

ANNEX

Table 1: Materials from de-pollution and dismantling (in tonnes per year) of end-of-life vehicles arising in the Member State and treated within the Member State

<b>Materials from de-pollution and dismantling (**)</b>	<b>Reuse(A)</b>	<b>Recycling(B1)</b>	<b>Energy recovery(C1)</b>	<b>Total recovery(D1 = B1 + C1)</b>	<b>DisposalE1</b>
Batteries					
Liquids (excluding fuel)					
Oil filters					
Other materials arising from de-pollution (excluding fuel)					
Catalysts					
Metal components					
Tyres					
Large plastic parts					
Glass					
Other materials arising from dismantling					
Total					

Table 2: Materials from shredding (in tonnes per year) of end-of-life vehicles arising in the Member State and treated within the Member State

<b>Materials from shredding (**)</b>	<b>Recycling(B2)</b>	<b>Energy recovery(C2)</b>	<b>Total recovery(D2 = B2 + C2)</b>	<b>DisposalE2</b>
Ferrous scrap (steel)				
Non-ferrous materials (aluminium, copper, zinc, lead, etc.)				

*Status: This is the original version (as it was originally adopted).*

Table 2: Materials from shredding (in tonnes per year) of end-of-life vehicles arising in the Member State and treated within the Member State

Shredder Light Fraction (SLF)				
Other				
Total				

Table 3: Monitoring of (parts of) end-of-life vehicles arising in the Member State and exported for further treatment (in tonnes per year)

Total weight of end-of-life vehicles which are exported per country (**)	Total recycling of (part of) end-of-life vehicles exported (F1)	Total recovery of (part of) end-of-life vehicles exported (F2)	Total disposal of (part of) end-of-life vehicles exported (F3)

Table 4: Total reuse, recovery and recycling (in tonnes per year) of end-of-life vehicles arising in the Member State and treated within or outside the Member State

Reuse(A)	Total recycling(B1 + B2 + F1)	Total recovery(D1 + D2 + F2)	Total reuse and recycling(X1 = A + B1 + B2 + F1)	Total reuse and recovery(X2 = A + D1 + D2 + F2)
W (total number of end-of-life vehicles) = ...			%	%
W1 (total vehicle weight) = ...			X1/W1	X2/W1

a OJ L 226, 6.9.2000, p. 3.

b From 1 June 2004, date of the entry into force of Council Directive 1999/37/EC on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57), the weight of the vehicle in service shall be recorded under item G.

c OJ L 42, 23.2.1970, p. 1.

Notes:

1. The grey parts of table 1 should only be completed on a voluntary basis.
2. Member States using the metal content assumption are obliged to use this in the parts of table 2 related to metals.
3. (\*\*): Where possible, the LoW codes (list of waste codes) from the Annex to Commission Decision 2000/532/EC of 3 May 2000 replacing Decision 94/3/EC establishing a list of wastes pursuant to Article 1(a) of Council Directive 75/442/EEC on waste and Council Decision 94/904/EC establishing a list of hazardous waste

pursuant to Article 1(4) of Council Directive 91/689/EEC on hazardous waste<sup>0</sup> should be used.

4. Member States not using the metal content assumption shall calculate reuse (A) on the basis of the following subtraction method: the individual vehicle weight ( $W_i$ ) minus weight of the de-polluted and dismantled end-of-life vehicle (body shell) ( $W_b$ ) minus the weight of the de-polluted and dismantled materials sent for recovery, recycling or final disposal. Member States using the metal content assumption shall determine A (excluding the metal components) on the basis of declarations from the authorised treatment facilities.

The weight of the achieved recycling/recovery/disposal shall be determined on the basis of declarations from the receiving recycling/recovery or collection company, weighing notes, other forms of bookkeeping or disposal notes.

The individual vehicle weight ( $W_i$ ) shall be calculated (i) from the weight of the vehicle in service mentioned in the registration documents<sup>0</sup>, or (ii) the weight of the vehicle in running order mentioned in the certificate of conformity, described in Annex IX to Council Directive 70/156/EEC<sup>0</sup> as amended or, (iii) in the case these data are not available, the weight determined by manufacturers' specifications. In all cases, the individual vehicle weight shall not include the weight of the driver, which is set at 75 kg and the weight of the fuel, which is set at 40 kg.

The weight of the de-polluted and dismantled end-of-life vehicle (body shell) ( $W_b$ ) shall be determined on the basis of information from the receiving treatment facility.

5. The total vehicle weight ( $W_1$ ) shall be calculated as the sum of the individual vehicle weights ( $W_i$ ).

The total number of end-of-life vehicles (W) shall be calculated on the basis of the number of end-of-life vehicles arising in the Member State, which is when a national authorised treatment facility issues a certificate of destruction.

6. The output of end-of-life vehicle streams of a shredder shall be calculated on the basis of shredding campaigns in combination with the input of end-of-life vehicles to a shredder. The input of end-of-life vehicles to a shredder shall be calculated on the basis of weighing notes, receipts or other forms of bookkeeping. Member States shall report to the Commission on the number of shredder campaigns performed on their territory. The actual recycling/recovery of the calculated output (other than metals) must of be accounted for on the basis of declarations from the receiving recycling/recovery or collection company, weighing notes, other forms of bookkeeping or disposal notes.