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KK/SM/FRB

FINAL COMPROMISE AMENDMENTS

Proposal for a regulation of the European Parliament and of the Council on circularity requirements for vehicle design and on management of end-of-life vehicles, amending Regulations (EU) 2018/858 and 2019/1020 and repealing Directives 2000/53/EC and 2005/64/EC

Rapporteurs: Jens Gieseke; Paulius Saudargas

**Compromise amendment 1 - Subject matter (Article 1) and Scope
(Article 2 and Annex XII (new))**

on behalf of EPP, S&D, ECR, RE, Left

**Compromise amendment replacing Amendments 44-48, 419-469,
TRAN 19-24**

*Article 1
Subject matter*

This Regulation lays down circularity requirements on vehicle design and production related to reusability, recyclability and recoverability and the use of recycled content, which are to be verified at type-approval of vehicles, and on information and labelling requirements on parts, components and materials in vehicles. It also lays down requirements on extended producer responsibility, collection and treatment of end-of-life vehicles, as well as on the export of used vehicles from the Union to third countries.

*Article 2
Scope*

1. This Regulation shall apply:
 - (a) to vehicles and end-of-life vehicles of categories M₁ and N₁ as set out in Article 4(1), point (a)(i) and (b)(i), of Regulation (EU) 2018/858;
 - (b) from [OP: Please insert the date = the first day of the month following 60 months after the date of entry into force of this Regulation] to vehicles and end-of-life vehicles of categories M₂, M₃, N₂, N₃ and O as set out in Article 4(1) of Regulation (EU) 2018/858;
 - (c) from [OP: Please insert the date = the first day of the month following 60 months after the date of entry into force of this Regulation] to vehicles and end-of-life vehicles **and** of **L** categories ~~**L3e, L4e, L5e, L6e and L7e**~~, as set out in Article 4(2), ~~**points (c) to (g)**~~ of Regulation (EU) 168/2013.
2. This Regulation shall not apply to:
 - (a) special purpose vehicles as defined in Article 3, point (31), of Regulation (EU) 2018/858;
 - (b) other parts of a vehicle that have been type-approved in multi-stage type approval of category N₁, N₂, N₃, M₂ or M₃ than the base vehicle;
 - (c) vehicles produced in small series, as defined in Article 3, point (30), of Regulation 2018/858;

- (d) special purpose vehicles as defined in Article 3, point (31), of Regulation (EU) 2018/858 produced by a small-volume manufacturer;**
 - (e) vehicles of L categories produced in small series as referred to in Article 42 of Regulation (EU) 168/2013;**
 - (f) vehicles designed and constructed or adapted for use by the armed services only, as referred to in Article 2 (2), point (d), of Regulation (EU) 2018/858;**
 - (g) vehicles designed and constructed for use by the armed services, civil defence, fire services, forces responsible for maintaining public order and emergency medical services, as referred to in Article 2 (2), point (e), of Regulation (EU) 168/2013;**
 - (h) cycles designed to pedal of vehicle category L1e-B as referred to in Item 1.1.2. of Annex XIX to Delegated Regulation (EU) No 3/2014;**
 - (di) vehicles of historical interest as defined in Article 3, point (7), of Directive 2014/45/EU and all their parts, components and spare parts required for their maintenance activities and necessary to preserve their historical status;**
 - (j) vehicles of special cultural interest, provided that they are officially recognised as such by the competent authority of the Member State in which they are registered, in accordance with the conditions set out in Annex XII to this Regulation.**
3. Notwithstanding paragraph 1, point (b), the following provisions shall not apply to vehicles and end-of-life vehicles of categories M₂, M₃, N₂, N₃ and O:
- (a) Article 4 on reusability, recyclability and recoverability of vehicles;
 - (b) Article 5 on requirements for substances in vehicles;
 - (c) Article 6 on minimum recycled content in vehicles;
 - (d) Article 7 on design to enable removal and replacement of certain parts and components in vehicles;
 - (e) Article 8 on general obligations;
 - (f) Article 9 on circularity strategy;
 - (g) Article 10 on declaration on recycled content present in vehicles;
 - (h) Article 12 on labelling of parts, components and materials present in vehicles;
 - (i) Article 13 on circularity vehicle passport;
 - (j) Article 21 on fee modulation;

- (k) Article 22 on cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State;
 - (l) Article 28 on general requirements for shredding;
 - (m) Article 30 on mandatory removal of parts and components for reuse and recycling prior to shredding;
 - (n) Article 31 on requirements concerning the removed parts and components;
 - (o) Article 32 on trade of used, remanufactured or refurbished parts and components;
 - (p) Article 33 on reuse, remanufacturing and refurbishment of parts and components;
 - (q) Article 34 on reuse, recycling and recovery targets;
 - (r) Article 35 on ban on landfilling of non-inert waste;
 - (s) Article 36 on shipments of end-of-life vehicles.
4. Notwithstanding paragraph 1, point (c), the following provisions shall not apply to vehicles and end-of-life vehicles of **L** categories ~~**L3e, L4e, L5e, L6e and L7e;**~~
- ~~**(a) Articles listed in paragraph 3;**~~
 - (a) Article 4 on reusability, recyclability and recoverability of vehicles;**
 - (b) Article 5 on requirements for substances in vehicles;**
 - (c) Article 6 on minimum recycled content in vehicles;**
 - (d) Article 9 on circularity strategy;**
 - (e) Article 10 on declaration on recycled content present in vehicles;**
 - (f) Article 13 on circularity vehicle passport;**
 - (g) Article 21 on fee modulation;**
 - (h) Article 22 on cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State;**
 - (i) Article 28 on general requirements for shredding;**
 - (j) Article 34 on reuse, recycling and recovery targets;**
 - (k) Article 35 on ban on landfilling of non-inert waste;**
 - (l) Article 36 on shipments of end-of-life vehicles**
 - (bm)** Article 38 on controls and requirements on the export of used vehicles;
 - (cn)** Article 39 on automated verification of the Vehicle Identification Number and the information on vehicle status;
 - (do)** Article 40 on risk management and customs controls;
 - (ep)** Article 41 on suspension;
 - (fq)** Article 42 on release for export;

- (**gr**) Article 43 on refusal to release for export;
- (**hs**) Article 44 on cooperation among authorities and exchange of information;
- (**it**) Article 45 on electronic systems.
5. Notwithstanding paragraph 2, point (a), the following provisions shall apply to **all** special purpose vehicles **with the exception of motor caravans and trailer caravans as defined in point 5.1 and 5.6 of Part A of Annex I to Regulation (EU) 2018/858**:
- (a) Article 5 on requirements for substances in vehicles;
 - (b) Article 16 on extended producer responsibility;
 - (c) Article 20 on financial responsibility of producers;
 - (d) Article 23 on collection of end-of-life vehicles;
 - (e) Article 24 on delivery of end-of-life vehicles to the authorised treatment facilities;
 - (f) Article 25 on certificate of destruction;
 - (g) Article 26 on obligations for the vehicle owner;
 - (h) Article 29 on depollution;
 - (i) Article 30 on mandatory removal of parts and components for reuse and recycling prior to shredding.
6. Notwithstanding paragraph 1, points (b) and (c), Articles 16, 19, 20, 27 and 46 to 49 shall apply to vehicles and end-of-life vehicles of categories **~~L L3, L4, L5, L6 L7~~**, M₂, M₃, N₂, N₃ and O with the following modifications:
- (a) the extended producer responsibility, referred to in Article 16, shall include the obligation of producers of such vehicles to ensure that vehicles, that they have made available on the market for the first time within the territory of a Member State and that become end-of-life vehicles, are:
 - (i) collected, in accordance with Article 23;
 - (ii) depolluted, in accordance with Article 29;
 - (b) the authorisation, referred to in Article 19, shall be granted upon demonstration that the applicant meets the criteria laid down in Article 19(2) with respect to the collection and depollution of vehicles;
 - (c) the financial contributions to be paid by producers in accordance with Article 20(1), point (a), shall cover the costs of collection and depollution of vehicles of such categories, which are not covered by the revenues of waste management operators linked to the sales of used spare parts and used spare components, of depolluted end-of-life vehicles, or of secondary raw materials recycled from end-of-life vehicles;
 - (d) Article 27 shall apply except for paragraph 3, points (c) and (d);

- (e) Articles 46 to 49 shall apply only with respect to enforcement of obligations applicable for such vehicle categories.
- 6a. *Notwithstanding paragraph 1, point (c), Articles 7 and 30 shall apply to vehicles and end-of-life vehicles of L categories with the following modifications;***
- (a) *Article 7 shall apply to vehicles of L categories only with respect to entries 1, 3, 5, 8 and 9 of Part C of Annex VII;***
 - (b) *Article 30 shall apply to vehicles of L categories only with respect to entries 1, 3, 5, 8 and 9 of Part C of Annex VII.***

ANNEX XII (new)
CRITERIA FOR EXCEPTION OF VEHICLES OF SPECIAL
CULTURAL INTEREST

The competent authority of the Member State in which a vehicle is registered may recognise a vehicle as having special cultural interest where all of the following conditions are met:

- (a) the vehicle's unique historical or cultural value or status has been documented either by the vehicle owner or by the competent authorities of the Member State of registration, or the vehicle is a single modified or a custom-built vehicle;***
- (b) the owner of the vehicle is known and can be identified;***
- (c) the vehicle can be uniquely identified by a Vehicle Identification Number (VIN), serial number, or other official identification assigned by the manufacturer or by a competent authority.***

Compromise amendment 2 - Definitions (Article 3)

on behalf of EPP, S&D, ECR, RE

**Compromise amendment replacing Amendments 49-69; 470-602;
 TRAN 25-34**

Article 3
Definitions

1. For the purposes of this Regulation, the following definitions shall apply:
 - (1) 'vehicle' means any vehicle as defined in Article 3, point (15), of Regulation (EU) 2018/858 or listed in Article 4(2), points ~~(c)~~ **(a)** to (g), of Regulation (EU) 168/2013;

- (2) 'end-of-life vehicle' means a vehicle which is waste as defined in Article 3, point (1), of Directive 2008/98/EC, or vehicles that are irreparable according to criteria Part A, **points 1 and 2 of Annex I to this Regulation**;
- (3) 'vehicle type' means any type of vehicle as defined in Article 3, point (32), of Regulation (EU) 2018/858 or vehicle type as defined in Article 3, point (73), of Regulation (EU) No 168/2013;
- (4) 'reusability' means the possibility for reuse of parts or components diverted from an end-of-life vehicle;
- (5) 'reuse' means any operation by which parts or components of end-of-life vehicles are used for the same purpose for which they were conceived;
- (6) 'recyclability' means the possibility for recycling of parts, components or materials diverted from an end-of-life vehicle;
- (7) 'recoverability' means the possibility for recovery of parts, components or materials diverted from an end-of-life vehicle;
- (7a) 'reclamation' means the reprocessing of a recovered air-conditioning system fluid to the equivalent performance of a virgin substance, taking into account its intended use, in authorised reclamation facilities that have the appropriate equipment and procedures in place to enable the reclamation of such fluids and that can assess and attest to the level of the required quality;**
- (8) 'supplier' means any natural or legal person who supplies parts, components or materials to a manufacturer who uses them to manufacture vehicles;
- (9) 'plastic' means a polymer within the meaning of Article 3, ~~point (5) points (2) and (3)~~, of Regulation ~~(EC) No 1907/2006 (EU) No 10/2011~~, to which additives or other substances may have been added, **capable of functioning as a main structural component of final materials and articles**;
- (9a) 'recycled plastic' means plastic which was waste before recycling as defined in Article 3, point (17), of Directive 2008/98/EC, and which has been produced by recycling;**
- (10) 'critical raw materials' means critical raw materials as defined in Article 2, point (2), of Regulation (EU) [Critical Raw Materials Act];
- (10a) 'pre-consumer waste' means material diverted from the waste stream during a manufacturing process, excluding reutilisation of materials such as rework, regrind or scrap generated in a process and capable of being reclaimed within the same process that generated it;**
- (11) 'post-consumer waste' means waste that is generated from products after they have been placed on the market;
- (11a) 'post-consumer plastic waste stream' means a stream including, among others, thermoplastics, thermosets, and elastomers waste, as defined in Article 3(1) of Directive**

2008/98/EC, generated from products containing plastics after they have been placed on the market;

- (12) 'removal' means manual, mechanical, chemical, thermal or metallurgic handling with the result that the targeted parts, components or materials from end-of-life vehicles are individually identifiable as a separate output stream or part of an output stream;
- (13) 'e-drive motor' means an electric motor that converts electrical input power into mechanical output power to provide traction to a vehicle;
- (14) 'electric vehicle battery' means electric vehicle battery as defined in Article 3, point (14), of Regulation (EU) 2023/1542 **[Batteries and waste batteries]**;
- (14a) 'light means of transport battery' or 'LMT battery' means light means of transport battery as defined in Article 3 point (11) of Regulation (EU) 2023/1542 (AM 507);**
- (15) 'authorised treatment facility' means any establishment or undertaking that is permitted in accordance with Directive 2008/98/EC and this Regulation to carry out **either individually or in cooperation with other treatment facilities** collection, **storage** and treatment of end-of-life vehicles **or their parts and components**;
- (16) 'treatment' means any activity after the end-of-life vehicle has been handed over to a facility for depollution, dismantling, compacting, shearing, shredding, recovery or preparation for disposal of the shredder waste, and any other operation carried out for the recovery or disposal of the end-of-life vehicle and its parts, components and materials;
- (17) 'shredding' means any operation used for tearing into pieces or fragmenting end-of-life vehicles;
- (18) 'repair and maintenance operator' means **any a** natural or legal person, who ~~related to that person's trade, business, craft or profession, provides~~ **is directly or indirectly involved in the repair or and maintenance of vehicles, including repairers, manufacturers or distributors of repair equipment, tools or spare parts, as well as publishers of technical information, automobile clubs, roadside assistance operators, operators offering inspection and testing services, whether independently from or authorised by manufacturers operators offering training for installers, manufacturers and repairers of equipment for alternative-fuel vehicles;** **it also means authorised repairers, dealers and distributors within the distribution system of a given vehicle manufacturer to the extent that they provide repair and maintenance services for vehicles in respect of which they are not members of the vehicle manufacturer's distribution system;(AM 523)**
- (19) 'placing on the market' means making available a vehicle for the first time in the Union;

- (20) 'making available on the market' means any supply of a vehicle for distribution or use on the market in the course of a commercial activity, whether in return for payment or free of charge;
- (21) 'waste management operator' means any natural or legal person dealing on a professional basis with the collection or treatment of end-of-life vehicles **or their parts and components**;
- (22) 'producer' means any manufacturer, importer or distributor who, irrespective of the selling technique used, including by means of distance contracts as defined in Article 2, point (7), of Directive 2011/83/EU, supplies a vehicle for the first time for distribution or use, within a territory of a Member States on a professional basis; **for multistage vehicles, the producer is the manufacturer of the base vehicle**;
- (23) 'producer responsibility organisation' means a **non-profit** legal entity that financially or financially and operationally organises the fulfilment of extended producer responsibility obligations on behalf of several producers;
- (24) '**appointed authorised** representative for the extended producer responsibility' means a natural or legal person established in a Member State in which the producer makes vehicle available on the market for the first time, which is different from the Member State where the producer is established, and is appointed by the producer in accordance with Article 8a(5), third subparagraph, of Directive 2008/98/EC to fulfil the obligations of that producer under Chapter IV of this Regulation **(AM 538)**;
- (25) 'secondary raw materials' means materials that have been obtained through recycling processes and can substitute primary raw materials;
- (26) 'vehicle owner' means any natural or legal person holding the ownership right of a vehicle and, if not specified otherwise, any holder of the registration certificate;
- (27) 'post-shredder technology' means techniques and technologies used to process materials from end-of-life vehicles, after they have been shredded, for further recovery **and recycling (AM 541)**;
- (28) 'remanufacturing' means **an a standardised and documented industrial** operation in which a new part or component is manufactured **to return to same-as-new, or better, condition** from parts and components that are either removed from vehicles or end-of-life vehicles and in which at least one change is made to the part or component that affects its safety, performance, purpose or type; **the process is in compliance with specific technical specifications, including engineering, quality and testing standards, and yields fully warranted products**;
- (29) 'refurbishment' means actions carried out to prepare, clean, test and, where necessary, repair a part or component that is removed from vehicles ~~or end-of-life vehicles~~ in order to restore ~~the its~~ performance or functionality ~~of that part or component within~~

~~**the intended use and range of performance originally conceived at the design stage applicable at the time of its placing on the market;**~~

- (30) 'packaging waste' means packaging waste as defined in Article 3, point (2), of European Parliament and Council Directive 94/62/EC¹ [Article 3, point (20), of Regulation (EU) [Packaging and Packaging Waste Regulation]];
- (31) 'waste electrical and electronic equipment' means waste electrical and electronic equipment as defined in Article 3(1), point (e), of Directive 2012/19/EU of the European Parliament and of the Council²;
- (32) 'non-inert waste' means waste that does not meet the conditions of definition of 'inert waste' laid down in Article 2, point (e), of Council Directive 1999/31/EC³;
- (33) 'used vehicle' means a vehicle which has been registered in a Member State or any other country and is not an end-of-life vehicle;
- (34) 'used vehicle to be exported' means a used vehicle that is to be placed under the customs procedure laid down in Article 269 of Regulation (EU) No 952/2013;
- (35) 'economic operators' means producers, collectors, **dismantlers, recyclers**, vehicle insurance companies, suppliers, repair and maintenance operators, **remanufacturers**, waste management operators and any other operators involved in design of vehicles, trade in used vehicles, or management of end-of-life vehicles, **and their parts, components, core product or part and materials**;
- (35a) 'remanufacturer' means a natural or legal person or legal entity that undertakes the remanufacturing process;**
- (35b) 'retrofit operators' means any legal person that is authorised to manufacture an electric conversion kit or performing the conversion of internal combustion engine vehicles to battery -electric or fuel cell vehicles.**
- (35c) 'collection point' means economic operator other than an authorised treatment facility which temporary stores end-of-life vehicles and prepares for transfer end of life vehicles to authorised treatment facilities (AM 570);**
- (35d) 'registration' means a registration as defined in Article 2, points (b), of Directive 1999/37/EC; for vehicles falling under categories L1 and L2, where they are not subject to administrative registration under Directive 1999/37/EC in a given Member State, 'registration' means the recording of vehicles in a system that enables their identification, including at the point of placing on the market, during use or**

¹ European Parliament and Council Directive 94/62/EC of 20 December 1994 on packaging and packaging waste (OJ L 365, 31.12.1994, p. 10).

² Directive 2012/19/EU of the European Parliament and of the Council of 4 July 2012 on waste electrical and electronic equipment (WEEE) (OJ L 197 24.7.2012, p. 38).

³ Council Directive 1999/31/EC of 26 April 1999 on the landfill of waste (OJ L 182, 16.7.1999, p. 1-19).

at end-of-life, for the purposes of ensuring compliance with this Regulation;

(35e) ‘repairability’ means the possibility to repair parts or components diverted from a vehicle (AM 558).

2. In addition to the definitions referred to in paragraph 1, the following definitions shall apply:

- (a) ‘waste’, ‘waste oils’, ‘waste holder’, ‘waste management’, ‘collection’, ‘prevention’, ‘recycling’, ‘recovery’, ‘backfilling’, ‘disposal’ and ‘extended producer responsibility scheme’ laid down in Article 3, points (1), (3), (6), (9), (10), (12), (15), (17), (17a), (19) and (21), of Directive 2008/98/EC;
- (b) ‘type-approval’, ‘multi-stage type approval’, ‘component’, ‘parts’, ‘spare parts’, ‘base vehicle’, ‘vehicle produced in small series’, ‘special purpose vehicle’, ‘market surveillance authority’, ‘approval authority’ ‘manufacturer’, ‘importer’ and ‘distributor’ laid down in Article 3, points (1), (8), (19), (21), (23), (24) (28), (30), (31), (35), (36), (40), (42) and (43), of Regulation (EU) 2018/858;
- (c) ‘registration’, ‘registration certificate’, ‘suspension’, ‘holder of registration certificate’ and ‘cancellation of registration’ laid down in Article 2, points (b), (c), (d), (e) and (f), of Directive 1999/37/EC;
- (d) ‘vehicle of historical interest’, ‘roadworthiness test’ and ‘roadworthiness certificate’ laid down in Article 3, points (7), (9) and (12), of Directive 2014/45/EU;
- (e) ‘substance of concern’ and ‘data carrier’ laid down in Article 2, **points (27) (28) and (30) (29)**, of Regulation **[Ecodesign for sustainable products] (EU) 2024/1781;**
- (f) **‘small-volume manufacturer’ laid down in Article 3, point (48) of Regulation (EU) 2024/1257.**

Compromise amendment 3 - Reusability, recyclability and recoverability of vehicles (Article 4 and Annex II)

on behalf of EPP, S&D, ECR, RE

Compromise amendment replacing Amendments 70-72, 179, 603-635, TRAN 35-37

Article 4

Reusability, recyclability and recoverability of vehicles

1. Each vehicle belonging to a **new** vehicle type that is type-approved as of [OP: Please insert the date = the first day of the month following 72 months after the date of entry into force of this Regulation] under Regulation (EU) 2018/858 shall be constructed so that it is: (AM 70, 603-607)
 - (a) reusable or recyclable to a minimum of 85 % by mass;
 - (b) reusable or recoverable to a minimum of 95 % by mass.
2. For each vehicle type referred to in paragraph 1, manufacturers shall take the following measures:
 - (a) collect the necessary data through the full chain of supply, in particular the nature and the mass of all materials used in the construction of the vehicles, to ensure continued compliance with the requirements;
 - (b) keep all the other appropriate vehicle data required by the calculation process referred to in point (e);
 - (c) ~~verify the correctness and check the~~ completeness of the information received from suppliers; (AM 71, 617, 619, 618, 620)
 - (d) the breakdown of the materials shall be managed and documented;
 - (e) calculate the reusability, recyclability and recoverability rates for the purposes of paragraph 1 in accordance with the methodology established by the Commission under paragraph 3 or, before such methodology has been adopted, in accordance with ISO standard 22628:2002 in combination with the elements set out in Part A of Annex II;
 - (f) mark the parts and components of the vehicles made of polymers and elastomers in accordance with Article 12(1);
 - (g) ensure that parts and components listed in Part E of Annex VII are not reused in the construction of new vehicles.
- 2a. ***The obligation laid down under paragraph 2, points (a) and (c) is subject to the availability of information and data along the supply chain, taking into account the size and specific organisational characteristics of SMEs. (AM 621)***

3. The Commission shall, by [*OP: please enter the date = the last day of the month following 35 months after the date of entry into force of this Regulation*], adopt an implementing act establishing a **new** methodology for calculation and verification of the rates of reusability, recyclability and recoverability of a vehicle, taking into account the elements set out in Annex II **and ISO standard 22628:2002**. (AM 72, 624, 628, 629, 625 , 627, 626)

That implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2).

