

<b>THEMATIC TITLE</b>	LEGAL MEASURES ON GREEN MANAGEMENT OF END-OF-LIFE VEHICLE
<b>KEYWORDS</b>	END-OF-LIFE VEHICLE MANAGEMENT
<b>STUDENT</b>	PIMSUDA BOONNOTOK
<b>THEMATIC ADVISOR</b>	DR. SIWAPORN SAOWAKON
<b>LEVEL OF STUDY</b>	MASTER OF LAWS, PUBLIC LAW
<b>FACULTY</b>	SCHOOL OF LAW SRIPATUM UNIVERSITY
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### **ABSTRACT**

This independent study aims to investigate legal measures on green management of end-of-life vehicle because at present, there is an increase in the number of end-of-life vehicles in Thailand. Moreover, Thailand has not yet established specific laws related to manage end-of-life vehicles properly and correctly in accordance with an academic principle. Existing measures are inadequate to efficiently solve the problems of end-of-life vehicle management, which led to the background of this study.

The findings revealed that (1) regarding the problems on end-of-life vehicle management, Section 4 of the Act on the Maintenance of the Cleanliness and Orderliness of the Country B.E. 2535 has provided the definition of “end-of-life vehicle,” but it does not specifically define “end-of-life vehicle” leading to the question of which kind shall match with the word “end-of-life vehicle.” Furthermore, the established definition does not cover the meaning of all kinds of end-of-life vehicles nor clearly specify the mechanism of end-of-life vehicle management; (2) regarding the problems on duties of entrepreneurs or vehicle manufacturers, the Act on the Maintenance of the Cleanliness and Orderliness of the Country B.E. 2535 does not specify entrepreneurs or vehicle manufacturers to participate in end-of-life vehicle management, and in designing a new vehicle, the manufacturers do not consider recycling end-of-life vehicles or hazardous wastes due to end-of-life vehicles; and (3) regarding the problems on stipulating penalties in end-of-life vehicle management, Sections 18 and 56 of the Act on the Maintenance of the Cleanliness and Orderliness of the Country B.E. 2535 specify the end-of-life vehicle management and penalties in end-of-life vehicle management,

which currently stipulate low level of penalties when compared to potential damages in case of leakage of chemical in a vehicle and causing environmental pollution because end-of-life vehicle is hazardous waste which requires proper management.

Therefore, in order to manage end-of-life vehicles correctly and efficiently, the researcher would like to propose the amendments of the Act on the Maintenance of the Cleanliness and Orderliness of the Country B.E. 2535 as follows: (1) providing the definition of “end-of-life vehicle” in Section 4; (2) determining the manufacturers to participate in green management of end-of-life vehicle; and (3) specifying end-of-life vehicle management and penalties of lawbreakers.