimum technical requirements set out in Schedule 2, without prejudice to any other relevant regulations on health and environment.
- (2) Any establishment or undertaking carrying out treatment operations shall hold a valid permit from the

competent authority.

- (3) Any establishment or undertaking carrying out treatment operations shall fulfil at least the following obligations in accordance with Schedule 2:
 - (a) end of life vehicles shall be stripped before further treatment or other equivalent arrangements are made in order to reduce any adverse impact on the environment. Components or materials labelled or otherwise made identifiable in accordance with regulation 4(2) shall be stripped before further treatment;
 - (b) hazardous materials and components shall be removed and segregated in a selective way so as not to contaminate subsequent shredder waste from end of life vehicles;
 - (c) stripping operations and storage shall be carried out in such a way as to ensure the suitability of vehicle components for reuse and recovery, and in particular for recycling;

Provided that treatment operations for depollution of end of life vehicles as referred to in Schedule 2 shall be carried out as soon as possible.

- (4) The permit referred to in paragraph (2) shall include all conditions necessary for compliance with the requirements of paragraphs (1), (2) and (3).
- (5) Establishments or undertakings which carry out treatment operations shall, as far as practicable, introduce certified environmental management systems.

7. (1) Economic operators shall, as far as practicable and without prejudice to requirements regarding the safety of vehicles and environmental requirements such as air emissions and noise control, reuse components which are suitable for reuse, recover components which cannot be reused and give preference to recycling when this is environmentally viable.

Re-use and recovery.

(2) The competent authority shall take necessary measures to ensure that the following targets shall be attained by economic operators:

- (a) no later than the 1st January, 2006, for all end of life vehicles, the reuse and recovery shall be increased to a minimum of 85% by an average weight per vehicle and year. Within the same time limit the reuse and recycling shall be increased to a minimum of 80% by an average weight per vehicle and year; for vehicles produced before the 1st January, 1980, the competent authority may lay down lower targets, but not lower than 75% for reuse and recovery and not lower than 70% for reuse and recycling; and
- (b) no later than the 1st January, 2015, for all end of life vehicles, the reuse and recovery shall be increased to a

minimum of 95% by an average weight per vehicle and year. Within the same time limit, the re-use and recycling shall be increased to a minimum of 85% by an average weight per vehicle and year.

Coding standards
dismantling
information.

8. The competent authority shall take necessary measures to ensure that:

- (1) Producers, in concert with material and equipment manufacturers, shall use the nomenclature of ISO component and material coding standards referred to in Schedule 4 for the labelling and identification of components and materials of vehicles, in particular to facilitate the identification of those components and materials which are suitable for reuse and recovery.
- (2) Producers shall provide dismantling information for each type of new vehicle put on the market within six months after the vehicle is put on the market. This information shall identify, as far as it is needed by treatment facilities in order to comply with the provisions of these regulations, the different vehicle components and materials, and the location of all hazardous substances in the vehicles, in particular with a view to the achievement of the objectives laid down in regulation 7.
- (3) Without prejudice to commercial and industrial confidentiality, manufacturers of components used in vehicles shall make available to authorised treatment facilities, as far as it is requested by these facilities, appropriate information concerning dismantling, storage and testing of components which can be reused.

Reporting and
information.

9. The relevant economic operators shall publish information on:

- (a) the design of vehicles and their components with a view to their recoverability and recyclability,
- (b) the environmentally sound treatment of end of life vehicles, in particular the removal of all fluids and dismantling,
- (c) the development and optimisation of ways to reuse, recycle and recover end of life vehicles and their components,
- (d) the progress achieved with regard to recovery and recycling to reduce the waste to be disposed of and to increase the recovery and recycling rates:

Provided that this information shall be made accessible to the prospective buyers of vehicles. It shall be included in promotional literature used in the marketing of the new vehicle.

Agreements.

10. For the purposes of achieving the objectives, and satisfying the provisions of these regulations, economic operators may be

parties to agreements with the competent authority. Such agreements shall specify the detailed rules of implementation of these regulations. Moreover:

- (a) these agreements shall be enforceable at law;
- (b) they shall specify the objectives with the corresponding deadlines;
- (c) they shall be published in the Gazette;
- (d) the results achieved under an agreement shall be monitored regularly, reported to the competent authorities and made available to the public under the conditions set out in the agreement;
- (e) the competent authorities shall make provisions to examine the progress reached under an agreement.

11. The competent authority may exempt an economic operator from all or part of these regulations provided the economic operator provides evidence to the competent authority of participating in an authorised end of life vehicle collection and treatment scheme.

