

## GOVERNMENT CAR SCRAPPING SCHEME

### NEW SOLUTIONS FOR OLD CARS

**JONATHAN CROUCH ON THE NEW CAR-SCRAPPING SCHEME THAT WOULD RID OUR ROADS OF SMOKING OLD BANGERS – IF ONLY EVERYONE KNEW ABOUT IT....**



***New arrangements to ensure that old cars are removed from streets and recycled to meet the highest ever standards are off to a poor start, mainly due to the government's failure to publicise them.***

Up to two million old bangers reach the end of the road each year in the UK. To solve the problem of what then happens to them, an arrangement has been in place that allows unwanted old cars to be returned to their manufacturers or to an authorised scrapyards that will ensure proper environmental treatment. But did you know about it? Of course you didn't.

The EU's End-of-Life Vehicles Directive requires manufacturers to offer a free takeback service for every car ever made, and to ensure that 85% of their contents are recycled. Old cars can also be taken to one of 1,200 Authorised Treatment Facilities (ATF) licensed by the Environment Agency that are already supposed to ensure that pollutants such as oil and brake fluids are removed before scrapping. Last owners should be issued with a Certificate of Destruction to prove that the vehicle has been dealt with according to the law and that road tax is no longer due.

But although the new manufacturers' scheme ought to make it easier for drivers to claim their certificate, Liberal Democrat MEP Chris Davies says that drivers of old bangers will not realise what they have to do. He accuses the government of failing even to issue a press release, let alone provide other information to advise the public of the new arrangements.

A survey of car manufacturers carried out by Mr Davies this month showed that all who responded have put in place takeback schemes in accordance with the law. But most carmakers are concerned that car owners are not aware of the new service.

"Behind the scenes, manufacturers have been working hard to ensure they meet their obligation to take back old cars from January," he observes. "But they are concerned that the government has not done nearly enough to publicise the new arrangements."

Chris Davies has written to the DVLA (Driver and Vehicle Licensing Agency) and VOSA (Vehicle and Operator Services Agency), pointing out that they each have a significant role to play to inform the public of the new law. He's right. It wouldn't be difficult, for example, for the DVLA to make the public aware of this free takeback facility through their road tax reminder service. VOSA, who regulate MOT stations, could target publicity regarding the free takeback service at cars failing the test, as these have often reached the end of their life.

This whole thing however, goes far beyond the DVLA's need to invest in a bit of publicity. In early 2005, Mr Davies presented a dossier to the European Commission accusing the DVLA of flouting the new car recycling law. He claimed the DVLA were maintaining a loophole that allowed huge numbers of drivers and vehicle dismantlers to ignore the anti-pollution rules. As things stand at present, car owners can claim that they have scrapped the car themselves simply by ticking a box on their vehicle registration document.

"Behind the scenes I know that officials at the Department of Trade and Industry are tearing their hair out at the failure of DVLA to amend its procedures," says Mr Davies. "This is not an example of joined-up Government. The agency is out of control."



If you look at the facts, it's hard not to agree. After all, the entire takeback facility scheme is undermined if dodgy dismantlers can simply tick a box on the log book, avoid their responsibilities and let oil and brake fluids wash down the nearest drain.

Car manufacturers and importers have been told that they must ensure that the vehicles they put on the market can be almost completely recycled. The European Parliament has set an 85% target that will apply to all new vehicles sold from 2010. Ford have already met this target and other makers are not far behind.

If you want to find out more on the measures the major car makers are taking to dispose of their old cars, you need to find out more about 'Cartakeback' or 'Autogreen', the two main systems being used.

Alfa Romeo, Aston Martin, Fiat, Ford, Hyundai, Jaguar, Land Rover, LDV Vans, Mitsubishi, Nissan, Peugeot, Proton, Volkswagen and Volvo are using Cartakeback (see [www.cartakeback.com](http://www.cartakeback.com) or telephone 0845 257 3233). Chevrolet, Chrysler, Daihatsu, Honda, Isuzu, Jeep, Maserati, Lexus, Mercedes-Benz, Saab, Smart, Subaru, Toyota and Vauxhall are using Autogreen (see [www.autogreen.org.uk](http://www.autogreen.org.uk) or telephone 0800 5422002).