ANNEX II

CALCULATION OF THE RATES OF REUSABILITY, RECYCLABILITY AND RECOVERABILITY

For the purposes of this Annex, 'reference vehicle' means the version within a vehicle type, which is identified by the approval authority, in consultation with the manufacturer and in accordance with the criteria laid down in Annex II Part A, as being the most problematic in terms of reusability, recyclability and recoverability.

PART A

1. The materials present in the vehicle and their respective shares and locations shall be specified, together with any relevant information necessary to correctly calculate the rates of recyclability and recoverability.
2. Masses shall be expressed in kg with one decimal place. The rates shall be calculated in percent with one decimal place, then rounded as follows:
 - (a) if the figure following the decimal point is between 0 and 4, the total is rounded down;
 - (b) if the figure following the decimal point is between 5 and 9, the total is rounded up.
3. For the purposes of the selection of the reference vehicles, account shall be taken of the following criteria:
 - (a) the type of bodywork;
 - (b) the available trim levels;
 - (c) the available optional equipment which can be fitted under the manufacturer's responsibility.
4. Should the type-approval authority and the manufacturer fail jointly to identify the most problematic version within a type of vehicle, in terms of reusability, recyclability and recoverability, one reference vehicle shall be selected, within:
 - (a) each 'type of bodywork', as defined in point 2 of part C of Annex I to Regulation (EU) 2018/858 in the case of M₁ vehicles;

- (b) each 'type of bodywork', i.e., van, chassis-cab, pick-up, etc., in the case of N_1 vehicles.
- 5. For the purposes of checks of the materials and masses of component parts, the manufacturer shall make available vehicles and component parts as deemed necessary by the type-approval authority.

PART B

3. In order to be counted as reusable, components or parts shall be removable in a readily and non-destructive manner.
4. The total mass of reusable parts, components and materials shall be considered as 100 % reusable, recyclable and recoverable.
5. Parts and components listed in Part B, points 1 and 2, of Annex VII shall be considered as 0 % reusable and 100 % recyclable and recoverable. Parts and components listed in Part E of Annex VII shall be considered as 0 % reusable and 100 % recyclable and recoverable. The methodology shall ensure, that in case of amending Annex VII results in the extending the list of parts and components listed in Part E of that Annex, these newly added parts and components shall be considered as 0 % reusable and 100 % recyclable and recoverable.
9. The calculation of the rates of reusability, recyclability and recoverability shall be coherent with the circularity strategy, reflecting technological progress in end-of-life treatment technologies.

Compromise amendment 4 - Requirements for substances in vehicles (Article 5 and Annex III)

on behalf of EPP, S&D, ECR, RE, Greens/EFA, Left

Compromise amendment replacing Amendments 73-81, 636-670, 1929, TRAN 38-40

Article 5

Requirements for substances in vehicles

1. The presence of substances of concern in vehicles and in their parts and components shall be minimised as far as possible **to the extent needed to prevent adverse effects on human health and the environment, throughout their life-cycle** (AM 73, 642, 640).

The Commission, assisted by the European Chemicals Agency set up under Regulation (EC) No 1907/2006, shall, by[OP: please enter the date = last day of the month following 18 months after the entry into force of this Regulation] prepare a report on substances of concern, namely substances having an adverse effect on health or the environment or hampering recycling for safe and high quality secondary raw materials, present in vehicles. The Commission shall submit that report to the European Parliament and to the Council detailing its findings and shall consider the adoption of delegated acts establishing a list of substances of concerns, applicable specifically to vehicles, and appropriate follow-up measures. (AM 74, 670, 641)

This report shall not cover vehicle parts and components for which an identification or assessment is already required by other Union legislation.

2. ~~***In addition to the restrictions set out in Annex XVII to Regulation (EC) No 1907/2006 and, as applicable, to the restrictions set out in Annexes I and II to Regulation (EU) 2019/1021 and in Regulation (EU) 2023/1542 this regulation specifies the regime for substances in vehicles.***~~***[OP: Batteries], Any new vehicle type that is type-approved as of [OP: Please insert the date = the first day of the month following 72 months after the date of entry into force of this Regulation], under Regulation (EU) 2018/858, or any new parts or components placed on the market for such a vehicle shall not contain lead, mercury, cadmium or hexavalent chromium.(AM 643, 645, 648, 649)***
3. By way of derogation from paragraph 2, vehicle types may contain, lead, mercury, cadmium or hexavalent chromium under the conditions and up to the maximum concentration values laid down in Annex III.
4. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex III in order to adapt it to scientific and technical progress by:

- (a) establishing maximum concentration values up to which the presence of lead, mercury, cadmium or hexavalent chromium in specific parts, components and homogenous materials of vehicles is to be tolerated;
- (b) exempting certain parts, components and homogenous materials of vehicles from the prohibition on the presence of lead, mercury, cadmium or hexavalent chromium set out in paragraph 2 where the following conditions are fulfilled:
 - (i) the use of those substances is unavoidable;
 - (ii) it is demonstrated that socio-economic benefits outweigh the risk to human health or the environment arising from the use of those substances;
 - (iii) there are no suitable alternative substances or technologies.
- (c) deleting parts, components and homogenous materials of vehicles from Annex III, if the use of lead, mercury, cadmium or hexavalent chromium is avoidable;
- (d) designating those parts, components and homogenous materials of vehicles that shall be removed before further treatment and require them to be labelled or made identifiable by other appropriate means.

The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex III, in particular by removing certain exemptions for homogenous materials and components from the list, in case the specific exemption is addressed under other Union legislation.

5. Upon request from the Commission, and within 12 months from the request, the European Chemicals Agency (the 'Agency') shall prepare a report, **based on consultation with stakeholders and industry experts**, on the technical and economic feasibility of alternatives pertaining to existing exemptions listed in Annex III and, based on such assessment, a motivated proposal for the specific amendment of the exemption. (AM 655-658)
6. As soon as it receives the request from the Commission, the Agency shall publish on its website a notice that a report on a possible amendment of an exemption in Annex III will be prepared and invite all interested parties to submit comments within **eight–twelve** weeks from the date of publication of the notice. The Agency shall publish on its website all comments received from the interested parties. (AM 661, 662, 663)
7. At the latest **nine twelve** months following the submission of the report referred to in paragraph 4 to the Commission, the Committee for Socio-economic Analysis of the Agency, set up pursuant to Article 76(1), point (d), of Regulation (EC) No 1907/2006, shall adopt an opinion on the report and on the specific amendments proposed. The Agency shall submit that opinion to the Commission without delay. (AM 665, 666, 667)

8. The Commission shall adopt the delegated acts referred to in paragraph 4 and shall take into account the socio-economic impact of introducing, modifying or deleting an exemption to the restriction in the use of lead, mercury, cadmium or hexavalent chromium in vehicle types, including the availability of alternatives and the impacts on human health and the environment across the full lifecycle of vehicles.

ANNEX III

CONDITIONS AND MAXIMUM CONCENTRATION VALUES FOR THE PRESENCE OF LEAD, MERCURY, CADMIUM AND HEXAVALENT CHROMIUM IN MATERIALS, PARTS AND COMPONENTS

A maximum concentration value of substances 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 Article 5(2) of Regulation.

Homogenous materials, parts and components	Scope and expiry date of the exemption	To be labelled or made identifiable in accordance with Article 5(4), point (d)
<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 such vehicles	
2(a). Aluminium for machining purposes with a lead content up to 2 % by weight	As spare parts for vehicles placed 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 placed 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	Vehicles type-approved before 1 January 2028 and spare parts for such vehicles	
2(c)(ii). Aluminium alloys not included in entry 2(c)(i) with a lead content up to 0,4 % by weight (2)	(1)	
3. Copper alloys containing up to 4 % lead by weight	(3)	
4(a). Bearing shells and bushes	As spare parts for vehicles placed 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 placed on the market before 1 July 2011	
<i>Lead and lead compounds in components</i>		
5(a). Lead in batteries used in high-voltage systems (4) that are used only for propulsion in M1 and N1 vehicles	Vehicles type approved before 1 January 2019 and spare parts for such vehicles	X
5(b)(i). Lead in batteries: (1) used in 12 V applications (2) used in 24 V applications in special purpose vehicles as defined in Article 3 of Regulation (EU) 2018/858	(3)	X
5(b)(ii). Lead in batteries used in applications not included in entry 5(a) or entry 5(b)(i)	Vehicles type approved before 1 January 2024 and spare parts for such vehicles	X
6. Vibration dampers	Vehicles type approved before 1 January 2016 and spare parts	X

	for such vehicles	
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 placed 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 placed 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 placed 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 such vehicles	X(5)
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 such vehicles	X(5)
8(c). Lead in finishes on terminals of electrolyte aluminium capacitors	Vehicles type approved before 1 January 2013 and spare parts for such vehicles	X(5)
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(5)
8(e). Lead in high melting temperature type solders (i.e.	(1)	X(5)

lead-based alloys containing 85 % by weight or more lead)		
8(f)(i). Lead in compliant pin connector systems	Vehicles type approved before 1 January 2017 and spare parts for such vehicles	X(5)
8(f)(ii). 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 such vehicles	X(5)
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 such vehicles	X(5)
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 of the following: (1) a semiconductor technology node of 90 nm or larger; (2) a single die of 300 mm ² or larger in any semiconductor technology node; (3) stacked die packages with dies of 300 mm ² or larger, or silicon interposers of 300mm ² or larger.	(1) Vehicles type-approved from 1 October 2022 and spare parts for such vehicles	X(5)
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 spare parts for such vehicles	X(5)
8(i). Lead in solders in electrical glazing applications on glass except for soldering in laminated glazing	Vehicles type approved before 1 January 2016	X(5)

	and spare parts for such vehicles	
8(j). Lead in solders for soldering of laminated glazing	Vehicles type approved before 1 January 2020 and spare parts for such vehicles	X(5)
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 such vehicles	X(5)
9. Valve seats	As spare parts for engine types developed before 1 July 2003	
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: (i) glass in bulbs and glaze of spark plugs, (ii) dielectric ceramic materials of components listed under 10(b), 10(c) and 10(d).		X(6) (for components other than piezo in engines)
10(b). Lead in PZT based dielectric ceramic materials of capacitors being part of integrated circuits or discrete semiconductors		
10(c). Lead in dielectric ceramic materials of capacitors with a rated voltage of less than 125 V AC or 250 V DC	Vehicles type approved before 1 January 2016 and spare parts for such vehicles	

10(d). Lead in the dielectric ceramic materials of capacitors compensating the temperature-related deviations of sensors in ultrasonic sonar systems	Vehicles type approved before 1 January 2017 and spare parts for such vehicles	
11. Pyrotechnic initiators	Vehicles type approved before 1 July 2006 and spare parts for such vehicles	
12. Lead-containing thermoelectric materials in automotive electrical applications to reduce CO ₂ emissions by recuperation of exhaust heat	Vehicles type approved before 1 January 2019 and spare parts for such vehicles	X
<i>Hexavalent chromium</i>		
13(a). Corrosion preventive coatings	As spare parts for vehicles placed on the market before 1 July 2007	
13(b). Corrosion preventive coatings related to bolt and nut assemblies for chassis applications	As spare parts for vehicles placed on the market before 1 July 2008	
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: (a) designed to operate fully or partly with electrical heater, having an average utilised electrical power input < 75W at constant running conditions; (b) designed to operate fully or partly with electrical heater, having an average utilised electrical power input ≥ 75W at constant running conditions;	For (a): Vehicles type approved before 1 January 2020 and spare parts for such vehicles For (b): Vehicles type approved before 1 January 2026 and spare parts for such vehicles	X

(c) designed to fully operate with non-electrical heater.		
<i>Mercury</i>		
15(a). Discharge lamps for headlight application	Vehicles type approved before 1 July 2012 and spare parts for such vehicles	X
15(b). Fluorescent tubes used in instrument panel displays	Vehicles type approved before 1 July 2012 and spare parts for such vehicles	X
<i>Cadmium</i>		
16. Batteries for electric vehicles	As spare parts for vehicles placed on the market before 31 December 2008	

Notes to the table:

1. This exemption shall be reviewed in 2024.
2. Applies to aluminium alloys where lead is not intentionally introduced, but is present due to the use of recycled aluminium.
3. This exemption shall be reviewed in 2025.
4. Systems that have a voltage of > 75 V DC as provided for in Article 1 of Directive 2014/35/EU of the European Parliament and of the Council of 26 February 2014 on the harmonisation of the laws of the Member States relating to the making available on the market of electrical equipment designed for use within certain voltage limits (OJ L 96, 29.3.2014, p. 357).
5. Dismantling if, in correlation with entry 10(a), an average threshold of 60 grams per vehicle is exceeded. For the purposes of this note, electronic devices not installed by the manufacturer on the production line shall not be taken into account.
6. Dismantling if, in correlation with entries 8(a) to 8(k), an average threshold of 60 grams per vehicle is exceeded. For the purposes of this note, electronic devices not installed by the manufacturer on the production line shall not be taken into account.

**Compromise amendment 5 - General obligations (Article 8) and
Circularity strategy (Article 9 and Annex IV)**

on behalf of EPP, S&D, ECR, RE

**Compromise amendment replacing Amendments 105 -112; 180-
192; 852-875; 1659-1709; TRAN 64-72; TRAN 122**

*Article 8
General obligations*

1. Manufacturers shall demonstrate that new vehicles **types** (AM 852, 853, 854, 856)that they have manufactured and that are placed on the market, are type-approved in accordance with the requirements of Regulation (EU) 2018/858, **Regulation (EU) 168/2013** (AM 853, 855) and of this Regulation.
2. For the purposes of type-approval of vehicles to which the requirements in Articles 4, 5 **(1), (2)** (AM 857, 858, 859), 6 or 7 **apply**, the manufacturer shall provide the documentation showing compliance with those requirements and shall:
 - (a) include it in the information folder referred to in Article 24 of Regulation (EU) 2018/858 **or in Article 27 of Regulation (EU) 168/2013, as applicable** (AM 860, 861); and
 - (b) submit it to the type-approval authority in accordance with Article 23 of Regulation (EU) 2018/858 **or in Article 26 of Regulation (EU) 168/2013, as applicable** (AM 860, 861);
- ~~3. For the purposes of type-approval of vehicles to which the requirement in Article 9 applies, the manufacturer shall submit the circularity strategy to the type-approval authority together with the application for type-approval referred to in Article 23 of Regulation (EU) 2018/858.~~
4. For the purposes of type-approval of vehicles to which the requirements set out in Article 10 apply, the manufacturer shall draw up the information referred to in Article 10(1) and submit it, in accordance with Article 24(1), point (a), of Regulation (EU) 2018/858, to the type-approval authority together with the application for type-approval referred to in Article 23 of that Regulation **or in accordance with Article 27(1) of Regulation (EU) 168/2013 to the type-approval authority together with the application for type-approval referred to in Article 26 of Regulation (EU) 168/2013. (AM 865)**
5. For the purposes of type-approval of vehicles to which the requirements set out in Article 11 apply, the manufacturer shall submit the declaration confirming compliance with the requirement set out in Article 11(1), in accordance with 24(1), point (a), of

Regulation (EU) 2018/858, to the type-approval authority together with the application for type-approval referred to in Article 23 of that Regulation **or in accordance with Article 27(1) of Regulation (EU) 168/2013 to the type-approval authority together with the application for type-approval referred to in Article 26 of Regulation (EU) 168/2013. (AM 865)**

Article 9
Circularity strategy

1. ~~**Vehicle manufacturers shall For each vehicle type that is type-approved under Regulation (EU) 2018/858**~~ as of [OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation], ~~**the manufacturer shall**~~ draw up a circularity strategy ~~**at manufacturer's level and provide a copy to the Commission.**~~ (AM 866, 868, 867; 869, 870, 871)
Notwithstanding subparagraph 1, manufacturers may also draw up a circularity strategy at the vehicle category level.
2. The circularity strategy shall describe which actions the manufacturers will take to follow-up on their obligations to ensure that the circularity requirements in Chapter II ~~**which are verified in the type-approval procedures and which are applicable to the vehicle type concerned,**~~ are met. **The circularity strategy shall take into account the capacities and information actually available from suppliers, in particular SMEs.** (AM 872)
3. The circularity strategy shall contain the elements laid down in Part A of Annex IV.
4. ~~**The manufacturer shall provide a copy of the circularity strategy to the Commission within 30 days after the type-approval for the concerned vehicle type has been granted.**~~
5. The manufacturer shall monitor and follow up on the actions contained in the circularity strategy and update the strategy, **indicating the relevant new changes of the circularity strategy,** every five years in accordance with Part B of Annex IV. ~~**The updated circularity strategy shall be provided to the type-approval authority that issued the type-approval for the vehicle type and to the Commission.**~~ (AM 875, ECR)
6. The Commission shall make the circularity strategies and any updates to those strategies publicly available, except for confidential information.
7. ~~**The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Part B of Annex IV by adapting the requirements on the content of the circularity strategy and the updates to that strategy to technical and scientific progress in vehicle manufacturing and**~~

~~management of end-of-life vehicles, to market developments in the automotive sector and to regulatory changes.~~

8. By [OP: Please insert the date = the last day of the month following 83 months after the date of entry into force of this Regulation] and every **six 5** years thereafter, the Commission shall draw up and publish a report on the circularity of the automotive sector. The report shall be based in particular on circularity strategies and updates to such strategies.