Participation in an end of life vehicle collection and treatment scheme.

12. (1) If an economic operator chooses to make use of an existing authorised end of life vehicle collection and treatment scheme, he shall be required to submit to the competent authority a signed agreement with the operator of the authorised end of life vehicle collection and treatment scheme to prove that the scheme complies with the provisions of these regulations.

Signed agreement with an operator of an end of life vehicle collection and treatment scheme.

(2) The operator of the end of life vehicle collection and treatment scheme referred to in subregulation (1) shall:

- (i) bind himself to carry out the activities agreed to and on behalf of the economic operator in accordance with any existing laws and regulations,
- (ii) provide the competent authority with the information referred to in regulation 9 as it applies *mutatis mutandis* to the economic operator.

(3) The competent authority may specify the format in which such information is to be made available.

(4) The competent authority shall make this information available in accordance with the Freedom of Access to Information on the Environment Regulations.

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13. (1) Persons who intend to operate an end of life vehicle collection and treatment scheme as required under these regulations shall require and obtain a valid permit from the competent authority in terms of the Waste Regulations.

Permit required by an operator of an end of life vehicle collection and treatment scheme. S.L. 549.63

(2) Without prejudice to the Waste Regulations, in applying for such a permit, any such person shall provide the Competent Authority with the following information as applicable:

Application for permit to operate an end of life vehicle collection and treatment scheme. S.L. 549.63

- (a) a copy of the memorandum and articles of association;

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- (b) a copy of a valid development permit issued under the Development Planning Act;
 - (c) a description of the proposed system which will provide for the treatment of the end of life vehicle in accordance with the provisions of these regulations;
 - (d) a financial plan in relation to the proposed scheme;
 - (e) the volume of end of life vehicles so treated or projected to be treated;
 - (f) proposals for the certification of economic operators who will make use of this scheme;
 - (g) proposals of how the information required under the provisions of these regulations will be compiled and made available to the competent authority;
 - (h) any other relevant information requested by the competent authority.
- (3) The competent authority may specify the format in which such information is to be made available.
- S.L. 425.62
- (4) The competent authority shall make this information available in accordance with the Freedom of Access to Information on the Environment Regulations.
- Offences under these regulations.
- 14.** Any person shall be guilty of an offence under these regulations if:
- (a) he fails to comply with any provision of these regulations or fails to comply with permit conditions or with any order lawfully given in terms of any provision of these regulations; or
 - (b) he contravenes any restriction, prohibition or requirement imposed by or under these regulations; or
 - (c) he acts in contravention of any of the provisions of these regulations; or
 - (d) he conspires or attempts, or aids, or abets, any other person by whatever means, including advertising, counselling or procurement to contravene the provisions of these regulations or to fail to comply with any such provisions, including any order lawfully given in terms of any of the provision of these regulations, or to contravene any restriction, prohibition or requirement imposed by or under the said regulations.
- Penalties.
Amended by:
L.N. 426 of 2007.
- 15.** Any person who commits an offence against these regulations shall, on conviction, be liable:
- (a) on a first conviction to a fine (*multa*) of not less than one thousand and one hundred and sixty-four euro and sixty-nine cents (€1,164.69) but not exceeding two thousand and three hundred and twenty-nine euro and thirty-seven cents (€2,329.37);
 - (b) on a second or subsequent convictions, to a fine

(multa) of not less than two thousand and three hundred and twenty-nine euro and thirty-seven cents (€2,329.37), but not exceeding four thousand and six hundred and fifty-eight euro and seventy-five cents (€4,658.75) or to imprisonment for a term not exceeding two years, or to both such fine and imprisonment:

Provided that the court may order any person who has been found guilty of committing an offence against these regulations to pay for the expenses incurred by the competent authority as a result of the said offence, the revocation of the permit issued by the competent authority mentioned in these regulations and the confiscation of the *corpus delicti*.

16. (1) The provisions of articles 23 and 30 of the Criminal Code shall, *mutatis mutandis*, apply to proceedings in respect of offences against these regulations, so however that the disqualification from holding or obtaining a licence, permit or authority shall in no case be for less than one year.

Applicability of
Criminal Code.
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(2) Notwithstanding the provisions of article 370 of the Criminal Code, proceedings for an offence against these regulations shall be held before the Court of Magistrates (Malta) or the Court of Magistrates (Gozo), as the case may be, and shall be in accordance with the provisions of the Criminal Code regulating the procedure before the said courts as courts of criminal judicature.

