

## Japan Motorcycle Recycling System to Commence October 1

JAMA's four motorcycle-producing member companies held a joint press conference on July 12 to announce the launch of a voluntary motorcycle recycling system in Japan from this October 1.



[Joint press conference held by JAMA four motorcycle manufacturers](#)

This recycling system is the joint creation of Japan's four motorcycle manufacturers (Honda, Kawasaki, Suzuki and Yamaha), and enlists the assistance of dealers in promoting the proper disposal and recycling of motorcycles reaching the end of their service lives. Eleven motorcycle importers have also pledged to participate in the scheme.

In Japan today, about 1.2 million motorcycles reach the end of their service lives yearly, with about 700,000 of those exported as secondhand vehicles. Of the remaining 500,000 units, it is estimated that around 200,000 are reused as parts. This means that the recycling rate for scrapped motorcycles is extremely high, with the disposal of these vehicles generating about 840 tons of dust annually. This is only about one percent of the 800 thousand tons of dust created from the disposal of automobiles yearly.

Japanese law stipulates two specific categories of responsibility for the handling and processing of waste. The first is so-called "emitter responsibility," in which those who discard waste must assume accountability for the proper disposal and recycling of the materials. The second is "extended producer responsibility," which requires those who manufacture or sell products to be responsible for what happens to those items after they become waste. With regard to automobiles, this thinking will be put into force with the enactment of the "Automobile Recycling Law" in January of 2005.

At first, it was believed that motorcycles (including those in the "under 50cc class") would also be included as targets in the "Automobile Recycling Law." However,

Japan maintains no motorcycle vehicle registration system feasible of being shared with the one for automobiles. Besides that, motorcycles do not use chlorofluorocarbons, are not equipped with airbags and otherwise differ from automobiles. In these and other ways, it gradually became clear that the recycling system planned for use on automobiles simply could not be applied to motorcycles as-is.

Based on this realization, JAMA set about to establish a separate recycling system tailored to the needs and conditions of motorcycles.

### **Motorcycle Recycling to Begin Before Automobiles**

Under the “Motorcycle Voluntary Recycling Scheme,” the final owners of motorcycles will work through their nearest dealer to take the products to “scrapped motorcycle acceptance facilities” (which currently number about 15,000 nationwide). From there (or directly), the scrapped vehicles will be delivered to “designated collection centers” (at 190 sites), and then on to one of the 14 processing and recycling facilities around Japan for the final dismantling and recycling work. It is projected that the recycling rates at these end facilities will average about 75 percent per vehicle.

The cost of this recycling will essentially be born by the final owner. However, to help promote the smooth and efficient recycling of motorcycles, the manufacturers and importers participating in this Motorcycle Voluntary Recycling Scheme will be affixing “Motorcycle Recycling” stickers to all new motorcycles sold from October 1. For these vehicles, the recycling fees will be included in the product purchase price from the outset. Motorcycles attached with these stickers can be turned in at the collection centers or acceptance facilities free of charge.



[Sign indicating scrapped motorcycle acceptance facilities](#)

The July 12 press conference was also used to update the press on other JAMA stances and efforts. Reports were presented, for example, on the JAMA response to the lifting of the ban on motorcycle tandem riding on expressways, the introduction of “automatic transmission model only” motorcycle operating licenses, enhancement and expansion of motorcycle parking lots, the need for early introduction of an ETC (electronic toll collection) system congruent for motorcycles and other improvements in the motorcycle use environment. Also discussed was “Bike Month,” a series of events (from July to September) sponsored to appeal for the charisma and convenience of motorcycles, the traffic safety project currently being advanced through cooperation between JAMA and the government of Vietnam and other key activities.