ANNEX IV
CIRCULARITY STRATEGY
PART A

ELEMENTS OF THE CIRCULARITY STRATEGY

1. A non-technical description of the actions planned to ensure that the vehicles **~~belonging to the vehicle type continue to~~** meet the legal requirements referred to in Articles 4 to 7 throughout their production.
2. A non-technical description of procedures implemented by the manufacturer to:
 - (a) collect the relevant data through the full supply chain;
 - (b) check **and verify the completeness of** the information received from suppliers.
 - ~~(c) react adequately where the data received from the suppliers indicate a risk of non-compliance with the requirements under Article 4, 5 or 6.~~**
3. Information on the assumptions on end-of-life treatment technologies in place, relevant technological progress in end-of-life treatment technologies and capacity investment in such technologies, **~~as of submitting the application for type-approval, that the manufacturer used in order to calculate the reusability, recyclability and recoverability in accordance with Article 4 of the vehicle type.~~**
4. Information on the **share** of recycled content in vehicles as referred to in Articles 6 and 10.
5. A list of actions that the manufacturer commits to carry out in order to ensure that the treatment of end-of-life vehicles **of the type concerned** is carried out in accordance with this Regulation, with a particular focus on:
 - (a) measures designed to facilitate **a non-destructive** removal of parts indicated in Annex VII Part C; (AM 1673)

- (b) ***in cooperation with waste management operators or research institutes***, measures contributing to the development of recycling technologies for materials **and components** used in vehicles, for which such technologies are not widely available at commercial scale ~~at the moment of submission of application for type-approval~~;
- (c) ~~the monitoring on how parts, components and materials contained in vehicles belonging to the vehicle type are reused, recycled and recovered in practice~~;
- (d) measures to address the challenges posed by the use of materials and techniques which hamper easy dismantling or make recycling very challenging, ~~for example adhesives or fibre-reinforced materials~~;
- (e) measures to promote the reuse of parts and components.
- (f) ***research and development activities conducted in order to implement the actions referred to in points (a) to (e).***

~~6. — A description of the nature and form of the actions referred to in point 5, for example investments in research and development, investments in the development of recycling technologies or infrastructure, and how it has been cooperating with waste management operators involved in reuse, recycling and recovery of vehicles and removal of their parts.~~

~~7. — A description of the manner in which the effectiveness of the actions referred to in point 6 will be assessed.~~

Before Articles 4 to 7 become applicable, the circularity strategy shall explain how the manufacturer complies with circularity requirements laid down in Directive 2005/64/EC ~~verified during the type-approval process, in particular Article 5 of that Directive, and the requirements laid down in Directive 2000/53/EC, in particular Article 4(2) of that Directive.~~

PART B

FOLLOW-UP AND UPDATE OF THE CIRCULARITY STRATEGY

1. The manufacturers shall provide an update of the circularity strategy **at least** every 5 years.
2. The updated circularity strategy shall include the **relevant new changes and in particular the** following:
 - (a) a description of how the actions referred to in **point 6 of** Part A have been undertaken and, in the case that one or more actions indicated in the strategy has not been conducted, an explanation of the reasons for this;
 - (b) an assessment of the effectiveness of the actions referred to **in point 6 of** Part A;

- (c) ***information about the significant changes in the design and production undertaken by the manufacturer to improve the circularity of vehicles.***

~~***a description of how the actions referred to in point 6 of Part A have been or will be taken into account in the design of new vehicle types.***~~

~~***3. In case of. of the vehicle type, the updated circularity strategy shall have a particular focus on the following:***~~

- ~~(a) ***changes in the use of parts and components in new vehicles which are easy to dismantle for reuse or for high quality recycling;***~~
- ~~(b) ***changes in the use of materials in new vehicles which are easy to recycle;***~~
- ~~(c) ***the adoption of design features to address the challenges posed by the use of materials and techniques which hamper easy removal or make recycling very challenging, for example adhesives, composite plastics or fibre-reinforced materials;***~~
- ~~(d) ***changes in the use of recycled materials in new vehicles, remanufactured or refurbished parts and components in vehicles and of compatibility of parts and components from other types of vehicles; and***~~
- ~~(e) ***changes in the use of substances referred to in Article 5 in new vehicles.***~~

Compromise amendment 6 - Recycled content (Article 6)

on behalf of EPP, S&D, ECR, RE

**Compromise amendment replacing Amendments 82-102; 671-825,
TRAN 41-61**

Article 6

Minimum recycled content in vehicles

1. The plastic contained in each **new** vehicle type that is type-approved as of [OP: Please insert the date = the first day of the month following **[72 months]** (after the date of entry into force of the Regulation)] under Regulation (EU) 2018/858 shall contain a minimum of **[25 20 %]** of plastic recycled by weight from post-consumer plastic waste ***streams attributed via a chain of custody in accordance with standard ISO 22095:2020.***
All end-of-life vehicle parts and components removed for replacement during the use-phase of a vehicle shall account to the post-consumer plastic waste stream as feedstock for recycled plastics.
The weight of the plastic recycled and the total weight of plastics referred to in the first subparagraph shall exclude elastomers and thermosets other than polyurethane foams.
 - 1a. ***Each new vehicle type that is type-approved as of [OP: Please insert the date = the first day of the month following [120 months], shall meet a target of at least 5 percentage points above the target set out in the first subparagraph of paragraph 1, unless the lack of availability or excessive prices of specific recycled plastics makes compliance with that target excessively difficult.***
 - 1b. ***Manufacturers may meet up to a maximum of 50% of the target set out in the first subparagraph of paragraph 1 and paragraph 1a by using pre-consumer waste.***
 - 1c. At least **[15-25 %]** of the targets set out ***in the first subparagraph of paragraph 1 and in paragraph 1a*** shall be achieved by including plastics recycled from end-of-life vehicles in the vehicle type concerned.
2. By [OP: Please insert the date = the last day of the month following **[15 23-months]** after the date of entry into force of this Regulation], the Commission shall adopt a ***implementing delegated*** (AM 737) act in accordance with Article **50** ~~51(2)~~ to supplement this Regulation by establishing the methodology for the calculation and verification, for the purposes of paragraph 1 of this Article, of the share of plastics recovered from ***pre-consumer and*** post-consumer waste, and from end-of-life vehicles respectively, ***to manufacture present in and***

incorporated into the vehicle type ***which takes into account the best available recycling technology.***

3. ***By[OP please insert the date = the last day of the month following 24 months after the date of entry into force of this Regulation] the Commission ~~is empowered to~~ shall adopt a delegated act, in accordance with Article 50, to supplement this Regulation by establishing a minimum share of steel recycled from ferrous scrap post-consumer steel waste and a minimum share of recycled aluminium and its alloys to be present and incorporated into vehicle types to be type-approved in accordance with this Regulation and Regulation (EU) 2018/858. That delegated act shall also set the date of application of the obligation to have a minimum share of recycled content. Steel used as reinforcement materials in tyres shall not be considered to fall within the scope of that delegated act.***

The minimum share of recycled steel ***and aluminium and its alloys*** referred to in the first subparagraph shall be based on a feasibility study, carried out by the Commission. The study shall be finalised by [OP: Please insert the date = the last day of the month following ***12 23*** months after the date of entry into force of this Regulation], looking in particular at the following aspects:

- (a) the current and forecasted availability of ***ferrous scrap considering flat and long carbon steel and stainless-steel product families steel recycled from post-consumer sources of steel waste;***
- (b) the current share of ***ferrous scrap post-consumer waste*** in various steel semi-products and intermediates ***related to steel families*** used in vehicles ***and expected changes related to the transition of the automotive industry;***
- (c) the potential uptake of ***ferrous scrap post-consumer recycled steel*** by manufacturers in vehicles to be type-approved in the future ***considering the different compositional constraints applicable to each steel product family;***
- (d) the relative demand of the automotive sector in comparison to the demand for ***ferrous scrap post-consumer steel*** waste of other sectors ***considering ability to tolerate copper content, and other unintended tramp inclusions;***
- (e) economic viability, technical and scientific progress, including changes in the availability of recycling technologies concerning steel recycling rates ***as well as the existing contribution of pre-consumer scrap recycling;***
- (f) the contribution of a minimum share of recycled content of steel, ***low CO2 steel and aluminium and its alloys*** in vehicles to the Union's open strategic autonomy, climate and environmental ***and industrial*** objectives, ***in particular as regards the creation of lead markets;***

- (g) the need to prevent disproportionate negative impacts on the affordability of vehicles; **and**
- (h) the influence on the overall costs and competitiveness of the automotive sector **and the entire value chain**;
- (i) **the current and forecasted availability of aluminium and its alloys recycled from pre-consumer and post-consumer waste**;
- (j) **the current shares of recycled content from post-consumer waste in aluminium and its alloys in vehicles placed on the market; and**
- (k) **possible impacts on the functioning of vehicles from incorporating recycled content of the aluminium and its alloys into vehicle parts and components**;

By [OP please insert the date = the last day of the month following 24 months after the date of entry into force of this Regulation], the Commission ~~may~~ **shall** adopt a **delegated implementing** act establishing the methodology for the calculation and verification of the ~~share of steel~~ **recycled content of aluminium and its alloys and of steel** from **ferrous scrap, and, where relevant, the share of low CO2 steel post-consumer steel waste** present in and incorporated into vehicle types.

Those **implementing delegated** acts shall be adopted in accordance with the examination procedure referred to in Article 50.

4. By [OP: Please insert the date = the last day of the month following ~~35~~ **36** months after the date of entry into force of this Regulation], the Commission **shall adopt a delegated act, in accordance with Article 50, to supplement this Regulation by establishing assess the feasibility of establishing a requirement on the a** minimum share of: **(AM 787, 788, 789)**

- (a) ~~aluminium and its alloys~~, magnesium and its alloys, recycled from **pre consumer and** post-consumer waste and incorporated into vehicle types; and **(AM 794, 793)**
- (b) neodymium, dysprosium, praseodymium, terbium, samarium or boron recycled from **pre consumer and** post-consumer waste and incorporated into permanent magnets in e-drive motors. **(AM 799, 800, 796)**

This delegated act shall also set the date of application of the obligation to have a minimum share of recycled content. After finalisation of the assessment referred in the first subparagraph, the Commission is empowered to shall adopt a delegated act, in accordance with Article 50, to supplement this Regulation by establishing a minimum share of aluminium and its alloys, magnesium and its alloys, neodymium, dysprosium, praseodymium, terbium, samarium or boron recycled from post-consumer waste that shall be present in and incorporated into the vehicles types to be

~~**type-approved under this Regulation and Regulation (EU) 2018/858.**~~

The minimum share of recycled content of the materials referred to in the first subparagraph shall be based on the feasibility study, **carried out by the Commission. The study shall be finalised by [OP: Please insert the date = the last day of the month following 24 months after the date of entry into force of this Regulation],** taking into account all of the following:

- (a) the current and forecasted availability of the materials listed in the second subparagraph recycled from **pre-consumer and** post-consumer waste;
- (b) the current shares of recycled content from post-consumer waste in the materials listed in the second subparagraph in vehicles placed on the market;
- (c) economic viability, technical and scientific progress, including changes in the availability of recycling technologies concerning the type of materials recycled, and their recycling rates;
- (d) the contribution of a minimum share in vehicles of recycled content of the materials listed in the second subparagraph to the Union's strategic autonomy and its climate and environmental objectives;
- (e) possible impacts on the functioning of vehicles from incorporating recycled content of the materials listed in the second subparagraph into vehicle parts and components;
- (f) the need to prevent disproportionate negative impacts on the affordability of vehicles containing the materials listed in the second subparagraph;
- (g) the influence on the overall costs and competitiveness of the automotive sector.

By [OP please insert the date = the last day of the month following 36 months after the date of entry into force of this Regulation], the Commission ~~may~~ **shall** adopt a **implementing delegated** act establishing the methodology for the calculation and verification of the share of the materials **referred into this paragraph** recycled from **pre consumer and** post-consumer waste in vehicle types.

That **implementing delegated** act shall be adopted in accordance with the examination procedure referred to in Article ~~51(2)~~ **50. (AM 818, 817)**

**Compromise amendment 7 - Declaration on recycled content
(Article 10)**

on behalf of EPP, S&D, ECR, RE, Greens/EFA

Compromise amendment replacing Amendments 113-118; 876-904; TRAN 73-75

Article 10

Declaration on recycled content present in vehicles

1. Manufacturers shall declare, for each **new** vehicle type that is type-approved as of ... *[OP: Please insert the date = the first day of the month following ~~36~~ 12 months after the entry into force of the Regulation* ***adoption of the delegated acts establishing the methodologies for the calculation and verification of recycled content present in vehicles in accordance with Article 6]*** **under** Regulation (EU) 2018/858, the respective share of recycled content of:
 - (a) neodymium, dysprosium, praseodymium, terbium, samarium, boron in permanent magnets in e-drive motors;
 - (b) aluminium and its alloys;
 - (c) magnesium and its alloys;
 - (d) steel **and its alloys (AM 894);**
(da)plastics (AM 895, 896, 897, 898).

The declaration shall concern the recycled content of these materials present in the vehicle type and indicate, per material share, **and for plastic components heavier than 100g**, whether the material is recycled from pre-consumer waste or from post-consumer waste. **(AM 900, 901, 902)**
2. The type-approval authorities shall verify that the required documentation has been submitted by the manufacturers and that it contains the information referred to in paragraph 1.
3. By way of derogation from paragraph 1, the requirement to declare the share of recycled content of a certain material shall not apply where a target has been established for that material under Article 6 **(1)**, (3) or (4).

Compromise amendment 8 - Design to enable removal and replacement of certain parts and components in vehicles (Article 7)

on behalf of EPP, S&D, ECR, RE, Greens/EFA

Compromise amendment replacing Amendments 103-104; 826-851, TRAN 62 and 63

Article 7

Design to enable removal and replacement of certain parts and components in vehicles

1. Each vehicle belonging to a **new** vehicle type that is type-approved as of [OP: Please insert the date = the first day of the month following 72 months after the date of entry into force of this Regulation] shall be designed in a way which ~~does not hinder~~ **allows for the easy** removal by authorised treatment facilities of the parts and components listed in Part C of Annex VII from the concerned vehicle during the waste phase of the vehicle **with a view to replacement, reuse, recycling, remanufacturing or refurbishing where technically feasible**. (AM 103, 104, 832, 833, 835, 834, 836, 837, 838, 839)
2. Each vehicle belonging to a **new** vehicle type that is type-approved as of [OP: Please insert the date = the first day of the month following 72 months after the date of entry into force of this Regulation] under Regulation (EU) 2018/858 shall be designed **including** as regards joining, fastening and sealing elements so as to enable, in a readily and non-destructive manner, the removal and replacement of electric vehicle batteries **and their batteries packs** and e-drive motors from the vehicle by authorised treatment facilities or repair and maintenance operators during the use phase and waste phase of the vehicle. (AM 104, 838, 839, 842)
3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend paragraph 2 by revising the list of parts and components that are to be designed for removal and replacement from vehicles, in order to include in that paragraph additional parts and components listed in Part C of Annex VII, taking into account technical and scientific progress.
4. The Commission may adopt implementing acts laying down the conditions for the design for removal and replacement of parts and components referred to in paragraph 2 where necessary to ensure harmonised implementation of the obligation set out in paragraph 2.
Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2).
- 4a. Manufacturers shall not hinder the removal and replacement of vehicle parts and components using software updates. Manufacturers shall ensure access to necessary software documentation and diagnostic tools. (848, 849, 850)**

**Compromise amendment 9 - Information on removal and labelling
(Articles 11 and 12; Annexes V and VI)**

on behalf of EPP, S&D, ECR, RE, Greens/EFA, Left

Compromise amendment replacing Amendments 119-123; 193-195; 905-952; 996-999 1710-1747; TRAN 76, 77,

Article 11

Information on removal and replacement of parts, components and materials present in vehicles

1. From [OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation], manufacturers shall, **for new vehicle types that have been type-approved**, (AM 119, 911, 912, 918, 917) provide waste management operators, **and**—repair, maintenance operators **and emergency services** (AM 916) unrestricted, standardised and non-discriminatory access **including via existing tools used by the automotive industry**, to the information listed in Annex V, enabling access to, and safe removal and replacement of, the following:
 - (a) electric vehicle batteries **and their batteries packs** incorporated in the vehicle; (AM Rap 120; 922)
 - (b) e-drive motors incorporated in the vehicle;
 - (c) parts, components and materials which contain the fluids and liquids listed in Part B of Annex VII and which are contained in vehicles;
 - (d) parts and components listed in Part C of Annex VII contained in vehicles;
 - (e) parts and components, containing the critical raw materials as referred to in Article **28(1) 27(1)**, point (b), of Regulation (EU) **2024/1252 [CRM Act]** at the time of the type-approval of the vehicle;
 - (f) digitally coded components and parts in a vehicle, where such coding prevents their repair, maintenance or replacement in another vehicle.
- 1a. Manufacturers shall provide a rescue and emergency response guide information (AM 930, 937)**
2. Manufacturers shall ensure cooperation with the authorised, treatment operators, **retrofit operators**, and repair and maintenance operators by establishing necessary communication platforms to provide and keep up-to-date the information referred to in paragraph 1 and the information specified in Annex V. (933, 934, 935)

The manufacturers shall provide the information referred to in the first subparagraph free of charge. The manufacturers may collect **reasonable and proportionate** charges from waste management operators and repair and maintenance operators to the **amount extent** necessary to cover the **actual** administrative costs **incurred** for making the required information accessible through communication platforms. (AM 122, 945, 943, 938 part, 939, 942 part, 940 part)

3. ~~**The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex V by revising the list of parts, components and materials of vehicles and scope of information to be provided by the manufacturers.**~~ (AM 948)

Article 12

Labelling of parts, components and materials present in vehicles

1. Manufacturers and their suppliers shall use the nomenclature of the component and material coding standards listed in points 1 to 3 of Annex VI for the labelling and identification of parts, components and materials of vehicles.
2. **From[OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation]** manufacturers shall ensure that **e-drive motors vehicle parts and components** containing permanent magnets bear a conspicuous, clearly legible and indelible label indicating the information ~~**listed in point 4 of Annex VI in accordance with Article 28 of Regulation (EU) 2024/1252.**~~ (123, 949, 950, 951)
3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex VI in order to adapt it to technical and scientific progress.

ANNEX V

INFORMATION REQUIREMENTS ON REMOVAL AND REPLACEMENT

1. Electric vehicle batteries **and light means of transport batteries** incorporated in the vehicle: (1710, 1711, 1712)
 - (a) **original equipment** number; (AM 1713, 1714, 1715, 1716)
 - (b) location;
 - (c) weight;
 - (d) type of battery chemistry;
 - (e) instructions for safe discharging of the battery;
 - (f) technical instructions on removal and replacement, including the sequence of all steps and types of joining, fastening, sealing techniques;

- (g) tools or technologies required for the access, removal and replacement of the electric vehicle batteries.
 - (h) **information on the state of health and expected lifetime of batteries as defined in Article 14 of, and Annex VII to Regulation (EU) 2023/1542.** (1721, 1722, 1723, 1724, 1725)
2. E-drive motors incorporated in the vehicle:
- (a) **original equipment** number;
 - (b) location;
 - (c) weight;
 - (d) types of permanent magnets present in e-drive motors, if they belong to the following types:
 - (i) Neodymium-Iron-Boron;
 - (ii) Samarium-Cobalt;
 - (iii) Aluminium-Nickel-Cobalt;
 - (iv) Ferrite.
 - (e) technical instructions on removal and replacement, including the sequence of all steps and types of joining, fastening, sealing techniques;
 - (f) tools or technologies required for the access, removal and replacement of the e-drive motors.
3. Components, parts and materials listed in Part B of Annex VII:
- (a) presence of the substances listed in Article 5(2), which need to be labelled as referred to in Annex III in a vehicle;
 - (b) **original equipment** number;
 - (c) location;
 - (d) weight;
 - (e) technical instructions on removal, including the sequence of all steps;
 - (f) availability of best treatment techniques.
4. Components, parts and materials listed in Part C of Annex VII:
- (a) **original equipment** number;
 - (b) location;
 - (c) technical instructions on removal and replacement, including the sequence of all steps.
 - (d) **information, specifications, tools and processes, including software updates, required for remanufacturing and refurbishment.** (AM 1736, 1737)
5. "Digitally coded components and parts in a vehicle:
- (a) Number;
 - (b) Location;

- (c) technical instructions on access, removal and replacement, including ***the ability to deregister or decouple a part from the VIN of an end-of-life vehicle and, where necessary, re-register it in the vehicle manufacturer's information system to allow its installation in another vehicle***;- coding and software necessary to activate spare parts and components to function in another vehicle, ***using multibrand diagnostic tools and vehicle manufacturer's backend server for the repaired vehicle, if necessary.*** (AM 1743, 1744, 1745)
- (d) description on functionality, interchangeability and compatibility with specific parts and components of other makes and models;
- (e) contact point of the manufacturer for technical assistance.

ANNEX VI

LABELLING REQUIREMENTS

1. Vehicle plastic parts, components and materials having a weight of more than 100 grams:

(a) ISO 1043-1 Plastics - symbols and abbreviated terms. Part 1: Basic polymers and their special characteristics;

(b) ISO 1043-2 Plastics - symbols and abbreviated terms. Part 2: Fillers and reinforcing materials;

(c) ISO 11469 Plastics - Generic identification and marking of plastic products.

2. Vehicle elastomer parts, components and materials having a weight of more than 200 grams, except tyres: ISO 1629 Rubbers and latices - Nomenclature.