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(3) Notwithstanding the provisions of the Criminal Code, the Attorney General shall always have a right of appeal to the Court of Criminal Appeal from any judgement given by the Court of Magistrates (Malta) or the Court of Magistrates (Gozo) in respect of proceedings for any offence against these regulations.

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*Re-numbered by:
L.N. 244 of 2011.*

SCHEDULE 1

Minimum requirements for the certificate of destruction issued in accordance with regulation 5(3)

1. Name, address, signature and registration or identification number of the establishment or undertaking issuing the certificate;
2. Name and address of the competent authority responsible for the permit (in accordance with regulation 6) for the establishment or undertaking issuing the certificate of destruction;
3. Where the certificate is issued by a producer, dealer or collector on behalf of an authorised treatment facility, the name and address and registration or identification number of the establishment or undertaking issuing the certificate;
4. Date of issue of the certificate of destruction;
5. Vehicle nationality mark and registration number (attach the registration document or a statement by the establishment or undertaking issuing the certificate that the registration document has been destroyed);
6. Class of vehicle, brand and model;
7. Vehicle identification number (chassis);
8. Name, address, nationality and signature of the holder or owner of the vehicle delivered.

*Re-numbered by:
L.N. 244 of 2011.*

SCHEDULE 2

Minimum technical requirements for treatment in accordance with regulation 6(1)

1. Sites for storage (including temporary storage) of end of life vehicles prior to their treatment:
 - impermeable surfaces for appropriate areas with the provision of spillage collection facilities, decanters and cleanser-degreasers,
 - equipment for the treatment of water, including rainwater, in compliance with health and environmental regulations.
2. Sites for treatment:
 - impermeable surfaces for appropriate areas with the provision of spillage collection facilities, decanters and cleanser-degreasers,
 - appropriate storage for dismantled spare parts, including impermeable storage for oil-contaminated spare parts,
 - appropriate containers for storage of batteries (with electrolyte neutralisation on site or elsewhere), filters and PCB/PCT-containing condensers,
 - appropriate storage tanks for the segregated storage of end-of-life vehicle fluids: fuel, motor oil, gearbox oil, transmission oil, hydraulic oil, cooling liquids, antifreeze, brake fluids, battery acids, air-conditioning system fluids and any other fluid contained in the end of life vehicle,
 - equipment for the treatment of water, including rainwater, in compliance with health and environmental regulations,

- appropriate storage for used tyres, including the prevention of fire hazards and excessive stockpiling.
3. Treatment operations for depollution of end of life vehicles:
 - removal of batteries and liquefied gas tanks,
 - removal or neutralisation of potential explosive components, (e.g. air bags),
 - removal and separate collection and storage of fuel, motor oil, transmission oil, gearbox oil, hydraulic oil, cooling liquids, antifreeze, brake fluids, air-conditioning system fluids and any other fluid contained in the end-of-life vehicle, unless they are necessary for the re-use of the parts concerned,
 - removal, as far as feasible, of all components identified as containing mercury.
 4. Treatment operations in order to promote recycling:
 - removal of catalysts,
 - removal of metal components containing copper, aluminium and magnesium if these metals are not segregated in the shredding process,
 - removal of tyres and large plastic components (bumpers, dashboard, fluid containers, etc), if these materials are not segregated in the shredding process in such a way that they can be effectively recycled as materials,
 - removal of glass.
 5. Storage operations are to be carried out avoiding damage to components containing fluids or to recoverable components and spare parts.

Re-numbered by:
L.N. 244 of 2011.
Substituted by:
L.N. 96 of 2012;
L.N. 346 of 2013;
L.N. 346 of 2017;
L.N. 316 of 2018.
Amended by:
L.N. 313 of 2020.

SCHEDULE 3
Materials and components exempt from regulation
4(2)

A maximum concentration value up to 0.1% by weight in homogeneous material for lead, hexavalent chromium and mercury and up to 0.01% by weight in homogeneous material for cadmium shall be tolerated.

Spare parts put on the market after 1 July 2003 which are used for vehicles put on the market before 1 July 2003, except for wheel balance weights, carbon brushes for electric motors and brake linings, shall be exempted from the provisions of regulation 4(2).

Materials and components	Scope and expiry date of the exemption	Labelling or identification requirement
<i>Lead as an alloying element</i>		
1(a). Steel for machining purposes and batch hot dip galvanised steel components containing up to 0.35% lead by weight		
1(b). Continuously galvanised steel sheet containing up to 0.35% lead by weight	Vehicles type-approved before 1 January 2016 and spare parts for these vehicles	
2(a). Aluminium for machining purposes with a lead content up to 2% by weight	As spare parts for vehicles put on the market before 1 July 2005	
2(b). Aluminium with a lead content up to 1.5% by weight	As spare parts for vehicles put on the market before 1 July 2008	
2(c)(i). Aluminium alloys for machining purposes with a lead content up to 0.4% by weight	(1)	
2(c)(ii). Aluminium alloys not included in entry 2(c)(i) with a lead content up to 0.4% by weight ^(1a)	(2)	
3. Copper alloy containing up to 4% lead by weight	(1)	
4(a). Bearing shells and bushes	As spare parts for vehicles put on the market before 1 July 2008	
4(b). Bearing shells and bushes in engines, transmissions and air conditioning compressors	As spare parts for vehicles put on the market before 1 July 2011	
<i>Lead and lead compounds in components</i>		
5(a). Lead in batteries in high-voltage systems ^(2a) that are used only for propulsion in M1 and N1 vehicles	Vehicles type-approved before 1 January 2019 and spare parts for these vehicles	X
5(b). Lead in batteries for battery applications not included in entry 5(a)	(1)	X
6. Vibration dampers	Vehicles type-approved before 1 January 2016 and spare parts for these vehicles	X

7(a). Vulcanising agents and stabilisers for elastomers in brake hoses, fuel hoses, air ventilation hoses, elastomer/metal parts in the chassis applications, and engine mountings	As spare parts for vehicles put on the market before 1 July 2005	
7(b). Vulcanising agents and stabilisers for elastomers in brake hoses, fuel hoses, air ventilation hoses, elastomer/metal parts in the chassis applications, and engine mountings containing up to 0.5% lead by weight	As spare parts for vehicles put on the market before 1 July 2006	
7(c). Bonding agents for elastomers in powertrain applications containing up to 0.5% lead by weight	As spare parts for vehicles put on the market before 1 July 2009	
8(a). Lead in solders to attach electrical and electronic components to electronic circuit boards and lead in finishes on terminations of components other than electrolyte aluminium capacitors, on component pins and on electronic circuit boards	Vehicles type-approved before 1 January 2016 and spare parts for these vehicles	X ⁽⁴⁾
8(b). Lead in solders in electrical applications other than soldering on electronic circuit boards or on glass	Vehicles type-approved before 1 January 2011 and spare parts for these vehicles	X ⁽⁴⁾
8(c). Lead in finishes on terminals of electrolyte aluminium capacitors	Vehicles type-approved before 1 January 2013 and spare parts for these vehicles	X ⁽⁴⁾
8(d). Lead used in soldering on glass in mass airflow sensors	Vehicles type-approved before 1 January 2015 and spare parts of such vehicles	X ⁽⁴⁾
8 (e). Lead in high melting temperature type solders (i.e. lead based alloys containing 85% or more lead by weight)	(2)	X
8(f)(a). Lead in compliant pin connector systems	Vehicles type-approved before 1 January 2017 and spare parts for these vehicles	X ⁽⁴⁾
8(f) (b). Lead in compliant pin connector systems other than the mating area of vehicle harness connectors	Vehicles type-approved before 1 January 2024 and spare parts for these vehicles	X

8 (g) (i).Lead in solders to complete a viable electrical connection between semiconductor die and carrier within integrated circuit flip chip packages	Vehicles type approved before 1 October 2022 and spare parts for these vehicles	X
8 (g)(ii). Lead in solders to complete a viable electrical connection between the semiconductor die and the carrier within integrated circuit flip chip packages where that electrical connection consists of any one (1) of the following: (i) a semiconductor technology node of 90 nm or larger; (ii) a single die of 300 mm ² or larger in any semiconductor technology node; (iii) stacked die packages with dies of 300 mm ² or larger, or silicon interposers of 300 mm ² or larger.	(2) Valid for vehicles type-approved from 1 October 2022 onwards and for spare parts for these vehicles	X
8(h). Lead in solder to attach heat spreaders to the heat sink in power semiconductor assemblies with a chip size of at least 1 cm ² of projection area and a nominal current density of at least 1 A/mm ² of silicon chip area	Vehicles type-approved before 1 January 2016 and after that date as spare parts for these vehicles	X ⁽⁴⁾
8(i). Lead in solders in electrical glazing applications on glass except for soldering in laminated glazing	Vehicles type-approved before 1 January 2016 and after that date as spare parts for these vehicles	X ⁽⁴⁾
8(j). Lead in solders for soldering of laminated glazing	Vehicles type-approved before 1 January 2020 and after that date as spare parts for these vehicles	X ⁽⁴⁾
8 (k). Soldering of heating applications with 0.5A or more of heat current per related solder joint to single panes of laminated glazings not exceeding wall thickness of 2.1 mm. This exemption does not cover soldering to contacts embedded in the intermediate polymer	Vehicles type approved before 1 January 2024 and spare parts for these vehicles	X ⁽⁴⁾
9. Valve seats	As spare parts for engine types developed before 1 July 2003	