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

~~4. Information on the label of e-drive motors containing permanent magnet materials:~~

~~(a) an indication that those products incorporate one or more permanent magnets;~~

~~(b) an indication whether those magnets belong to any of the following types:~~

~~(i) Neodymium-Iron-Boron;~~

~~(ii) Samarium-Cobalt;~~

~~(iii) Aluminium-Nickel-Cobalt;~~

~~(iv) Ferrite;~~

~~(c) for permanent magnets of the types referred in point 3 (b)(i) and (ii), a data carrier linked to a unique product identifier that provides access to the following:~~

~~(i) the name, registered trade name or registered trademark and the postal address of the responsible natural or legal person and, where available, electronic means of communication where they can be contacted;~~

~~(ii) information on the weight, location and type of all individual permanent magnets included in the product and on the presence and type of magnet coatings, glues and any additives used;~~

~~(iii) information enabling access and removal of all permanent magnets incorporated in the product, at least including the sequence of all removal steps, tools or technologies required for the access and~~

~~removal of the permanent magnet, without prejudice to Article 15(1) of Directive 2012/19/EU.~~

Compromise amendment 10 - Circularity Vehicle Passport (Article 13)

on behalf of EPP, S&D, ECR, RE, Greens/EFA, Left

Compromise amendment replacing Amendments 124-128; 953-995; TRAN 78-85

Article 13

Digital Circularity Vehicle Passport

1. From [OP: please insert a date = the first day of the month following **72 84 (AM962)** months after entry into force of the Regulation] each vehicle placed on the market shall have a **digital** circularity vehicle passport, which shall be aligned **and interoperable** with and, where possible, integrated in other vehicle related environmental passports established under Union law. **(AM 954, 955, 956, 957, 959, 960, 964, 965, 967)**
2. The circularity vehicle passport shall contain the information referred to in Article **5 paragraphs 2 and 3, and in Articles 10 and 11** of this Regulation in digital format and shall be accessible free of charge. **(AM 969, 970)**
3. The manufacturer ~~placing the vehicle on the market~~ shall, **at the time of placing the vehicle on the market**, ensure that the information in the circular vehicle passport is accurate, complete and up to date. **(AM 974, 978)**
4. All information included in the circularity vehicle passport shall comply with the rules established by the Commission under paragraph 6 and shall be:
 - (a) based on open standards;
 - (b) developed with an interoperable format;
 - (c) transferable through an open interoperable data exchange network without vendor lock-in;
 - (d) machine-readable, structured, and searchable.
5. The circularity vehicle passport of a vehicle that has become an end-of-life vehicle shall cease to exist at the earliest 6 months after the certificate of **export or** destruction for that end-of-life vehicle was issued. **(AM 981-984)**
6. **By [OP: please insert a date = the first day of the month following 60 months after entry into force of the Regulation**

at the latest] ~~T~~the Commission shall adopt implementing acts laying down rules on the following:

- (a) the manner and **basic requirements of the** ~~technical specification of the~~ solution to be used for accessing the circularity vehicle passport **in a manner that does not preclude any technological solution; (AM 987)**
- (b) the technical design and operation requirements for the circularity vehicle passport, including rules on:
 - (i) the interoperability **and alignment** of the circularity vehicle passport with other passports required by Union legislation; **(AM 988)**
 - (ii) the storage and processing of information included in the circularity vehicle passport;
 - (iii) the availability of the circularity vehicle passport after the manufacturer responsible for the fulfilment of the obligations set out in paragraph 3 ceases to exist or ceases its activity in the Union;
- (c) the introduction, modification and updating of information included in the circularity vehicle passport by third parties other than the manufacturer;
- (ca) the conditions for access to the circularity vehicle passport, including the right of access and the relevant rules for the protection of data and the protection of intellectual property rights; (AM 990, 991, 992)**
- (d) the location of the data carrier or other identifier enabling access to the circularity vehicle passport of the vehicle.

When laying down the rules referred to in the first subparagraph, the Commission shall take into account the need to ensure a high level of security and privacy.

The implementing acts referred to in the first subparagraph of this Article shall be adopted in accordance with the examination procedure referred to in Article 51(2).

Compromise amendment 11 - Competent authority, Extended producer responsibility, Register of producers, Producer Responsibility Organisation, Authorisation on fulfilment of

extended producer responsibility, Financial responsibility of producers (Articles 14, 16, 17, 18, 19 and 20)

on behalf of EPP, S&D, RE

Compromise amendment replacing Amendments 129-135, 1000-1002, 1012-1107, TRAN 86

CHAPTER IV MANAGEMENT OF END-OF-LIFE OF VEHICLES

SECTION 1

GENERAL PROVISIONS

Article 14

Competent authority

1. Member States shall designate one or more competent authorities responsible for the obligations under this Chapter, in particular for monitoring and verifying compliance of producers and producer responsibility organisations with their obligations as set out in Articles 15 to 36.
2. Each Member State may designate one contact point, among the competent authorities referred to in the paragraph 1, for the purpose of communicating with the Commission.
3. Member States shall lay down the details of the competent authorities' organisation and operation, including the administrative and procedural rules for:
 - (a) the registration of producers in accordance with Article 17;
 - (b) the authorisation of producers and producer responsibility organisations in accordance with Article 19;
 - (c) the oversight of the implementation of extended producer responsibility obligations in accordance with Articles 16 and 20;
 - (d) the collection of data on vehicles and end-of-life vehicles in accordance with Articles 17(12) and 49(6);
 - (e) making information available in accordance with Article 49.
4. By *[OP: Please insert the date = the last day of the month following 3 months after the date of entry into force of this Regulation]*, Member States shall notify the Commission of the names and addresses of the competent authorities designated pursuant to paragraph 1. Member States shall inform the Commission without undue delay of any changes to the names or addresses of those competent authorities.

SECTION 2

EXTENDED PRODUCER RESPONSIBILITY

Article 16 *Extended producer responsibility*

From [OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation] producers shall have extended producer responsibility for vehicles that they make available on the market for the first time within the territory of a Member State. The scheme established by producers to exercise that responsibility shall **be consistent comply** with Articles 8 and 8a of Directive 2008/98/EC and comply with the requirements of this Chapter. (AM 1013)

The extended producer responsibility shall include the obligation for producers to ensure that:

- (a) vehicles which they have made available on the market for the first time within the territory of a Member State and which become end-of-life vehicles
 - (i) collected in accordance with Article 23;
 - (ii) treated in accordance with Article 27
- (b) the waste management operators treating end-of-life vehicles referred to in point (a) meet the targets laid down in Article 34.

Article 17 *Register of producers*

1. By [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation] Member States shall establish a register of producers, **or use an existing register of producers**, which shall serve to monitor compliance of producers with the requirements of this Chapter. (AM 1025)

The register shall provide links to other national registers of producers' websites to facilitate, in all Member States, registration of producers or **appointed authorised** representatives for the extended producer responsibility.

By [P.O. Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation] the Commission shall establish a single portal, which contains the links to all national registers to facilitate the registration of producers in all Member States.

2. Producers shall register in the register referred to in paragraph 1. They shall to that end submit an application for registration in each

Member State where they make a vehicle available on the market for the first time.

Producers shall submit the application for registration via an electronic data-processing system as referred to in paragraph 8, point (a).

Producers shall only make available vehicles on the market of a Member State, if they or, in case of authorisation, their **appointed authorised** representatives for the extended producer responsibility, are registered in such Member State.

3. The application for registration shall include the information listed in Annex VIII. Member States may request additional information or documents, as necessary, to use the register of producers in an efficient manner.
4. By way of derogation from paragraph 3, the information referred to in point 1 (d) of Annex VIII shall be provided either in the application for registration under paragraph 3 or in the application for authorisation under Article 19.
5. Where a producer has appointed a producer responsibility organisation in accordance with Article 18, the obligations under this Article shall be met by that organisation *mutatis mutandis* unless otherwise specified by the Member State in which the vehicle has been made available on the market for the first time.
6. The obligations under this Article may be fulfilled on a producer's behalf by an **appointed authorised** representative for the extended producer responsibility. ***If more than one producer is represented in the country by one authorised representative, that authorised representative shall provide the name and the contact details for each of the represented producers separately.*** (AM 1030)
7. Member States may decide that the registration procedure pursuant to this Article and the authorisation procedure pursuant to Article 19 constitute a single procedure, provided that the application for authorisation meets the requirements set out in paragraphs 3 to 6 of this Article.
8. The competent authority shall:
 - (a) make available on its website information about the application process via an electronic data-processing system;
 - (b) grant registrations and provide a registration number within a maximum period of 12 weeks from the moment that all the information required under paragraphs 2 and 3 is provided.
9. The competent authority may:
 - (a) lay down modalities with regard to the requirements and process of registration without adding substantive requirements to those laid down in paragraphs 2 and 3;

- (b) charge cost-based and proportionate fees to producers for the processing of the applications referred to in paragraph 2.
10. The competent authority may refuse to register a producer or withdraw the producer's registration where the information referred to in paragraph 3 and related documentary evidence are not provided or are not sufficient, or where the producer no longer meets the requirements laid down in Annex VIII, point 1 (d).
The competent authority shall withdraw the producer's registration if the producer has ceased to exist.
11. The producer, or, where applicable, the producer's **appointed authorised** representative for the extended producer responsibility or the producer responsibility organisation appointed on behalf of the producers it represents shall without undue delay notify the competent authority of any changes to the information contained in the registration and of any permanent cessation as regards the making available on the market within the territory of the Member State of the vehicles referred to in the registration.
12. The producer or, where applicable, the producer's **appointed authorised** representative for the extended producer responsibility or the producer responsibility organisation shall report to the competent authority responsible for the register on the performance of extended producer responsibility obligations.

Where the information in the register of producers is not publicly accessible, Member States shall ensure that providers of online platforms allowing consumers to conclude distance contracts with producers are granted access, free of charge, to this information (AM 1032)

Article 18 Producer Responsibility Organisation

1. Producers may choose to fulfil their extended producer responsibility obligations either individually or may entrust a producer responsibility organisation authorised in accordance with Article 19 to fulfil the extended producer responsibility obligations on their behalf.
2. Producer responsibility organisations shall ensure the confidentiality of the data in their possession as regards proprietary information or information directly attributable to individual producers or their **appointed authorised** representatives for the extended producer responsibility.
3. In addition to the information referred to in Article 8a(3), point (e), of Directive 2008/98/EC, producer responsibility organisations **or individual producers** shall publish on their websites at least each year, subject to commercial and industrial confidentiality, the information on the collection of end-of-life vehicles and achievement

of targets on reuse and recycling, reuse and recovery and plastic recycling by the producers which entrusted the producer responsibility organisation **or by the producer fulfilling its obligations individually.** (AM 1042)

- 3a. In addition to the information referred to in paragraph 3, producer responsibility organisations shall make publicly available information on the selection procedure for waste management operators selected in accordance with paragraph 4a.** (AM 1043)
4. Producer responsibility organisations shall ensure a **fair proportionate** representation of producers and waste management operators **active in collection and treatment of end-of-life vehicles** in their governing bodies, **including in the executive and advisory boards.**
- 4a. Waste management operators shall be subject to a non-discriminatory selection procedure, based on transparent award criteria, carried out by producers or producer responsibility organisations and which does not place a disproportionate burden on small- and medium-sized enterprises.** (AM 1054)

Article 19

Authorisation on fulfilment of extended producer responsibility

1. A producer, in the case of individual fulfilment of extended producer responsibility obligations, and producer responsibility organisations appointed in the case of collective fulfilment of extended producer responsibility obligations, shall apply for an authorisation from the competent authority.
2. The authorisation shall be granted only where it is demonstrated that the requirements laid down in Article 8a(3), points (a) to (d), of Directive 2008/98/EC are complied with and the measures put in place by the producer or producer responsibility organisation are sufficient to meet the obligations set out in this Chapter with regard to the number of vehicles made available on the market for the first time within the territory of a Member State by the producer or producers on whose behalf the producer responsibility organisation acts.
3. Member States shall, in their measures laying down administrative and procedural rules referred to in Article 14(3), point (b), include the details of the authorisation procedure, which may differ according to whether it relates to individual or collective fulfilment of the extended producer responsibility obligations, and the modalities for verifying compliance of producers or producer responsibility organisations, including the information to be provided by producers or producers responsibility organisations to that end.

4. The producer or the producer responsibility organisations shall notify the competent authority without undue delay of any changes to the information contained in the authorisation, of any changes that concern the terms of the authorisation or of the permanent cessation of operations.
5. The self-control mechanism provided for in 8a(3), point (d), of Directive 2008/98/EC shall be carried out regularly, and at least every 3 years, and upon the request by the competent authority, in order to verify that the provisions in that point are complied with and the conditions for authorisation referred to in paragraph 2 continue to be met. The producer or the producer responsibility organisation shall, upon request, present a self-control report and, where necessary, the draft corrective action plan to the competent authority. Without prejudice to the competencies under paragraph 6, the competent authority may make observations on the self-control report and on the draft corrective action plan, and shall communicate any such observations to the producer or the producer responsibility organisation. The producer or producer responsibility organisation shall draw up and implement the corrective action plan based on those observations.
6. The competent authority may decide to revoke the authorisation if the producer or producer responsibility organisation no longer fulfils the requirements with regard to the organisation of the collection and treatment of end-of-life, fails in relation to reporting to the competent authority, fails to notify the competent authority of any changes that concern the terms of the authorisation, or has ceased operations.

Article 20
Financial responsibility of producers

1. The financial contributions paid by the producer shall cover the following costs related to the vehicles that the producer makes available on the market:
 - (a) the costs of the collection of end-of-life vehicles that is necessary to meet the requirements in Articles 23 to 26 and the costs of the treatment of end-of-life vehicles that is necessary to meet the requirements in Articles 27 to 30, 34 and 35, **~~provided that they taking into account are not covered by the any~~** revenues of waste management operators **~~obtained from linked to~~** the sales of used spare parts and used spare components, of depolluted end-of-life vehicles, or of secondary raw materials recycled from end-of-life vehicles;
 - (b) the costs of conducting awareness raising campaigns aimed to **inform the public and to** improve collection of end-of-life vehicles; (AM 1084)

~~(c) the costs of establishing notification system referred to in Article 25;~~ (AM 1086-1089)

(c) the **administrative costs of making data available** data gathering and reporting to the competent authorities;

(d) average costs for transporting the end of life vehicles to the closest collection points or authorised treatment facility.

2. The competent authority shall, in close cooperation with producers, producer responsibility organisations and waste management operators, monitor:

(a) the average costs of collection, recycling and treatment operations and the revenues of waste management operators;

(b) level of financial contributions to be paid by the producers to the producer responsibility organisations appointed in the case of collective fulfilment of extended producer responsibility obligations so that the costs are fairly allocated between all interested operators.

3. The financial contributions paid by the producers making available on the market special purpose vehicles shall cover only these costs referred to in point (a) of paragraph 1 that concern collection and depollution of such vehicles.

4. In the case of individual fulfilment of extended producer responsibility obligations, the producers shall provide a guarantee for vehicles that they make available on the market for the first time in the territory of a Member State. That guarantee shall ensure that the operations referred to in paragraph 1 relating to those vehicles will be financed, **including in the event of permanent cessation of their operations or insolvency.** (AM 1100-1107)

The amount of the guarantee shall be determined by the Member States in which the vehicle has been made available on the market for the first time taking into account criteria laid down in Article 21.

The guarantee may take the form of participation by the producer in appropriate schemes for the financing of the management of end-of-life vehicles, a recycling insurance or a blocked bank account.

Compromise amendment 12 - Fee modulation (Article 21)

on behalf of EPP, S&D, ECR, RE

Compromise amendment replacing Amendments 136-139; 1108-1160

Article 21
Fee modulation

1. In the case of a collective fulfilment of extended producer responsibility obligations, producer responsibility organisations shall ensure that the financial contributions paid to them by producers are modulated **at least** by taking into account the following:
 - (a) the weight of the vehicle, **excluding electric vehicle batteries;** (AM 1113, 1118, 1114, 1115, 1116, 1117, 1121)
 - (b) ~~the type of drivetrain;~~ (AM 1122, 1123, 1124, 1125)
 - (c) the rate of recyclability and reusability of the vehicle type to which the vehicle belongs, based on the information submitted to the type-approval authority in accordance with Article 4;
 - (d) the time needed to dismantle the vehicle at an authorised treatment facility, especially for parts and components which need to be removed prior to shredding under Article 30;
 - (e) the share of materials and substances preventing a high-quality recycling process, ~~such as adhesives, composite plastics, or carbon-reinforced materials;~~ (AM (1146) and partly AM 1137, 1139, 1138, 1140, 1141, 1142,)
 - (f) the percentage of recycled content of materials listed in Articles 6 and 10 used in the vehicle;
 - (g) the presence and amount of substances referred to in Article 5(2).
2. The Commission is empowered to adopt delegated acts in accordance with Article 50 supplementing this Regulation by establishing detailed rules on how the criteria provided for in paragraph 1 are to be applied.

Compromise amendment 13 - Cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State (Article 22 and Annex VIII)

on behalf of EPP, S&D, ECR, RE

Compromise amendment replacing Amendments 1161-1173

Article 22

Cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State

1. Where a vehicle becomes an end-of-life vehicle in another Member State than the Member State within whose territory the vehicle was made available on the market for the first time, the producer of that vehicle or, where appointed in accordance with Article 18, the producer responsibility organisation shall ensure that the net costs of waste management operations referred to in Article 20 incurred by waste management operators in other Member States are covered.
2. A producer or, where appointed in accordance with Article 18, a producer responsibility organisation shall:
 - (a) designate by a written mandate an **appointed authorised representative to act on its behalf in relation to specified tasks with regard to the producers obligations** for the extended producer responsibility in each Member State;
 - (b) establish cross-border cooperation mechanisms with the waste management operators carrying out waste management operations referred to in Article 20.

A producer that sells vehicles to end-users through distance contracts and is established in a third country shall appoint an authorised representative for extended producer responsibility in each Member State where it places vehicles on the market. That appointment shall be made by means of a written mandate. (AM 1015)

3. The Member State where the vehicle became an end-of-life vehicle shall monitor producers' or, where appointed in accordance with Article 18, producer responsibility organisations' compliance with paragraphs 1 and 2. The monitoring shall be based on the information reported and verified by producers' or, where appointed in accordance with Article 18, producer responsibility organisations', to the competent authorities on the implementation of paragraphs 1 and 2, in particular on the calculation and allocation of costs for the management of end-of-life vehicles referred to in paragraph 1, with due regard for business confidentiality and other concerns regarding competitiveness.
4. Where necessary to ensure compliance with this Article and avoid distortion of the single market, the Commission is empowered to

adopt delegated acts in accordance with Article 50 this Regulation by laying down detailed rules on the obligations of the producers, Member States and waste management operators and the features of the mechanisms referred to in paragraph 1.

ANNEX VIII

INFORMATION FOR REGISTRATION IN THE REGISTER OF PRODUCERS

1. Information to be submitted by the producer or its ***appointed authorised*** representative for extended producer responsibility:
 - (a) name, and brand names if available, under which the producer operates in the Member State and address of the producer, including postal code and place, street and number, country, telephone number, if any, web address and e-mail address, indicating a single contact point;
 - (b) national identification code of the producer, including its trade register number or equivalent official registration number and the European or national tax identification number;
 - (c) categories of vehicles that the producer intends to make available on the market for the first time within the territory of a Member State;
 - (d) information on how the producer meets its responsibilities laid down in Article 16, including information in written form on the following:
 - (i) the measures put in place by the producer to fulfil the producer responsibility obligations laid down in Articles 16 and 20;
 - (ii) the measures put in place to fulfil the collection obligation laid down in Article 23 with regard to the amount of vehicles the producer makes available on the market in the Member State; and
 - (iii) the system to ensure that the data reported to the competent authorities are reliable;
 - (e) a statement by the producer or, where applicable, producer's authorised representative for the extended producer responsibility or producer responsibility organisation, stating that the information provided is true.
2. Information to be provided, in addition to the information listed in point 1, where a producer responsibility organisation is appointed to carry out the extended producer responsibility obligations:

- (a) the name and contact details, including postal code and place, street and number, country, telephone number, web and e-mail address and the national identification code of the producer responsibility organisation;
 - (b) the trade register number or an equivalent official registration number and the European or national tax identification number of the producer responsibility organisation; and
 - (c) the represented producer's mandate.
- 3. Information to be provided, in addition to the information listed in point 1 by the producer responsibility organisation in the case of an authorisation in accordance with Article 18(1):
 - (a) the names and contact details, including postal codes and places, streets and numbers, countries, telephone numbers, web addresses and e-mail addresses of the producers represented;
 - (b) the mandate of each represented producer, where applicable;
 - (c) where the producer responsibility organisation represents more than one producer, it shall indicate separately how each one of the represented producers meets the responsibilities set out in Article 16.
- 4. Where obligations under Article 16 are fulfilled on a producer's behalf by an authorised representative for the extended producer responsibility that represents more than one producer, that representative shall, in addition to the information listed in point 1, provide the name and the contact details for each of the represented producers separately.

**Compromise amendment 14 - Collection of end-of-life vehicles
(Article 23)**

on behalf of EPP, S&D, ECR, RE

**Compromise amendment replacing Amendments 140-143; 1174 -
1240; TRAN 87-89**

Article 23

Collection of end-of-life vehicles

- 1 Producers shall ensure that all end-of-life vehicles that they have placed on the market in the territory of a Member State are collected when those vehicles become end-of-life vehicles. (AM 1174)**
1. **To this end, The the** producers or, where appointed in accordance with Article 18, producer responsibility organisations shall set up, or participate in the setting up of, collection systems, including collection points. (AM 140, 1179, 1180, 1181, 1182)
- Member States shall adopt the necessary measures to ensure that producers or, where appointed in accordance with Article 18, producer responsibility organisations set up collection systems for all end-of-life vehicles.
2. The producers or, where appointed in accordance with Article 18, producer responsibility organisations shall ensure that collection systems referred to in paragraph 1:
- (a) cover the whole territory of the Member State;
 - (b) ensure adequate availability of authorised treatment facilities **and collection points**, taking into account population size and density, expected volume of end-of-life vehicles, not being limited to areas where the collection and subsequent management is most profitable; (AM 141, 1192, 1193, 1194, 1195, 1196, 1198, 1197)
 - ~~(c) ensure collection of waste parts from repairs of vehicles;~~
(AM 142, 1199, 1200, 1201, 1205)
 - ~~(dc)~~ enable collection of end-of-life vehicles **that they have made available on the market, of every brand**, irrespective of their origin; (AM 143, 1206, 1207, 1208, 1209, 1210, 1211)
 - ~~(ed)~~ enable the delivery of all end-of-life vehicles free of charge to authorised treatment facilities **or collection points**, as provided in Article 24(2). (AM 121, 1212)
3. Producers or, where appointed in accordance with Article 18, producer responsibility organisations shall **publish and regularly update the list of collection points and authorised treatment facilities on their websites and** carry out educational campaigns promoting the collection system for end-of-life vehicles and

informing about environmental consequences of improper collection and handling of end-of-life vehicles. **(AM 1213)**

4. ~~**Collection points Member States may authorise waste management operators**~~ other than authorised treatment facilities ~~**may collect to set up collection points for**~~ end-of-life vehicles. **(AM 1217, 1220)**

The waste management operator operating the collection point shall:

- (a) ensure that the collection point meets the conditions for storage of end-of-life vehicles, laid down in Part A of Annex VII;
- (b) be authorised by the competent authorities referred to in Article 14 to collect end-of-life vehicles, and be registered in the respective register;

(c) hold a permit in accordance with article 23 of the Directive 2008/98/CE (AM 1216, 1217, 1220)

~~**(bad) prepare for the transfer of the collected end-of-life vehicles to authorised treatment facilities**~~ **(AM 1226)**

~~**(ce)**~~ guarantee that all collected end-of-life vehicles are transferred to an authorised treatment facility within ~~**one year**~~ **6 months** from receipt of the end-of-life vehicle; and

~~**(df)**~~ meet all other applicable conditions for storage of waste laid down in national law.