<p>10(a). Electrical and electronic components which contain lead in a glass or ceramic, in a glass or ceramic matrix compound, in a glass-ceramic material, or in a glass-ceramic matrix compound. This exemption does not cover the use of lead in:</p> <ul style="list-style-type: none"> - glass in bulbs and glaze of spark plugs, - dielectric ceramic materials of components listed under 10(b), 10(c) and 10(d). 		<p>X⁽⁵⁾ (for components other than piezo in engines)</p>
<p>10(b). Lead in PZT-based dielectric ceramic materials of capacitors being part of integrated circuits or discrete semiconductors</p>		
<p>10(c). Lead in dielectric ceramic materials of capacitors with a rated voltage of less than 125 V AC or 250 V DC</p>	<p>Vehicles type-approved before 1 January 2016 and spare parts for these vehicles</p>	
<p>10(d).Lead in the dielectric ceramic materials of capacitors compensating the temperature-related deviations of sensors in ultrasonic sonar systems</p>	<p>Vehicles type-approved before 1 January 2017 and after that date as spare parts for these vehicles</p>	
<p>11. Pyrotechnic initiators</p>	<p>Vehicles type-approved before 1 July 2006 and spare parts for these vehicles</p>	
<p>12.Lead-containing thermoelectric materials in automotive electrical applications to reduce CO₂ emissions by recuperation of exhaust heat</p>	<p>Vehicles type-approved before 1 January 2019 and spare parts for these vehicles</p>	<p>X</p>
<p>Hexavalent chromium</p>		
<p>13(a). Corrosion preventive coatings</p>	<p>As spare parts for vehicles put on the market before 1 July 2007</p>	
<p>13(b). Corrosion preventive coatings related to bolt and nut assemblies for chassis applications</p>	<p>As spare parts for vehicles put on the market before 1 July 2008</p>	
<p>14. Hexavalent chromium as an anti-corrosion agent of the carbon steel cooling system in absorption refrigerators up to 0.75% by weight in the cooling solution:</p>		<p>X</p>

(i) designed to operate fully or partly with electrical heater, having an average utilised electrical power input at less than 75W at constant running conditions;	Vehicles type approved before 1 January 2020 and spare parts for these vehicles	
(ii) designed to operate fully or partly with electrical heater, having an average utilised electrical power input at 75W or more at constant running conditions;	Vehicles type approved before 1 January 2026 and spare parts for these vehicles	
(iii) designed to fully operate with non-electrical heater.		

Mercury

15(a). Discharge lamps for headlight application	Vehicles type-approved before 1 July 2012 and spare parts for these vehicles	X
15(b). Fluorescent tubes used in instrument panel displays	Vehicles type-approved before 1 July 2012 and spare parts for these vehicles	X

Cadmium

16. Batteries for electrical vehicles	As spare parts for vehicles put on the market before 31 December 2008	
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(1) This exemption shall be reviewed in 2021.

(1a) Applies to aluminium alloys where lead is not intentionally introduced but is present due to the use of recycled aluminium.

(2) This exemption shall be reviewed in 2024.

(2a) Systems that have a voltage of >75 V DC as defined in Directive 2006/95/EC of the European Parliament and of the Council of 12 December 2006 on the harmonisation of the laws of Member States relating to electrical equipment designed for use within certain voltage limits (OJ L 374, 27.12.2006, p. 10).

(3) This exemption shall be reviewed in 2019.

(4) Dismantling if, in correlation with entry 10(a), an average threshold of 60 grams 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.

(5) Dismantling if, in correlation with entries 8(a) to 8(j), an average threshold of 60 grams 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.

SCHEDULE 4
Component and material coding standards
in accordance with regulation 8(1)

*Re-numbered by:
L.N. 244 of 2011.*

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

- ISO 1043-1:2001 Plastics - Symbols and abbreviated terms. Part 1: Basic polymers and their special characteristics.
- ISO 1043-2:2000 Plastics - Symbols and abbreviated terms. Part 2: Fillers and reinforcing materials.
- ISO 11469:2000 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 shall apply:

- ISO 1629:1995 Rubbers and latices - Nomenclature. This shall not apply to the labelling of tyres.

The symbols '<' or '>' used in the ISO standards, can be substituted by brackets.