5. The ~~**collection points or the waste management operators, including**~~ authorised treatment facilities shall issue a document in electronic format, confirming receipt of an end-of-life vehicle, to the vehicle owner, and provide it through an electronic notification procedure established in accordance with Article 25(2) to the relevant authorities of the Member State, including the competent authorities designated under Article 14. **(AM 1235, 1236)**

- 5a. ~~**Member States may adopt measures requiring that the collection points are cooperating with the producers or, where appointed in accordance with Article 18(1), with the producer responsibility organisations.**~~ **(AM 1237)**

Compromise amendment 15 - Delivery to authorised treatment facilities, Certificate of destruction, Obligations for the vehicle owner (Articles 24, 25 and 26)

on behalf of EPP, S&D, ECR, RE, Greens/EFA

Compromise amendment replacing Amendments 144-148; 1241-1298; TRAN 90-91

Article 24

Delivery of end-of-life vehicles to authorised treatment facilities

1. All end-of-life vehicles shall be delivered for treatment to authorised treatment facilities.
2. Delivery of an end-of-life vehicle to an authorised treatment facility **or a collection point (AM 144, 1246, 1247, 1248)** part shall be free of charge for the last owner of a vehicle unless the end-of-life vehicle lacks any of the essential vehicle parts or components **~~except the electric vehicle battery~~** or contains waste which has been added to the end-of-life vehicle. **(AM 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256)**
- 2a. ***Where the electric vehicle battery is missing from an end-of-life vehicle, the delivery of the end-of-life vehicle shall remain free of charge if the last owner of the vehicle provides documentation which proves that the electric vehicle battery has been handled by a professional operator in accordance with Regulation (EU) 2023/1542. (AM 1257, 1258)***

Article 25

Certificate of destruction

1. Authorised treatment facilities shall issue a certificate of destruction for every treated end-of-life vehicle to the last owner of the end-of-life vehicle. The certificate of destruction shall contain the information listed in Annex IX.
2. The certificate of destruction shall be issued in an electronic format and provided through an electronic notification procedure to the relevant authorities of the Member State, including the competent authorities designated under Article 14.
3. In case the end-of-life vehicle, for which a certificate of destruction has been issued in a Member State, is registered in another Member State, the vehicle registration authorities of the Member State where the certificate of destruction was issued shall inform the relevant vehicle registration authorities of the Member State where the vehicle is registered that a certificate of destruction has been issued for the vehicle in question.

4. The relevant authorities of a Member State shall cancel the registration of an end-of-life vehicle only after receiving the certificate of destruction for that vehicle.
 5. Certificates of destruction issued in a Member State shall be recognised in all other Member States.
 - 5a. Member States that provide for a possibility of temporary de-registration of vehicles in their national legislation shall:**
 - a) set out a maximum period for which such de-registration may be granted, but not longer than 4 years;**
 - b) ensure that renewals of temporary de-registration, are granted only for a defined and limited period and only where it can be ascertained that the de-registered vehicle still exists.**
- (AM 146, 1276, 1278, 1277, 1279, 1280, 1281, 1282)**

Article 26
Obligations for the vehicle owner

The owner of a vehicle that becomes an end-of-life vehicle shall:

- (a) deliver the end-of-life vehicle to an authorised treatment facility or, in cases referred to in Article 23(4), to a collection point, without undue delay after receiving information that the vehicle meets any of the criteria for irreparability laid down in Part A, point 1 ~~and 2~~, of Annex I; **(AM 147)**
- (b) present a certificate of destruction to the relevant registration authority, **except in cases in which there is an online procedure that allows the communication or processing of the deregistration of the end-of-life vehicle from the authorised treatment facilities. (AM 1291, 1292)**

When the ownership of a used vehicle is transferred by an economic operator, the economic operator shall indicate to the acquiring person that the vehicle is not an end-of-life vehicle in accordance with part A of Annex I or provide a roadworthiness certificate.

In the case of end-of-life vehicles, the economic operator shall ensure that these vehicles will only be transferred to an authorized treatment facility.

**Compromise amendment 16 - Authorised treatment facilities,
Obligations for authorised treatment facilities (Articles 15 and 27)**

on behalf of EPP, S&D, ECR, RE, Left

**Compromise amendment replacing Amendments 149-150; 1003-
1011; 1299-1322; TRAN 92**

Article 15

Authorised treatment facilities

1. Without prejudice to Directive 2010/75/EU, any establishment or undertaking that intends to carry out treatment operations on end-of-life vehicles shall obtain a permit from the competent authority in accordance with Article 23 of Directive 2008/98/EC and shall comply with the conditions laid down in that permit.
2. In order to issue a permit referred to in paragraph 1, the competent authority shall verify whether the establishment or undertaking has the technical, financial and organisational capacity that is necessary to comply with the obligations set out in Article 27.
3. Permits referred to in paragraph 1 shall indicate that the treatment facilities have the competence to issue a certificate of destruction, as referred to in Article 25.
- 3a. Member States may adopt measures to require that producers or, where appointed in accordance with Article 18, producer responsibility organisations conclude contracts with authorised treatment facilities for the purposes of implementing their producer responsibility obligations. (AM 1005, 1007, 1008)**
4. The competent authority shall ensure that the conditions of, and the procedures for the granting of, the permit are fully coordinated where more than one competent authority or more than one establishment or undertaking intending to carry out treatment operations on end-of-life vehicles is involved in those permit procedures.
- 4a. The Commission shall, by ... [OP: please enter the date = the last day of the month following 24 months after the date of entry into force of this Regulation], adopt an implementing act laying down detailed requirements applicable to the contracts referred to in paragraph 3a, with a view to ensuring fair, transparent and non-discriminatory terms and conditions. The implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2). (AM 1009, 1010)**

Article 27
Obligations for authorised treatment facilities

1. Authorised treatment facilities shall ensure that all end-of-life vehicles and their parts, components and materials, as well as waste parts from repairs of vehicles, are accepted and treated in compliance with the conditions set out in their permits, as well as in accordance with this Regulation.
 2. Authorised treatment facilities shall ensure that all treatment for end-of-life vehicles comply, as a minimum, with Articles 28, 29, 30, 31, **32**, **34**, ~~and 35 and 36~~ and Annex VII of this Regulation, and shall apply best available techniques as defined in Article 3(10) of Directive 2010/75/EU. **(AM 1304)**
 3. Authorised treatment facilities shall:
 - (a) store, even temporarily, all end-of-life vehicles and their parts, components and materials in compliance with the minimum requirements set out in Part A of Annex VII;
 - (b) depollute all end-of-life vehicles, in compliance with Article 29 and the minimum requirements set out in Part B of Annex VII;
 - (c) remove the parts and components listed in Part C of Annex VII from the end-of-life vehicle, prior to **shredding** shredding or compacting by means of manual dismantling or (semi-) automated disassembly in a non-destructive way for components with a reuse, remanufacturing or refurbishment potential **in accordance with Articles 30 and 31, taking into account the market potential for reuse, remanufacturing or refurbishment of those parts and components and the the need for the high quality of the scrap;** (AM 149, 1307)
 - (d) treat all end-of-life vehicles and their parts, components and materials in accordance with the waste hierarchy and the general requirements laid down in Article 4 of Directive 2008/98/EC, ~~and with Articles 32, 34, 35 and 36 of this Regulation~~ **(AM 1311)**
 - (da e) send all end-of-life vehicles after depollution and removal of parts to a facility where their shredding is carried out; (AM 1312, 1313)**
 - (f) treat the received end-of-life vehicle within 6 months from the delivery date.**
- In addition to the requirements set out in Article 35 of Directive 2008/98/EC, the authorised treatment facilities shall electronically store the record of the performed treatment operations of end-of-life vehicles for 3 years, and be able to present this information, upon request by relevant national authorities.
4. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex VII by adapting the minimum

treatment requirements for end-of-life vehicles to scientific and technical progress ***in treatment technologies, including:***

(a) by adding, deleting or revising the parts and components listed in Part C of Annex VII. (AM 150, 1314, 1315, 1316, 1317, 1318, 1319)

(b) by amending or supplementing the requirements listed in of Part G of Annex VII.

5. Member States shall encourage authorised treatment facilities to introduce certified environmental management systems ***and to conduct audits*** in accordance with Regulation (EC) No 1221/2009. (1322)

Compromise amendment 17 - General requirements for shredding, Depollution of end-of-life vehicles, Mandatory removal of parts and components for reuse, and recycling prior to shredding

(Articles 28-30)

on behalf of EPP, S&D, ECR, RE

Compromise amendment replacing Amendments 151-154; 1323-1367; TRAN 93-95

Article 28

General requirements for shredding

1. From [OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation] authorised treatment facilities and other waste management operators shall request that end-of-life vehicles delivered to them for shredding are **depolluted in accordance with Article 29 and their parts and components removed in accordance with Article 30 and are** accompanied by the following: **(AM 1324, 1328)**
 - (a) documentation which includes the Vehicle Identification Number (VIN) for the end-of-life vehicle concerned;
 - (b) a copy of the certificate of destruction that has been issued for the end-of-life vehicle concerned.
2. Authorised treatment facilities and waste management operators receiving end-of-life vehicles not compliant with the requirements set out in paragraph 1 shall:
 - (a) report the non-compliance to the competent authority;
 - (b) refrain from using those end-of-life vehicles in their shredding operations unless the competent authority authorises such operations.
3. **Authorised treatment facilities and ~~W~~ waste management operators conducting shredding of end-of-life vehicles shall **be able to not** mix end-of-life vehicles, their parts, components and materials with packaging waste and waste electrical and electronic equipment, **provided that the criteria and limit values of part G of Annex VII are met and traceability related to reporting is ensured and shredding process does not lower the quality of waste streams compared to separate treatment and that output complies with high quality standards. (AM 153, 1331, 1332, 1333, 1334, 1335)****
- 3a. **Waste management operators, while carrying out shredding, shall ensure that steel, aluminium and copper output**

complies with high quality standards—as set out by the delegated act referred to in paragraph. (AM 152, 1336)

4. ***The Commission shall [by OP: Please insert the date = the first day of the month following 12 months after the date of entry into force of this Regulation] adopt the delegated acts in accordance with Article 50 to supplement this Regulation by setting-up quality requirements for the shredding output fractions, including:***
- (a) the total copper content of the main steel fraction;***
 - (b) aluminium cast alloys fraction and wrought alloy fraction;***
 - (c) the necessary separation processes and the residue fraction of these processes.***

Article 29

Depollution of end-of-life vehicles

1. ***~~As soon as possible~~*** Within 30 days ***after of*** delivery of an end-of-life vehicle to the authorised treatment facility, that facility shall depollute those vehicles before they are further treated, in compliance with the minimum requirements set out in Part B of Annex VII. ***(AM 1337, 1339)***
2. The fluids and liquids listed in Part B of Annex VII shall be separately collected and stored, in line with the requirements set out in Part A of Annex VII. Waste oils shall be collected and stored separately from the other fluids and liquids and be treated in accordance with Article 21 of Directive 2008/98/EC. ***Air-conditioning system fluids used in thermal management systems shall be collected and stored separately from the other fluids and shall be recovered in accordance with Regulation (EU) 2024/573 and, when technically and economically feasible, recycled or reclaimed and reused. (AM 1340, 1341)***
3. The parts, components and materials containing substances referred to in Article 5(2) shall be removed from the end-of-life vehicles, and handled in accordance with Article 17 of Directive 2008/98/EC.
4. The batteries shall be separately removed from end-of-life vehicles and stored in a designated area for further treatment in accordance with Article 70(3) of Regulation (EU) 2023/ [OP: Batteries Regulation].
5. The parts, components and materials, that have been depolluted, shall be handled and labelled in accordance with Articles 18 and 19 of Directive 2008/98/EC.
6. The authorised treatment facility shall document the depollution of end-of-life vehicles, by recording the information listed in Part B, point 3, of Annex VII.

Article 30
Mandatory removal of parts and components for reuse,
remanufacturing, repair, and recycling prior to shredding (AM 153,
1343, 1344)

1. From [OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation] authorised treatment facilities shall ensure that the parts and components listed in Part C of Annex VII, are removed from an end-of-life vehicle prior to shredding, ***In order to verify its market potential for reuse, remanufacturing and repair, those parts shall be assessed in accordance with Article 31 before dismantling. That assessment shall be conducted*** after the depollution operations referred to in Article 29, have been completed. (AM 1347, 1348)
- 1a. ***Authorised treatment facilities shall ensure that the parts and components removed in accordance with the first paragraph that do not have a market potential for reuse, remanufacturing and repair are sent for recycling according to the treatment requirements indicated in Part F of Annex VII.*** (AM 1352, 1353)
2. ***Where parts and components do not have a market potential for reuse, remanufacturing and repair, it shall not be mandatory to remove them prior to shredding Paragraph 1 shall not apply*** if an authorised treatment facility demonstrates, that post-shredder technologies separates materials from parts and components listed in Part C, entries **6**, 13 to 19, of Annex VII, as efficiently ***and delivers equivalent recycled material*** as manual dismantling processes or semi-automated disassembly processes. ***(AM 154, 1356, 1358, 1359, 1360, 1361, 1363, 1364)***

For the purposes of the first subparagraph, the authorised treatment facility shall ~~***comply with the requirements comply with high quality shredding output as set out in the delegated act referred to in paragraph 4 of Article 28 and***~~ provide the information listed in Part G of Annex VII. (AM 1367)
3. In addition to the obligations set out in Article 35 of Directive 2008/98/EC, the authorised treatment facilities shall maintain records of the end-of-life vehicles that are processed without the prior removal of parts, components and materials in accordance with paragraph 2, including the name and address of the treatment facilities, and the Vehicle Identification Number (VIN) of the end-of-life vehicles concerned.

The authorised treatment facilities shall provide the information in the records referred to in the first subparagraph to the competent authority in accordance with Article 49(6).

Compromise amendment 18 - Requirements concerning the removed parts and components, Trade of used, manufactured or refurbished part and components

(Articles 31-33)

on behalf of EPP, S&D, ECR, RE, Greens/EFA, Left

Compromise amendment replacing Amendments 155-156; 1368-1416; TRAN 96-100

Article 31

Requirements concerning the removed parts and components

1. All parts and components that have been removed from an end-of-life vehicle pursuant to Article 30(1), shall be assessed ***if possible before their dismantling***, to determine whether they are fit for: **(AM 15, 1372, 1373, 1374)**
 - (a) reuse, in accordance with Part D, point 1(a), of Annex VII;
 - (b) remanufacturing or refurbishment, in accordance with Part D, point 1(b), of Annex VII;
 - (c) recycling; or
 - (d) other treatment operations, taking into account the specific treatment *requirements in Part F of Annex VII*

The parts and components that are fit for reuse, remanufacturing or refurbishment shall not be considered waste. (AM 156, 1375, 1376)

Parts and componenets removed during a repair and maintenance operation, excluding parts and components listed in Part E of Annex VII shall not be considered waste and shall be assessed if they fit for the purposes of reuse, remanufacturing or refurbishment.

The assessment shall be carried out taking into account in particular technical feasibility of conducting the processes referred to in the first subparagraph and vehicle safety requirements.

Documentation confirming the conducted assessment shall be, upon request, made available to the relevant national authorities, including when the parts and components are transported for the purpose of reuse, remanufacturing or refurbishment.

2. The removed parts and components fit for reuse, remanufacturing or refurbishment shall be:
 - (a) labelled in compliance with Part D, point 2, of Annex VII;
 - (b) accompanied by a warranty, if the parts and components are transferred to or used by another person.

3. The parts and components listed in Part E of Annex VII shall not be reused.

Article 32

Trade of used, remanufactured or refurbished parts and components

From [OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation] any **economic operator selling person trading** used, remanufactured or refurbished spare parts and components shall, ~~at the point of sale:~~ **(AM 1309, 1390, 1391, 1392)**

- (a) ensure that parts and components are labelled in compliance with Part D, point 2, of Annex VII;
- (b) provide a warranty for the used, remanufactured or refurbished parts and components.

(c) prove that the parts and components were sourced from an authorised economic operator (AM 1398, 1400, 1401)

These requirements to economic operators shall apply irrespective of the trading technique used, including online sales. (AM 1409)

Article 33

Reuse, remanufacturing and refurbishment of parts and components

1. From [OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation] Member States shall take necessary incentives to promote the reuse, remanufacturing, **retrofitting** and refurbishment of parts and components, whether removed during the use or end-of-life phase of a vehicle.

The incentives referred to in the first subparagraph 1 may include:

- (a) a requirement for maintenance and repair operators to offer customers to repair a vehicle with used, remanufactured or refurbished spare parts and components alongside offer to repair the vehicle with new parts and components, provided that such a requirement is formulated not to create excessive costs or administrative burdens for micro- and small enterprises;
- (b) the use of economic incentives **designed to reward manufacturers who exceed the minimum standards, so as to further stimulate the** ~~including the establishment of a reduced rate of value added tax for~~ used, remanufactured or refurbished spare parts and components. **(AM 1414, 1415)**

Member States shall inform the Commission of the incentives adopted in accordance with this Article without undue delay. (AM 1410, 1411)

The Commission shall facilitate the exchange of information and sharing of best practices among Member States on such incentives.

2. The Commission shall monitor the effectiveness of the incentives given by Member States.

Compromise amendment 19 - Reuse, recycling and recovery targets, Ban on landfilling of non-inert waste, Shipments of end-of-life vehicles (Articles 34-36)

on behalf of EPP, S&D, ECR, RE, Greens/EFA, Left

Compromise amendment replacing Amendments 157-158; 1417-1449

Article 34

Reuse, recycling and recovery targets

1. From [OP: Please insert the date = the first day of the calendar year following 36 months after the date of entry into force of the Regulation], Member States shall **adopt the necessary measures to** ensure that the following targets are met by the waste management operators:
 - (a) the reuse and recovery, as calculated together, shall be a minimum of 95 %, by average weight per vehicle, excluding batteries, and year;
 - (b) the reuse and recycling, as calculated together, shall be a minimum of 85 %, by average weight per vehicle, excluding batteries, and year.
2. From [OP: please insert a date = the first day of the calendar year following 60 months after the date of entry into force of the Regulation] Member States shall ensure that waste management operators achieve a yearly target for the recycling of plastics of at least 30 % of the total weight of plastics contained in the **end-of-life vehicles ~~delivered to the waste management operators.~~**
3. **The weight of the plastic recycled and the total weight of plastics as referred to in the paragraphs 1 and 2 shall exclude elastomers as well as thermosets other than polyurethane foams. (AM 157, 1426)**

Article 35

Ban on landfilling of non-inert waste

From [OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation] fractions from shredded end-of-life vehicles, containing non-inert waste, that are not processed by the post-shredder technology, shall not be accepted in a landfill.

Article 36
Shipments of end-of-life vehicles

1. Treatment of end-of-life vehicles may be undertaken outside the Union, provided that the shipment of end-of-life vehicles is in compliance with **Regulation (EU) 2024/1157 ~~(EC) No 1013/2006~~**. **(AM 1436, 1437, 1438, 1439)**
 2. Shipments of end-of-life vehicles from the Union to a third country in accordance with paragraph 1 shall only count towards the fulfilment of obligations and targets set out in Article 34 if the exporter of the end-of-life vehicles provides documentary evidence approved by the competent authority of destination demonstrating that the treatment took place in conditions that are **broadly considered** equivalent to the requirements laid down in this Regulation and to human health and environmental protection requirements laid down in other Union legislation. **(AM 1442, 1443, 1444, 1445, 1446, 1447)**
- 2a** ***In order to distinguish between shipments of used vehicles and end-of-life vehicles, the competent authorities of the Member States may carry out inspections and verify whether used vehicles suspected of being end-of-life vehicles comply with the minimum requirements laid down in Annex I.***
- Where inspections confirm that the vehicles in question qualify as end-of-life vehicles, the costs of the inspection and any related storage may be charged to the economic operator responsible for the shipment. (AM 1440, 1441)***

**Compromise amendment 20 - Annex VII (Treatment requirements)
and Annex IX (Information to be included in the certificate of
destruction)**

on behalf of EPP, S&D, ECR, RE

**Compromise amendment replacing Amendments 196-210; 1748-
1927; TRAN 123-132**

ANNEX VII

TREATMENT REQUIREMENTS

PART A

**MINIMUM REQUIREMENTS FOR STORAGE SITES AND TREATMENT
SITES**

1. Storage sites, including storage sites in the collection points, for the storage of end-of-life vehicles, prior to their treatment, and of their components, parts and materials, shall:
 - (a) have impermeable surfaces with spillage collection facilities, decanters and cleanser-degreasers;
 - (b) be equipped for the treatment of water, including rainwater, in compliance with health and environmental requirements.
2. Storage shall be organised so as to avoid damage to:
 - (a) components and parts containing the liquids and fluids listed in points 1 and 2 of Part B of this Annex VII;
 - (b) components, parts and materials listed in Part C of this Annex VII.
3. The sites where end-of-life vehicles and their components, parts and materials are treated shall have:
 - (a) impermeable surfaces for appropriate areas with the provision of spillage collection facilities, decanters and cleanser-degreasers;
 - (b) appropriate storage for parts, components and materials that have been removed from the end-of-life vehicle, including impermeable storage for oil-contaminated parts, components and materials;
 - (c) appropriate containers for storage of batteries (with electrolyte neutralisation on site or elsewhere), filters and PCB/PCT-containing condensers;
 - (d) appropriate separate 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,

- (e) equipment for the treatment of water, including rainwater, in compliance with health and environmental regulations;
 - (f) appropriate storage for used tyres, taking into account the need to prevent fire hazards and excessive stockpiling.
4. Authorised treatment facilities that are permitted to treat electric vehicles shall comply with the requirements set out in Annex XII of Regulation 2023/ [Batteries and Waste Batteries.

PART B

MINIMUM REQUIREMENTS FOR DEPOLLUTION

1. The following fluids and liquids shall be removed from the end-of-life vehicle, unless they are necessary for the re-use of the parts concerned:
- (a) fuel;
 - (b) motor oil;
 - (c) transmission oil;
 - (d) gearbox oil;
 - (e) hydraulic oil;
 - (f) cooling liquids;
 - (g) antifreeze;
 - (h) brake fluids;
 - (i) air-conditioning system fluids; and
 - (j) any other fluid contained in the end-of-life vehicle.
- The collection containers shall be labelled to indicate the type of liquid that is contained within them and stored separately from each other in a secure location, compliant with the Part A of this Annex, to prevent accidental spillage, leakage or unauthorised access to it.
2. The following components, parts and materials shall be removed from end-of-life vehicles:
- (a) airbags, liquefied petroleum gas (LPG) tanks, compressed natural gas (CNG) tanks, hydrogen tanks and any other potentially explosive parts and components shall be neutralised;
 - (b) air conditionings systems and refrigerants shall be treated in accordance with Regulation (EU) No **2024/573** (AM1748) **517/2014**;
 - (c) components identified as containing mercury, shall be separated during treatment into an identifiable stream, which shall be safely immobilised and disposed in accordance with Article 17 of Directive 2008/98/EC;
 - (d) materials containing substances referred to in Article 5(2), which need to be labelled as laid down in Annex III, shall be

separated during treatment into an identifiable stream, which shall be safely immobilised and disposed in accordance with Article 17 of Directive 2008/98/EC.

All parts, components and materials collected during the depollution shall be stored in designated containers. The collection containers shall be labelled to indicate the components, parts and materials that are contained within them and stored in a secure location in compliance with Part A, in order to prevent accidental spillage, leakage or unauthorised access to it.

3. The following information on the depollution of the end-of-life vehicles shall be recorded:
 - (a) date and time of depollution operations;
 - (b) type of depollution operations carried out;
 - (c) quantity and nature of depolluted waste, including materials and pollutants removed or neutralized;
 - (d) name and contact details of the waste transporter, if applicable;
 - (e) contact information of the final disposal site for the waste collected during the depollution process.

PART C

MANDATORY REMOVAL OF PARTS AND COMPONENTS FROM END-OF-LIFE VEHICLES

1. Electric vehicle batteries ***as defined in Article 3, point (14), of this Regulation and LMT batteries, as defined in Article 3, point (11), of Regulation (EU) 2023/1542, including their battery management systems, onboard chargers for EVs, and casing or housing, if present.*** (AM 196, 1760, 1761, 1762, 1763, 1764) (AM 1766, 1767)
2. E-drive motors, including their casings and any associated control units, wiring, and other parts, components and materials
3. SLI batteries as defined in Article 3, point (12), of Regulation (EU) ***2023/****[on batteries and waste batteries]/1542 and portable batteries as defined in Article 3, point (9), of Regulation (EU) 2023/1542; (AM 197, 1773, 1775, 1774)***
4. Engines;
5. Catalytic converters;
6. Gear boxes;
7. Windshields, rear and side windows made of glass; ***-(AM 198, 1788, 1789, 1790, 1791, At least 70% of total glass from windshields, rear and side windows made of glass, including rooftop glass installations (1792, 1793)***
8. Wheels;

9. Tyres;
- ~~10. Dashboards; (AM 199, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807)~~
11. Directly accessible parts of the infotainment system, ~~including sound, navigation, and multimedia controllers, including displays of a surface greater than 100 square centimetres; (AM 200, 1809, 1810, 1811, 1812)~~
12. Headlights, including their actuators;
- ~~13. Wire harnesses; (AM 201, 1815, 1818, 1816, 1817, 1819, 1820, 1821, 1822)~~
14. Bumpers;
- 15. Fuel Fluid** containers; **(AM 202)**
- 16** Heat exchangers;
- ~~17. Any other mono-material metal components, heavier than 10 kg;~~
- ~~18. Any other mono-material plastic components, heavier than 10 kg; (1843)~~
19. Electrical and electronic components :
 - (a) inverters of the electric vehicles;
 - (b) ~~printed circuit boards with a surface area, larger than 10 cm²; (1854, 1855, 1856)~~
 - (c) photo-voltaic (PV) panels with a surface area, larger than 0.2 m²;
 - (d) control modules and valve boxes for the automatic transmission.

PART D

REUSE, REMANUFACTURING AND REFURBISHMENT OF PARTS AND COMPONENTS

1. Technical evaluation of the removed parts and components:
 - (a) For reuse:
 - (i) the part or component is functional;
 - (ii) it is fit to be used, in a readily manner, for its primary purpose it was conceived for.
 - (b) For remanufacturing or refurbishment:
 - (i) the part or component **is shall contain all relevant parts complete; (AM 1875, 1876, 1877)**
 - (ii) an assessment of damage, reduced functionality or performance and repairs needed for restoring the part or component to a state where it is **potentially** fit to be

remanufactured or refurbished used; (AM 1878, 1879, 1880)

(iii) ~~there is no heavy corrosion.~~ visual inspection shows that the corrosion does not impede the functionality of the part or component.(AM 1881, 1882, 1883)

2. Minimum information to be provided in the labelling of the parts and components:

- (a) name of the component or part;
- (b) ***~~reference to the vehicle identification number (VIN) of the vehicle from which the component or part has been removed; and (AM 1885, 1886, 1887)~~***
- (b) name, the postal address, indicating a single contact point and e-mail address, a web-address, if applicable, identifying the operator that removed the component or part.

PART E

COMPONENTS AND PARTS NOT TO BE REUSED

- 1. All airbags including cushions, pyrotechnic actuators, electronic control units and sensors.
- 2. Emission after-treatment systems (e.g. catalytic converters, particulate filters) ***if those parts are not covered by a warranty which states that the part complies with the related roadworthiness test as stipulated in Article 4 of Directive 2014/45/EU on periodic roadworthiness tests for motorvehicles and their trailers. (AM 204)***
- 3. Exhaust silencers.
- 4. Automatic or non-automatic seat belt assemblies, including webbing, buckles, retractors, pyrotechnic actuators.
- 5. Seats in cases where they incorporate safety belt anchorages and/or airbags.
- 6. Steering lock assemblies acting on the steering column.
- 7. Immobilisers, including transponders and electronic control units.

PART F

SPECIFIC TREATMENT REQUIREMENTS OF THE REMOVED PARTS, COMPONENTS AND MATERIALS

1. SLI Batteries shall be treated in accordance with Article 70 of the Regulation (EU) 2023/****[on batteries and waste batteries].
2. Electric vehicle batteries shall be treated in accordance with Article 70 of the Regulation (EU) **2023/1542.2023/****[on batteries and waste batteries].-(AM 207)**
3. Permanent magnet materials containing neodymium, dysprosium or praseodymium as defined (Neodymium-Iron-Boron (NdFeB), as defined in Article 27 Regulation [proposal for Regulation on CRMs], copper from e-drive motors that are not suitable for reuse, remanufacturing or refurbishment, shall be removed where the process for removal is feasible to be performed by authorised treatment facilities without excessive cost. In case of lack of technical progress to recycle NdFeB permanent magnet materials, the e-drive motors or its permanent magnet material containing parts shall be stock-piled and labelled in accordance with Article 27(1), point (b), of Regulation [proposal for Regulation on CRMs].
4. Removed electronic components and parts, which are not subject for reuse, remanufacturing or refurbishment and non-ferrous fractions, including shredded printed circuit boards, shall be treated by treatment operators as specified in Article 8(3) of Directive 2012/19/EU.
5. Removed glass from the end-of-life vehicle, as a minimum, shall be recycled into container glass, fibre glass, or equivalent quality.

PART G

INFORMATION TO BE PROVIDED FOR EXEMPTIONS FROM THE OBLIGATION TO REMOVE OF PARTS, COMPONENTS AND MATERIALS FROM END-OF-LIFE VEHICLES

- ~~1. **A copy of the written contract between the authorised treatment facility and the facility which performs the shredding operations and uses post-shredding technologies, including the specifications on the quality of the secondary materials and the technical specification followed in processing treatment fractions from end-of-life vehicles. (AM 208, 1908)**~~
1. **In order to comply with Article 28(3) of this Regulation, end-of-life vehicles may be shredded together with other waste only if:**
 - (a) waste electrical and electronic equipment has been treated in accordance with Annex VII to Directive 2012/19/EU;**
 - (b) all batteries have been removed in accordance with Regulation (EU) 2023/1542;**
 - (c) plastic packaging has been separated from packaging waste and metal packaging in accordance with Regulation (EU) 2025/40;**

(d) the combined shredding process does not lower the quality of waste streams compared to separate treatment; and

(e) the specific contributions of each mixed waste stream to the output fractions can be identified as fulfilling the reporting obligations under Regulation (EU) 2023/1542, Regulation (EU) 2025/40, Directive 2012/19/EU and Directive 2008/98/EC. (AM 1908-1913)

2. A **mass balance** report of the sample analysis on the quality and quantity of the treatment fractions (output) for a representative treatment configuration provided by an independent body. **(AM 209)**
3. Any other type of documentation demonstrating that the quality and quantity of the materials from the end-of-life vehicles is not lower compared to the quality and quantity of components and parts that were separately removed prior-shredding in accordance with the requirements laid down in Part C.

ANNEX IX

INFORMATION TO BE INCLUDED IN THE CERTIFICATE OF DESTRUCTION

1. Name, address, and registration or identification number of the establishment or undertaking issuing the certificate, where such number is provided in the national registration or identification system.
2. Name and address of competent authority which has issued a permit (in accordance with Article 14 of the Regulation) for the establishment or undertaking issuing the certificate of destruction.
3. Date of issue of the certificate of destruction.
4. Vehicle nationality mark and registration number (registration document, where such document exists on paper, or statement by the authorised treatment facility issuing the certificate that the registration document has been destroyed⁽²⁾ to be attached to the certificate).
5. Class of vehicle, brand and model.
6. Vehicle identification number (chassis).
7. Name **and** address, **nationality** of the holder or owner of the vehicle delivered.

Compromise amendment 21 - Distinction between used vehicles and end-of-life vehicles (Article 37)

on behalf of EPP, S&D, ECR, RE, Greens/EFA

Compromise amendment replacing Amendments 159, 1452-1465, TRAN 101

CHAPTER V USED VEHICLES AND THEIR EXPORT

SECTION 1 ~~STATUS OF USED VEHICLES~~

Article 37

*Distinction between used vehicles and end-of-life vehicles **for the purpose of export***

For the purpose of ~~transferring ownership of exporting~~ a used vehicle, the vehicle owner shall be able to ~~provide documentation demonstrate to the customs authorities and any natural or legal person interested in acquiring ownership of importing the concerned vehicle or to the competent authorities~~ that the vehicle is not an end-of-life vehicle. ~~That documentation shall consist of a valid roadworthiness certificate or, when such a certificate is not available, of an assessment carried out by~~ ~~When assessing the status of a used vehicle, the vehicle owner, other economic operators and~~ the competent authorities ~~responsible for the roadworthiness certificates based on shall verify if~~ the criteria laid down in Annex I ~~are met in order to determine whether it is not an end-of-life vehicle. In the case of doubt that a used vehicle may be an end-of-life vehicle, competent authorities may require a vehicle owner to present further documentation that the vehicle concerned is not an end-of-life vehicle~~ (partially AM 1458, 1460)

By ... [OP: please insert the date of application of this Regulation], Member States shall publish a list of one or more competent authorities that can make the assessment referred to in paragraph 1. (AM 1460)

Compromise amendment 22 - Controls and requirements on the export of used vehicles (Article 38)

on behalf of EPP, S&D, ECR, RE, Greens/EFA

Compromise amendment replacing Amendments 160-164; 1466-1502; TRAN 102-104

**SECTION 2
EXPORT OF USED VEHICLES**

Article 38

Controls and requirements on the export of used vehicles

1. From [OP: Please insert the date = the first day of the month following 36 **24** months after the date of entry into force of this Regulation] used vehicles to be exported shall be subject to the controls and requirements laid down in this Section.
2. This Section is without prejudice to any other provisions of this Regulation as well as to other Union legal acts governing the release for export of goods, in particular Regulation (EU) No 952/2013 and its Articles 46, 47, 267 and 269.
3. Used vehicles may be exported only if they are:
 - (a) not end-of-life vehicles ~~**based on the criteria listed in Annex I as determined in Article 37;**~~
 - (b) ~~**considered**~~ roadworthy ~~**in the Member State where the vehicles were last registered, in accordance with Article 5(1), points (a) and (b), and Article 8 of Directive 2014/45/EU.**~~
4. The following information shall be provided or made available to customs authorities for each used vehicle to be exported:
 - (a) the Vehicle Identification Number (VIN) of the used vehicle and the identification of the Member State where the vehicle was last registered;
 - (b) a statement confirming that the used vehicle fulfills the requirements set out in paragraph.
5. In order to verify the compliance with this Section on allowing a used vehicle to be released for export:
 - (a) until the interconnection referred to in Article 45(4) is operational, customs authorities shall exchange information and cooperate with competent authorities in accordance with Article 44, and, where necessary, shall take into account such exchange of information and cooperation in order to allow a used vehicle to be released for export;

- (b) once the interconnection referred to in Article 45(4) is operational, Articles 39, 40(2) and (3) and 42(3) shall apply, and notifications and other exchanges under Articles 41 to 43 shall take place by means of those electronic systems.
6. A used vehicle to be exported shall not:
- (a) be placed under a customs procedure based on a simplified declaration pursuant to Article 166 of Regulation (EU) No 952/2013;
 - (b) be subject to an entry in the declarant's records pursuant to Article 182 of Regulation (EU) No 952/2013;
 - (c) be subject to self-assessment pursuant to Article 185 of Regulation (EU) No 952/2013.
- ~~7. ***The Commission is empowered to adopt delegated acts, in accordance with Article 50 of this Regulation, to amend the criteria listed in Annex I determining whether a used vehicle is an end-of-life vehicle. (AM 1499, 1500, 1501)***~~

Compromise amendment 23 - Automated verification of the information on vehicle status, Risk management and customs controls, Suspension, Release of export, Refusal to release for export, Cooperation among authorities and exchange of information, Electronic systems (Article 39-45)

on behalf of EPP, S&D, ECR, RE, Greens/EFA, Left

Compromise amendment replacing Amendments 165-168; 1503-1528

Article 39

Automated verification of the information on vehicle status

1. Before releasing used vehicles for export, customs shall verify electronically and automatically via the electronic systems referred to in Article 45, that based on the Vehicle Identification Number and the information on the Member State of last registration, the vehicle is **considered** roadworthy **or not an end-of-life vehicle** in accordance with Article **37 38(3), point (b)**.
2. Where the information provided or made available to customs does not correspond to the information in the national vehicle registers and national electronic systems on roadworthiness pursuant to paragraph 1, customs authorities shall not release that vehicle for export and shall inform the **economic operator natural or legal person** concerned thereof through these systems. **(AM 1505)**

Article 40

Risk management and customs controls

1. For the purpose of enforcing the provisions laid down in Article 38, customs authorities shall carry out controls on used vehicles to be exported in accordance with Articles 46 and 47 of Regulation (EU) No 952/2013. Without prejudice to Article 39, such controls shall primarily be based on risk analysis, as established in Article 46(2) of Regulation (EU) No 952/2013.
2. In addition to the risk management referred to in paragraph 1, once the interconnection referred to in Article 45 is operational, customs shall use these electronic systems referred to in Article 45(1) to determine whether a used vehicle to be exported complies with specific conditions linked to the protection of the environment or road safety in accordance with paragraph 3 of this Article.
3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to supplement this Regulation by setting out the compliance conditions referred to in paragraph 2 **including on the** specific conditions applied to the import of used vehicles by the third country of import linked to the protection of the environment and road safety, when such conditions have been

notified by that third country to the Commission. Those conditions shall be verifiable against the information available in the electronic systems referred to in Article 45(1).

- 3a. The Commission shall publish and regularly update in a dedicated online portal the notified specific conditions linked to the protection of the environment or road safety imposed by third countries in accordance to paragraph 3. (AM 1508)**

*Article 41
Suspension*

1. Where ~~there are reasonable grounds to believe the customs authorities suspect~~ that a used vehicle to be exported may not comply with the requirements of this Section, the customs authorities shall *immediately* suspend the release for export of that used vehicle **until they obtain all necessary information to make a final decision**. They shall also immediately notify the competent authorities of the suspension and transmit all relevant information needed to determine whether the used vehicle complies with the requirements of this Regulation and may be released for export. **(AM 1509, 1511)**
2. For the purpose of determining whether a used vehicle, subject to suspension as referred to in paragraph 1, complies with this Regulation, the competent authorities may request, from any person involved in the export of that used vehicle, additional information, including information on the sale or transfer of vehicle ownership, such as a copy of the invoice or contract, and documentary evidence that that used vehicle is destined for further use.

*Article 42
Release for export*

1. Where the release for export of a used vehicle has been suspended in accordance with Article 41, that used vehicle shall be released for export where all the other requirements and formalities relating to such release have been fulfilled and where any of the following conditions is satisfied:
 - (a) the competent authorities have not requested, within four working days from the beginning of the suspension, the customs authorities to maintain the suspension, or
 - (b) the competent authorities have informed the customs authorities of their approval for release for export pursuant to this Section.
2. The release for export shall not be deemed proof of compliance with Union law and, in particular, with this Regulation or Regulation (EU) No 952/2013.
3. After each release for export of a used vehicle, customs authorities shall notify that release for export to the competent authority of the

Member State where the vehicle in question was registered at the time of export. ***The competent authority of that Member State shall record that information in its national vehicles register. (AM 1517, 1518,)***

Article 43

Refusal to release for export

1. Where the competent authority concludes that a used vehicle for which the suspension has been notified in accordance with Article 41 does not comply with this Section, they shall immediately require the customs authorities not to release it for export and notify them thereof.
2. Upon the notification from the competent authority pursuant to paragraph 1, the customs authorities shall not release the used vehicle for export.

Article 44

Cooperation among authorities and exchange of information

1. Member States shall mutually assist one another in the implementation of this Section through exchange of information at bilateral level, in particular for the purpose of verifying the status of a vehicle, including the verification of its registration status in the Member State in which it was previously registered.
2. Where appropriate, competent authorities of Member States shall also cooperate with administrative authorities from third countries. Such cooperation may include sharing of relevant information, conducting joint inspections, and other forms of mutual assistance as deemed necessary to ensure compliance with applicable laws and regulations governing the export of used vehicles.
3. Customs authorities and competent authorities of Member States shall cooperate in accordance with Article 47(2) of Regulation (EU) No 952/2013 and exchange information necessary for the fulfilment of their functions under this Regulation, including via electronic means. The customs authorities may communicate, in accordance with Article 12(1) and Article 16(1) of Regulation (EU) No 952/2013, confidential information acquired by the customs authorities in the course of performing their duties, or provided to the customs authorities on a confidential basis, to the competent authority of the Member State where the operator or trader is established.
4. Where the competent authorities have received information in accordance with paragraphs 1 to 3 of this Article, those competent authorities may communicate that information to competent authorities from other Member States.
5. Risk-related information shall be exchanged as follows:
 - (a) between customs authorities in accordance with Article 46(5) of Regulation (EU) No 952/2013;

- (b) between customs authorities and the Commission in accordance with Article 47(2) of Regulation (EU) No 952/2013;
- (c) between customs authorities and competent authorities, including competent authorities from other Member States, in accordance with Article 47(2) of Regulation (EU) No 952/2013.

Article 45
Electronic systems

1. The MOVE-HUB electronic system developed by the Commission shall be used for exchanging **and verifying** Vehicle Identification Number and information on the vehicle registration and roadworthiness status between national vehicle registers and electronic systems on roadworthiness of the Member States, as well as, to interconnect to the EU Single Window Environment for Customs, where necessary for controls and requirements laid down in this Section. **(AM 1522)**
2. The MOVE-HUB electronic system, referred to in paragraph 1 shall provide at least the following functionalities:
 - (a) exchange the data in real-time with the national vehicle registers, national electronic systems on roadworthiness of the Member States interconnected with it;
 - (b) enable an automated electronic check of data provided in a roadworthiness certificate as referred to in Annex II of Directive 2014/45/EU of the date of first registration of a vehicle, as well as of the Member State where a vehicle was last registered, as referred to in Directive 1999/37/EC, to determine whether a used vehicle to be exported complies with the requirements set out in Article 38, Article 39(1) and Article 40;
 - (c) interconnect to the EU Single Window Environment for Customs, in accordance with Regulation (EU) 2022/2399 for the purpose of exchanging data and support the process of exchange of information referred to in Articles 39(1) and Article 40(2), as well as support the notifications referred to in Articles 41 to 43;
 - (d) for the purpose of cooperation with third countries under Article 44(2), allow electronic exchange of information with the competent authorities of third countries which have notified to the Commission pursuant to Article 40(2) the specific conditions for the import of used vehicles that they apply.
3. Member States shall interconnect their national vehicle registers and national electronic systems on roadworthiness with the MOVE-HUB electronic system referred to in paragraph 1. That interconnection shall be operational within 2 years after the adoption of the implementing act referred to in paragraph 5.

The obligation laid down in paragraph 1 shall be met if Member States use the European Car and Driving Licence Information System (EUCARIS) to connect to the MOVE-HUB electronic system. (AM 1524)

4. The Commission shall interconnect the MOVE-HUB system referred to in paragraph 1 to the EU Customs Single Window Certificate Exchange System established in Article 4 of Regulation (EU) 2022/2399, so that the automated controls referred to in Article 39 and Article 40(2) and the notifications referred to in Articles 41, 42 and 43 can be performed. That interconnection shall be operational within 4 years after the adoption of the implementing act referred to in paragraph 5.
5. The Commission shall **by... [OP: please enter the date = the last day of the month following 18 months after the date of entry into force of this Regulation]** adopt the implementing acts laying down the necessary arrangements for the implementation of the functionalities of the MOVE-HUB referred to in paragraph 2, including the technical aspects necessary for the interconnection of national electronic systems to the MOVE-HUB, the conditions of connection to MOVE-HUB, the data to be transmitted by the national systems and the format for the transmission of that data through the interconnected national systems. **(AM 1527, 1526)**

The implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2).

Compromise amendment 24 - Criteria for determination whether a used vehicle is an end-of-life vehicle (Annex I)

on behalf of EPP, S&D, ECR, RE, Greens/EFA, Left

Compromise amendment replacing Amendments 176-178; 1598-1658, TRAN 113-121

ANNEX I

CRITERIA FOR DETERMINATION WHETHER A USED VEHICLE IS AN END-OF-LIFE VEHICLE

PART A

CRITERIA FOR ASSESSMENT OF REPARABILITY OF VEHICLES

1. A vehicle is **technically** irreparable **if when** it meets one or more of the following criteria: **(AM 1600)**
 - (a) it has been cut into pieces or **~~stripped dismantled for reuse of its parts or is no longer used as a vehicle;~~** **(AM 1602, 1601)**
 - (b) **~~it has been welded up or closed by insulating foam;~~** **(AM 1604)**
 - (c) it has been **completely** burnt to the point where the engine compartment or passenger compartment is **completely** destroyed; **(AM 1606)**
 - (d) it has been **been** submerged in water to a level above the dashboard;
 - (e) one or several of the following components of the vehicle **cannot** from a **technical point of view, be neither** repaired **nor** replaced: **(AM 1611, 1610, 1612)**
 - (i) ground coupling components (such as tyres and wheels), suspension, steering, braking, and their control components;
 - (ii) seat fixings and joints;
 - (iii) airbags, pre-tensioners, safety belts, and their peripheral operating components;
 - (iv) the vehicle's hull and chassis;
 - (f) its structural and safety components have technical defects that are irreversible and **where the damage is so extensive that repair or replacement is not technically feasible without compromising the lasting structural integrity of the vehicle or the road safety;**
 - ~~(g) its repair requires the replacement of the engine, gearbox, shell, or chassis assembly, resulting in the loss of the vehicle's original identity.~~** **(AM 1618, 1619, 1620, 1621, 1622)**
2. **~~The vehicle is economically irreparable if its market value is lower than the cost of the necessary repairs needed to restore it in the Union to a technical condition that would be sufficient to obtain a roadworthiness certificate in the Member State where the vehicle was registered before repair.~~** **(AM 1626, 1627, 1628)**
3. **~~A vehicle may be considered technically irreparable when:~~**
 - (a) **~~it has been submerged in water to a level below the dashboard, and damaged the engine or electrical system;~~**
 - (b) **~~its doors are not attached to it;~~**
 - (c) **~~its fuel or fuel vapours are discharged posing a risk of fire and explosion;~~**

- (d) ~~gas has leaked from its liquid gas system posing a risk of fire and explosion;~~
- (e) ~~its operating liquids (fuel, brake fluid, anti-freeze liquid, battery acid, coolant liquid) have been discharged posing a risk of water pollution; or~~
- (f) ~~its brakes and steering components are excessively worn.~~

~~If one of those conditions is met, an individual technical assessment shall be carried out in order to assess if the technical status of a vehicle would be sufficient to obtain a roadworthiness certificate in the Member State where the vehicle was registered before repair. (AM 1637, 1638, 1636, 1635)~~

PART B

INDICATIVE LIST OF CRITERIA FOR END-OF-LIFE VEHICLES

The following criteria may also be used **during an individual assessment** as additional justification to determine if a used vehicle is an end-of-life vehicle:

- (a) absence of means allowing to identify a vehicle, in particular the Vehicle Identification Number;
- (b) ~~its~~ **it is impossible to establish who is the owner** **unknown;** **(AM 1643)**
- ~~(c) it has not had its required national technical roadworthiness test for more than two years from the date when this was last required; (AM 1644, 1645)~~
- (d) it is not appropriately protected against damage during storage, transportation, loading and unloading; ~~or~~
- (e) it was handed over for treatment to an authorised collection point or an authorised waste treatment facility;
- (ea) it has been submerged in water to a level below the dashboard, and damaged the engine or electrical system;**
- (eb) its fuel or fuel vapours are discharged posing a risk of fire and explosion; or**
- (ec) gas has leaked from its liquid gas system posing a risk of fire and explosion;**
- (ed) its operating liquids (fuel, brake fluid, anti-freeze liquid, battery acid, coolant liquid) have been discharged posing a risk of water pollution; (AM 1647-1653)**

Compromise amendment 25 - Inspections; Enforcement cooperation at national level and between MS; Penalties (Articles 46-48)

on behalf of EPP, S&D, ECR, RE, Greens/EFA, Left

Compromise amendment replacing Amendments 169; 1529-1562

**CHAPTER VI
ENFORCEMENT**

*Article 46
Inspections*

1. Member States shall, for the purpose of enforcing this Regulation, inspect:
 - (a) authorised treatment facilities;
 - (aa) collection points; (AM 1532; 1535)**
 - (b) repair and maintenance operators;
 - (c) other facilities and economic operators, which may treat end-of-life vehicles **or sell used spare parts and components removed from end-of-life vehicle; (AM 1538, 1539)**
2. The inspections shall cover at least 10 % of the operators listed in paragraph 1, points (a) and (c), in each calendar year.
3. Member States shall also carry out **regular** inspections concerning export of used vehicles in order to verify compliance with Article 38. **(AM 1543)**
- 3a. Member States shall develop an inspection plan to identify and monitor the illegal treatment of end-of-life vehicles. (AM 1544, 1546)**

*Article 47
Enforcement cooperation at national level and between Member States*

1. Member States shall establish, as regards all relevant competent authorities involved in the enforcement of this Regulation, effective mechanisms to enable those authorities to cooperate and coordinate domestically concerning the development and implementation of enforcement policies and activities related to monitoring vehicles registration, de-registration, suspension and cancellation of the registration, **missing vehicles, certification of destruction, export of used vehicles** as well as prevention of illegal treatment **and export** of end-of-life vehicles. **(AM 1550, 1551, 1552, 1553, 1554, 1555)**
2. Member States shall cooperate, bilaterally and multilaterally, with one another in order to facilitate the prevention and detection of

illegal treatment **and export** of end-of-life vehicles **and to address the issue of missing vehicles**. They shall exchange relevant information on vehicles registration, de-registration and suspension and cancellation of the registration, through the electronic exchange system referred to in Article 45. They shall also exchange relevant information on authorised treatment facilities and repair and maintenance operators not permitted as authorised treatment facilities, and other facilities and economic operators, who may perform operations concerning treatment of end-of-life vehicles. They shall share experience and knowledge on enforcement measures within established structures. **(AM 1556)**

The exchange of vehicle registration data shall include access to and exchange of data on performance, and the nature and results of the checks carried out, with other Member States' competent authorities to facilitate the enforcement of this Regulation.

3. Member States shall notify to the Commission which members of their permanent staff that are responsible for the cooperation referred to in paragraph 2 of this Article and Article 44.
- 3a. For the purposes of this Article and in order to facilitate the cooperation between Member States, the Commission shall set up and supervise a Coordination Network to ensure effective coordination of national enforcement policies. The Coordination Network shall be composed of representatives of each Member State and of the Commission. (1558, 1559)**
- 3b. The Coordination Network shall promote the exchange of best practices, facilitate the uniform interpretation and enforcement of this Regulation, exchange information about the enforcement activities, develop an electronic information exchange procedure and initiate joint enforcement actions. (AM 1560)**

Article 48 *Penalties*

By [OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation] Member States shall lay down the rules on penalties applicable to infringements of Article 15(1), Article 16, Article 19(1), Article 22(1) and (2), Articles 23 and 24, Article 25(1) and (2), Articles 26 to 32, and Articles 34, 35, 37 and 38 of this Regulation, and shall take all measures necessary to ensure that they are implemented. The penalties provided for shall be effective, proportionate and dissuasive. Member States shall, without delay, notify the Commission of those rules and of those measures and shall notify it, without delay, of any subsequent amendment affecting them.

**Compromise amendment 26 - Reporting to the Commission
(Article 49)**

on behalf of EPP, S&D, RE, Greens/EFA, Left

Compromise amendment replacing Amendments 1563-1578

Article 49

Reporting to the Commission

1. From [OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation] Member States shall make publicly available in an aggregated form for each calendar year and in the format established by the Commission pursuant to paragraph 5, the following data, which shall be based on information and data received from producers, producer responsibility organisations and waste management operators:
 - (a) the number of vehicles registered in the Member State;
 - (b) the number of vehicles made available on the market for the first time in the territory of the Member State;
 - (c) the number and weight of end-of-life vehicles collected and depolluted in the Member State;
 - (d) the number and weight of end-of-life vehicles recycled in the territory of the Member State;
 - (e) the number and weight of end-of-life vehicles exported or shipped for further treatment to another Member State or a third country;
 - (ea) the number and weight of end-of-life vehicles imported or shipped for further treatment from another Member State or a third country; (AM 1563)**
 - (eb) the number of used vehicles released for export or imported from third country; (AM 1564, 1565)**
 - (f) the number of certificates of destruction issued;
 - (g) the total amount and weight of parts, components and materials removed from end-of-life vehicles for purpose of;
 - (i) reuse;
 - (ii) remanufacturing or refurbishment;
 - (iii) recycling;
 - (iv) recovery, including energy recovery;
 - (v) disposal;
 - (h) the amount and weight of end-of-life vehicles treated in a different manner than indicated in point (d);

- (i) the amount and weight of end-of-life-vehicles used for backfilling;
- (j) the rates of the targets laid down in Article 34 attained by all waste management operators that are active in the Member State;
- (k) use of the exemption provided for in Article 30(2), and how it was monitored by the reporting Member State;
- (l) data on the producer responsibility organisations, including the names of the legal persons they represent;
- (m) data on the implementation of Article 21.

(ma) the quantities of critical raw materials removed and recovered from end-of-life vehicles (AM 1567, 1568)

Member States shall make the data referred to in paragraph 1 publicly available within 18 months of the end of the reporting period for which it is collected. The data shall be machine readable, sortable and searchable, and shall respect open standards for third party use. Member States shall notify the Commission when the data referred to in the first subparagraph is made available.

The first reporting period shall be the first calendar year after the adoption of the implementing act referred to in paragraph 5.

2. The data made available by Member States in accordance with paragraph 1 shall be accompanied by a quality check report. That information shall be presented in the format established by the Commission pursuant to paragraph 5.
3. Member States shall every 5 years draw up a report summarising:
 - (a) incentives introduced to promote the reuse, remanufacturing and refurbishment of parts and components in accordance with Article 33 ***and their impact; (AM 1572, 1573)***
 - (b) the application of penalties and other sanctions envisaged in their national law for infringements of this Regulation adopted in accordance with Article 48, including a list of type of infringements notified and types of measures taken;
 - (c) results of inspections carried out in accordance with Article 46;
 - (d) the manner of application of definitions of 'end-of-life vehicle' and 'used vehicle', including practical difficulties encountered in that context.

Member States shall submit the report to the Commission within 6 months from the end of the five year period which it covers. The first report shall be provided to the Commission by *[OP: please insert a date = the first day of the month following 6 years after the date of entry into force of this Regulation]*.

The Commission shall review the reports submitted by the Member States and, ~~if appropriate,~~ draw up ***and publish*** reports on the received information in order ***to evaluate the implementation of this Regulation in Member States and*** to facilitate the exchange

of information on best practices applied in the Member States. **(AM 1574)**

4. For the purpose of monitoring the implementation of this Regulation, the Commission shall collect and review the information made available in accordance with this Article.
5. The Commission shall adopt implementing acts laying down:
 - (a) the methodology and rules for the calculation, verification and reporting of data in accordance with paragraph 1, including:
 - (i) the methodology for determining the amount and weight of parts, components and materials removed for purposes referred to in paragraph 1, points (g), (h) and (i) **and (ma)**;
 - (ii) the methodology for determining the weight of recycled waste, including determination of calculation points and measurement points, and, if necessary, possibilities of applying average loss rates;
 - (iii) the methodology for calculation and verification of the attainment of the reuse, recycling and recovery targets referred to in Article 34.
 - (b) the format for the reporting to the Commission referred to in paragraph 1, **2, and 3**, as well as the format for the quality check report. **(AM 1576)**

Those implementing acts shall be adopted **by ... [OP: Please insert the date = the first day of the month following 24 months after the entry into force of this Regulation]** in accordance with the examination procedure referred to in Article 51(2). **(AM 1577)**

6. Producers, producer responsibility organisations, waste management operators and other relevant economic operators **shall** provide competent authorities with accurate and reliable data allowing Member States to fulfil their reporting obligations under this Article. **(AM 1578)**

Compromise amendment 27 - (Final provisions and delegated acts (Articles 50; 51; 53-57) and Amendment to Regulation 2018/58 (Annex X) and Correlation table (Annex XI)

on behalf of EPP, S&D, ECR, RE

Compromise amendment replacing Amendments 170-175; 1579-1597; 1928; TRAN 105-112

Article 50

Exercise of the delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
2. The power to adopt delegated acts referred to in Articles 5(4), **6(2)**, 6(3), 6(4), 7(3), 9(7), 11(3), 12(3), 21(2), 22(4), 27(4), 38(7) and 40(3) **[final list to be updated upon end of negotiations]** shall be conferred on the Commission for a period of 5 years from [OP: Please insert the date = the date of entry into force of this Regulation]. The Commission shall draw up a report in respect of the delegation of power no later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension no later than three months before the end of each period.
3. The delegation of power referred to in Articles 5(4), **6(2)**, 6(3), 6(4), 7(3), 9(7), 11(3), 12(3), 21(2), 22(4), 27(4), 38(7) and 40(3) **[final list to be updated upon end of negotiations]** may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.
4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.
5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.
6. A delegated act adopted pursuant to Articles 5(4), **6(2)**, 6(3), 6(4), 7(3), 9(7), 11(3), 12(3), 21(2), 22(4), 27(4), 38(7) and 40(3) **[final list to be updated upon end of negotiations]** shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or

if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Article 51
Committee procedure

1. The Commission shall be assisted by the committee established by Article 39 of Directive 2008/98/EC. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.
2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

CHAPTER VIII **AMENDMENTS**

Article 53
Amendments to Regulation (EU) 2019/1020

In Regulation (EU) 2019/1020, Annex II, points 10 and 11 are deleted.

Article 54
Amendments to Regulation (EU) 2018/858

Annex II to Regulation (EU) 2018/858 is amended in accordance with Annex X to this Regulation.

Article 55
Review

1. By 31 December 203* [*OP: Please insert the date = the last day of the year following 95 months after the date of entry into force of this Regulation*], the Commission shall review and draw up a report on the application of this Regulation and its impact on the environment, human health and the functioning of the single market and submit it to the European Parliament and to the Council. **Where appropriate, the report shall be accompanied by a legislative proposal to amend relevant provisions of this Regulation.** (AM 1584)
2. Taking account of technical progress and practical experience gained in Member States as well as any revision of Regulation (EC) No 1907/2006, the Commission shall, in its report, include an evaluation on the following aspects of this Regulation:
 - (a) the need to extend the scope of this Regulation, in particular provisions of Chapters II and III, as well as Chapter IV Section II, to vehicles of categories **L1e, L2e, L3e, L4e, L5e, L6e and L7e** ~~L3e, L4e, L5e, L6e and L7e~~ as defined in Article 4(2), **points (c) to (g)**, of the Regulation (EU) 168/2013 and vehicles of categories M₂, M₃, N₂, N₃ and O as defined in Article 4(1) of Regulation (EU) 2018/858;

- (aa) the need to extend the scope of this Regulation to vehicles that are type-approved in multi-stage type approval and to motor caravans and trailer caravans;**
 - (b) the measures concerning provision of information on substances of concern present in vehicles and the need of introducing further provisions addressing substances of concern that may affect high-quality recycling of vehicles at their end-of-life;**
 - (c) the measures regarding management of end-of-life vehicles laid down in Chapter IV, including the levels of targets laid down in Article 34 and the need of their revision;**
 - (d) infringements and the effectiveness, proportionality and dissuasiveness of penalties as set out in Article 48;**
 - (e) the need to amend Article 5 of this Regulation;**
 - (f) the impact of the measures regarding the export of used vehicles laid down in Chapter V and the extent to which the issue of missing vehicles has been solved, including estimates on the number of missing vehicles; (AM 1591, 1593)**
 - (g) the measures concerning provisions on processes that may affect high-quality recycling of vehicles at their end-of-life; (AM 173)**
 - (h) the impact of differences in the national roadworthiness criteria to the used vehicles exports and the internal market.**
- 2a. By ... [60 months from the date of entry into force of this Regulation], the Commission shall conduct an assessment to evaluate, based on the declarations made under Article 10, whether manufacturers are on track to comply with the recycled plastic targets laid down in Article 6(1). The assessment shall particularly evaluate:**
- (a) the availability of suitable plastic recycling technologies;**
 - (b) the sufficient availability of recycled plastic;**
 - (c) the level of quality of recycled plastic comparing to the level of safety required**
- and;**
- (d) technical and economical difficulties to reach the target.**
- On the basis of the assessment, the Commission may, where appropriate, submit a legislative proposal to the European Parliament and to the Council to amend the targets laid down in Article 6(1) in order to provide for derogations from the scope, timing or level of minimum percentages set out therein.**

Article 56
Repeal and transitional provisions

1. Directive 2000/53/EC is repealed with effect from [OP: Please insert the date = the first day of the month following 12 months after the date of entry into force of this Regulation].

However, the following provisions of Directive 2000/53/EC shall continue to apply:

- (a) Article 4(2) until [OP: Please insert the date the last day of the month following 71 months after the date of entry into force of this Regulation];
 - (b) Article 5(4), second subparagraph, Article 6(3), second subparagraph, Article 7(1), Article 8(3) and (4), until [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation];
 - (c) Article 7(2) point (b), until 31 December 20** [OP: Please insert the year = the last day of the year following 35 months after the date of entry into force of this Regulation];
 - (d) Article 9, paragraphs (1a) sub-paragraphs 1 and 3, (1b) and (1d) until [OP: Please insert the date = *the last day of the month following* 35 months after the date of entry into force of this Regulation];
 - (e) Article 9(1a), sub-paragraph two, until [OP: Please insert the date = the last day of the month following 59 months after the date of entry into force of the Regulation].
2. Directive 2005/64/EC is repealed with effect from [OP: Please insert the date = the last day of the month following 71 months after the date of entry into force of this Regulation].

However, its Article 6(3) is repealed with effect from [OP: Please insert the date = *the last day of the month following 35 months after the date of entry into force of this Regulation*].
3. References to the repealed Directives shall be construed as references to this Regulation and shall be read in accordance with the correlation tables in Annex XI.

Article 57
Entry into force and application

1. This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.
2. It shall apply from [OP: Please insert the date = the first day of the month following 12 months after the date of entry into force of this Regulation].

However, Article 54 shall apply from [OP: Please insert the date = *the first day of the month following 72 months after the date of entry into force of this Regulation*].

This Regulation shall be binding in its entirety and directly applicable in the Member States.

ANNEX X

AMENDMENTS TO REGULATION (EU) 2018/858

4. Annex II to Regulation (EU) 2018/858 shall be amended as follows:

(1) In Part I, entry G13 is replaced by the following:

G13	Circularity	Regulation [PO enter the number of this Regulation]	X		X														
-----	-------------	---	---	--	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--

’;

(2) Appendix 1 is amended as follows:

(a) in table 1, entry G13 is replaced by the following:

G13	Circularity	Regulation [PO enter the number of this Regulation]	n/a However, Annex VII Part E on prohibition of reuse of the specified component parts shall apply.
-----	-------------	---	--

(b) in table 2, entry G13 is replaced by the following:

G13	Circularity	Regulation [PO enter the number of this Regulation]	n/a However, Annex VII Part E on prohibition of reuse of the specified component parts shall apply.
-----	-------------	---	--

’;

(3) in Appendix 2, point 4 is amended as follows:

(c) in the table ‘Part I: Vehicles belonging to category M1’, entry 59 is replaced by the following:

59	Regulation [PO enter the number of this Regulation] (Circularity)	The requirements of that Regulation shall not apply.
----	---	--

’;

(d) in the table ‘Part II: Vehicles belonging to category N1’, entry 59 is replaced by the following:

’

59	Regulation [PO enter the number of this Regulation] (Circularity)	The requirements of that Regulation shall not apply.
----	---	--

’;

(4) Part III is amended as follows:

(e) In Appendix 1, entry 59 is replaced by the following:

’;

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A	N/A		
----	-------------	---	-----	-----	--	--

’;

(f) in Appendix 2, entry 59 is replaced by the following:

’;

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A			N/A				
----	-------------	---	-----	--	--	-----	--	--	--	--

’;

(g) in Appendix 3, entry 59 is replaced by the following:

’;

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A
----	-------------	---	-----

’;

(h) in Appendix 4, entry 59 is replaced by the following:

’;

59	Circularity	Regulation [PO enter the number of this Regulation]	N/A			N/A				
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’;

ANNEX XI

CORRELATION TABLE

5. Directive 2000/53/EC

<i>Directive 2000/53/EC</i>	<i>This Regulation</i>
Article 1	Article 1
Article 2(1)	Article 3(1) point (1)
Article 2(2)	Article 3(1) point (2)
Article 2(3)	Article 3(1) point (22)
Article 2(4)	Article 3(2) point (a)
Article 2(5)	Article 3(1) point (16)
Article 2(6)	Article 3(1) point (5)
Article 2(7)	Article 3(2) point (a)
Article 2(8)	Article 3(2) point (a)
Article 2(9)	Article 3(2) point (a)
Article 2(10)	Article 3(1) point (35)
Article 2(11)	-
Article 2(11) point (a)	-
Article 2(11) point (b)	-
Article 2(11) point (c)	-
Article 2(11) point (d)	-
Article 2(12)	-
Article 2(13)	-
Article 3(1)	Article 2(1) point (a)
Article 3(2)	-
Article 3(3)	-
Article 3(4)	Article 2(2) point (a) and paragraph (5)
Article 3(5)	Article 2(1) point (c) and paragraph (5) and (6)
Article 4(1) point (a)	Article 5(1)
Article 4(1) point (b)	Article 7(1)
Article 4(1) point (c)	Article 6
Article 4(2) point (a)	Article 5(2) and (3)
Article 4(2) point (b)(i)	Article 5(4)(a)
Article 4(2) point (b)(ii)	Article 5(4)(b)
Article 4(2) point (b)(iii)	Article 5(4)(c)
Article 4(2) point (b)(iv)	Article 5(4)(d)
Article 4(2) point (c)	--
Article 5(1), first tire	Article 23(1) and (2) point (c)
Article 5(1), second tire	Article 23(2) point (b)
Article 5(2)	Article 23(4) sub-paragraphs 1 and 2 point (c)
Article 5(3), first subparagraph	Article 25
Article 5(3), second subparagraph	--
Article 5(3), third subparagraph	--
Article 5(4), first subparagraph	Article 24(2)

<i>Directive 2000/53/EC</i>	<i>This Regulation</i>
Article 5(4), second subparagraph	Article 16 and 20(1)(a)
Article 5(4), third subparagraph	Article 24(2)
Article 5(4), fourth subparagraph	--
Article 5(5), first subparagraph	Article 25(1) and Annex IX
Article 5(5), second subparagraph	Article 25(5)
Article 6(1)	Article 27 (1) and (3)
Article 6(2), first subparagraph	Article 15(1)
Article 6(2), second subparagraph	--
Article 6(3), first subparagraph	Article 30(1) and Annex VII Part C
Article 6(3), second subparagraph	Article 29(1)
Article 6(4)	Article 15(2)
Article 6(5)	Article 27(5)
Article 6(6)	Article 27(4)
Article 7(1)	Article 33(1)
Article 7(2) point (a)	--
Article 7(2) point (b)	Article 34(1) points (a) and (b)
Article 7(2), second subparagraph	--
Article 7(2), third subparagraph	Article 49(5)
Article 7(3)	--
Article 7(4)	--
Article 7(5)	--
Article 8(1)	Article 12(1)
Article 8(2)	Article 12(3)
Article 8(3)	Article 11(1)
Article 8(4)	Article 11(1) and (2)
Article 9(1a), first subparagraph	Article 49(1) point (j)
Article 9(1a), second subparagraph	Article 49(1) second sub-paragraph
Article 9(1a), third subparagraph	Article 49(1) third sub-paragraph
Article 9(1b)	Article 49(2)
Article 9(1c)	--
Article 9(1d)	Article 49(5)
Article 9(2)	Article 9
Article 9a(1)	Article 50(1)
Article 9a(2)	Article 50(2)
Article 9a(3)	Article 50(3)
Article 9a(4)	Article 50(4)
Article 9a(5)	Article 50(5)
Article 9a(6)	Article 50(6)
Article 10(1)	--
Article 10(2)	--
Article 10(3)	--
Article 10a	Article 55
Article 11(1)	Article 51(1)
Article 11(2)	Article 51(2)
Article 12(1)	Article 57(1)
Article 12(2)	Article 57(2)
Article 12(3)	--

<i>Directive 2000/53/EC</i>	<i>This Regulation</i>
Article 13	--
Annex I	Annex VII
Annex II	Annex III

6. Directive 2005/64/EC

<i>Directive 2005/64/EC</i>	<i>This Regulation</i>
Article 1, first subparagraph	Article 1
Article 1, second subparagraph	--
Article 2	Article 2(1) point (a)
Article 3 point (a)	Article 2(2) point (a)
Article 3 point (b)	Article 2(2) point (b)
Article 3 point (c)	Article 2(2) point (c)
Article 4(1)	Article 3(1) point (1)
Article 4(2)	Article 3(2) point (b)
Article 4(3)	Article 3(1) point (3)
Article 4(4)	Article 3(1) point (2)
Article 4(5)	Annex II
Article 4(6)	Article 3(2) point (b) in combination with Article 3(1) point (1)
Article 4(7)	Article 3(2) point (b)
Article 4(8)	Article 3(2) point (b)
Article 4(9)	Article 3(1) point (5)
Article 4(10)	Article 3(2) point (a)
Article 4(11)	--
Article 4(12)	Article 3(2) point (a)
Article 4(13)	Article 3(1) point (4)
Article 4(14)	Article 3(1) point (6)
Article 4(15)	Article 3(1) point (7)
Article 4(16)	--
Article 4(17)	--
Article 4(18)	Article 9
Article 4(19)	--
Article 4(20)	--
Article 5(1)	--
Article 5(2)	Article 8(1) second sentence
Article 5(3)	Article 8(4)
Article 5(4)	Article 24
Article 6(1)	Article 4(2)
Article 6(2), second subparagraph	Article 5(8)
Article 6(3)	Article 11
Article 6(4)	--
Article 6(5)	--
Article 6(6)	--
Article 6(7)	--
Article 6(8)	--

Article 7 point (a)	Annex VII Part E
Article 7 point (b)	Annex VII Part E
Article 8	--
Article 9	--
Article 10(1)	--
Article 10(2)	--
Article 10(3)	--
Article 10(3)	--
Article 10(4)	--
Article 11(1)	--
Article 11(2)	--
Article 12	--
Article 13	--
Annex I	Article 4 (1)
Annex II	--
Annex III	--
Annex VII	--
Annex V	Annex VII Part E
Annex VI	--

Compromise amendment 28 - Recitals and Citations

on behalf of EPP, S&D, ECR, RE

Compromise amendment replacing Amendments 1-43; 212-418,
TRAN 1-18

RECITALS

- (1) The Communication of the Commission of 11 December 2019 on ‘The European Green Deal’⁴ (the ‘European Green Deal’) is Europe’s growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy where there are no net greenhouse gas emissions in 2050 **at the latest** and where economic growth is decoupled from resource use. In order for the Union’s product policies to contribute to lowering carbon emissions on a global level, it needs to be ensured that products marketed and sold in the Union are sourced, manufactured and treated at their end-of-life in a sustainable manner.
- (2) The automotive sector is an important contributor to the use of energy and material resources by the Union, and hence to the generation of greenhouse gases. The production of vehicles in third countries that are placed on the Union market contributes to the generation of global greenhouse gases, which in turn has a negative environmental impact on the Union. A shift from the use of fossil fuels in vehicles to zero emission mobility, as foreseen in the Fit for 55 package, is one of the prerequisites for reaching the climate neutrality goal in 2050. It will reduce the emissions of greenhouse gases from the automotive sector linked to the use phase of vehicles. The automotive industry is one of the largest users of primary aluminium, steel and plastics, linked to the manufacturing of new vehicles placed on the Union market. This can represent a significant environmental impact, linked to the energy required for the extraction and processing of these materials. The environmental footprint linked to the manufacturing of new vehicles could increase with the ongoing electrification of the fleet, **the ongoing growth in size and weight of the vehicles**, as well as due to more widespread use **and complexity** of electronics in future models, which both require a considerable amount of critical and strategic raw materials and precious metals, such as copper and rare earth elements. The result of these changes is that the production phase could have a larger environmental footprint than the use phase of vehicles, **and**

⁴ Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions, The European Green Deal (COM (2019) 640 final).

that the industry could become more and more reliant on critical raw materials imports, vulnerable to supply disruptions, and hence, lose competitiveness. In addition, the current requirements in Union law on waste management result in a suboptimal recovery of resources from end-of-life vehicles, and there is high potential to increase the quantity and quality of parts, components and materials to be **repaired**, re-used, remanufactured, refurbished, **retrofitted** or recycled from **vehicles both during the use phase and at the** end-of-life vehicles. To address these environmental impacts and contribute to the decarbonisation of the sector, **and support competitiveness by increasing the resilience of the automotive industry**, it is necessary to improve the functioning of the single market and enhance the transition of the automotive industry to a circular economy. This is in line with Communication of the Commission of 11 March 2020 on ‘A new Circular Economy Action Plan – For a cleaner and more competitive Europe’⁵ which called for a revision of the current rules to “promote more circular business models by linking design issues to end-of-life treatment, consider rules on mandatory recycled content for certain materials, and improve recycling efficiency”. **This is also in line with Regulation (EU) 2024/1252 establishing a framework for ensuring a secure and sustainable supply of critical raw materials.** The Council⁶ and the Parliament⁷ also stressed the need for new Union rules on these matters, replacing the existing rules on type approval of vehicles when it comes to re-usability, recyclability and recoverability and on end-of-life vehicles. (AM 220, 221)

- (3) Directive 2000/53/EC of the European Parliament and of the Council⁸ sets up harmonised treatment requirements for end-of-life vehicles and targets for vehicles’ reuse and recycling and reuse and recovery. It establishes obligations on collection of end-of-life vehicles, as well as obligations for economic operators, in particular restricting the use of heavy metals in vehicles. It also creates basic rules on extended producer responsibility, requiring vehicle producers to cover part of the costs of collection of end-of-life vehicles.
- (4) The Commission’s evaluation of Directive 2000/53/EC⁹ highlighted that it has been effective in delivering many of its initial objectives, especially the elimination of cadmium, lead, mercury and hexavalent chromium from vehicles, an increase in collection points for end-of-

⁵ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions of 11 March 2020, A new Circular Economy Action Plan – For a cleaner and more competitive Europe (COM(2020)98 final).

⁶ Council conclusions of 17 December 2020, Making the recovery circular and green.
⁷ European Parliament resolution of 10 February 2021 on the New Circular Economy Action Plan.

⁸ Directive 2000/53/EC of the European Parliament and of the Council of 18 September 2000 on end-of life vehicles (OJ L 269 21.10.2000, p. 34).

⁹ Evaluation of Directive (EC) 2000/53 of 18 September 2000 on end-of-life vehicles, SWD(2021) 61 final.

life vehicles and the attainment of the recovery and recycling targets. The evaluation however found that the Directive however insufficiently addressed important issues linked to the collection of end-of-life vehicles and was not adapted any longer to ensure a high quality of treatment of these vehicles.

- (5) Directive 2005/64/EC of the European Parliament and of the Council¹⁰ regulates the type-approval of vehicles in relation to their reusability, recyclability and recoverability, so that these vehicles could meet the targets established in Directive 2000/53/EC at their end-of-life stage. That Directive has not been effective in improving substantially the re-usability, recyclability and recoverability of new vehicles and is not adapted to the features of new vehicles, which have considerably changed since the entry into force of that Directive.
- (6) Regulation (EU) 2018/858 of the European Parliament and of the Council¹¹ introduced a comprehensive type-approval and market surveillance system for motor vehicles, trailers, and for systems, components and separate technical units intended for such vehicles with a view to ensuring the proper functioning of the single market and in order to offer a high level of environmental performance. There is a need for a separate regulatory act for the purposes of the EU type-approval procedure laid down in Annex II to Regulation (EU) 2018/858. It is necessary to lay down provisions and requirements on the circularity of vehicles in the process of EU type approval. To ensure the compliance of vehicles with those requirements it is necessary to ensure their verification in the EU type-approval process. The administrative provisions of Regulation (EU) 2018/858, including the provisions on market surveillance, corrective measures and penalties, apply to type approvals issued this Regulation. The administrative provisions of Regulation (EU) 2018/858, including the provisions on market surveillance, corrective measures, **safeguard clauses**, and penalties, apply to type approvals issued in compliance with the requirements of this Regulation. (AM 1)
- (6a) In order to avoid retroactive application of the requirements, it is important to distinguish between amended type-approvals and new type-approvals. It should therefore be clarified that amendments do not systematically require the new type approval under Regulation (EU) 2018/858.**
- (7) In order to improve the functioning of the single market, while ensuring a high level of protection of the environment, it is essential

¹⁰ Directive 2005/64/EC of the European Parliament and of the Council of 26 October 2005 on the type-approval of motor vehicles with regard to their reusability, recyclability and recoverability and amending Council Directive 70/156/EEC (OJ L 310, 25.11.2005, p. 10).

¹¹ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151 14.6.2018, p. 1).

to harmonise the conditions for the type-approval of vehicles when it comes their reusability, recyclability and recoverability, as well as the conditions governing waste management in the automotive sector **and the export of used vehicles**. There are intrinsic links between the production stage and the end-of-life treatment of vehicles, as the environmentally sound treatment of end-of-life vehicles depends to a large extent on how vehicles are designed and constructed in the first place. The most efficient way of facilitating the transition of the automotive sector to a circular economy is therefore to establish a uniform regulatory framework at the Union level, covering in an integrated and consistent manner the design, manufacturing, placement on the market in the Union and end-of-life treatment of vehicles. This is also essential for the development of the Union market for secondary raw materials which are included in new vehicles placed on the market, as well as to avoid barriers to trade and distortions of competition, ensure legal clarity and improve the environmental performances of all of the economic operators involved in the design, production and end-of-life treatment of vehicles. In order to achieve these objectives and the necessity to have uniform rules for the single market driven by environmental concerns, and in line with the overall Union legislation on type-approval for motor vehicles, Directive 2000/53/EC and Directive 2005/64/EC should be replaced by a Regulation, based on Article 114 of the on the Functioning of the European Union (TFEU). (AM 227)

- (8) Directives 2000/53/EC and 2005/64/EC apply only to passenger vehicles (M_1) and light commercial vehicles (N_1), which constitute approximately 85% of all vehicles registered in the Union. The remaining vehicles, namely two- and three- wheel vehicles, lorries, busses and trailers, are not subject to any Union legislation concerning their eco-design and management at their end-of-life stages. Therefore, in order to ensure a circular framework for all vehicles registered in the Union, including their environmentally sound treatment, as well as to prevent fragmentation of the single market, this Regulation should apply not only to vehicles of categories M_1 and N_1 , but, partially, also to **certain** L-category vehicles (**~~L3e-L7e~~**), heavy-duty vehicles and their trailers (M_2 , M_3 , N_2 , N_3 , O). There is a lack of comprehensive information regarding the treatment of such vehicles at their end-of-life in the Union, which prevents from applying to them the same regime as the one applying to M_1 and N_1 vehicles upon entry into force of this Regulation. However, the requirements regarding the collection of end-of-life vehicles, their mandatory delivery to authorised treatment facilities for treatment as well as their depollution should apply **to both L-category vehicles (~~L3e-L7e~~) and** heavy-duty vehicles and their trailers (M_2 , M_3 , N_2 , N_3 , O). To facilitate treatment of these end-of-life vehicles, their manufacturers should be required to provide information on the removal and replacement of parts, components and materials from such vehicles. Also, the provisions governing the extended producer responsibility should apply to these vehicle categories, covering the

costs of their collection and depollution at their end-of-life. **Moreover, additional requirements should apply to L-category vehicles, such as on labelling, on mandatory removal or on reuse, remanufacturing and refurbishment.** (AM 2, 231)

(8a) In order to ensure regulatory coherence and to avoid fragmentation in the single market, it is necessary to expand the scope of this Regulation to vehicles falling under categories L1 and L2 as defined in Regulation (EU) No 168/2013. Vehicles of categories L1e and L2e are not uniformly subject to administrative registration under Directive 1999/37/EC across Member States, despite being type-approved under Regulation (EU) No 168/2013. That regulatory inconsistency risks creating fragmented national approaches, imposing disproportionate burdens on manufacturers and undermining the competitiveness of the industry. To ensure regulatory coherence and harmonisation, this Regulation should establish that, where those vehicles are not subject to administrative registration, an alternative system for recording their identification, including at the point of placing on the market, during use, or at end-of-life, should be implemented. That approach should prevent disparities in the treatment of similar vehicles, and align obligations across all L-category vehicles, thereby fostering a consistent framework for the purpose of compliance with this Regulation. (AM 3, 233)

(9) Problems with exporting used vehicles concern not only passenger vehicles (M₁) and light commercial vehicles (N₁), but also, as studies show¹², larger vehicles. Therefore, these provisions should also apply to heavy-duty vehicles and their trailers (M₂, M₃, N₂, N₃, O).

(9a) Vehicles designed and constructed or adapted for use by the armed services only as well as vehicles designed and constructed for use by the armed services, civil defence, fire services, forces responsible for maintaining public order and emergency medical services should be excluded from the scope of this Regulation. Those vehicles serve specialised operational functions and are subject to specific technical requirements and their design, construction and use differ significantly from those of vehicles intended for general road transport. The application of general circularity requirements for vehicle design and end-of-life management to such vehicles would therefore not be appropriate and their exclusion from the scope of this Regulation is consistent with the specific nature of their functions. (AM 237 partly)

(9b) In order to preserve Europe's cultural heritage, vehicles of historical interest should be excluded from the scope of this

¹² <https://www.unep.org/resources/report/global-trade-used-vehicles-report>

Regulation. Vehicles of special cultural interest should also be able to be excluded from the scope of this Regulation, provided that they are officially recognised as such by the competent authority of the Member State in which they are registered, in accordance with specific criteria. That exclusion should not exempt such vehicles from being kept and handled in an environmentally sound manner, in accordance with applicable Union or national law. Member States should therefore ensure that any vehicle benefiting from this exemption is managed accordingly.

(9c) In order to ensure that the scope of this Regulation is adapted to the realities of market, other types of vehicles, such as vehicles of L categories produced in small series or certain cycles designed to pedal, should also be excluded therefrom.

(10) Special purpose vehicles are designed to perform a specific function and require special bodywork arrangements which are not entirely under the control of the manufacturer. Consequently, the reusability, recyclability and recoverability rates cannot be calculated properly. For those vehicles only the provisions concerning the collection, depollution and mandatory removal for parts and components should apply. Costs of conducting these activities should be covered by producers within the extended producer responsibility scheme. Provisions concerning substances in vehicles should also apply to special-purpose vehicles, as it is under Directive 2000/53/EC. **However, special purpose vehicles produced by small-volume manufacturers should be fully excluded from the scope of this Regulation.** The second stage manufacturer of vehicles, **such as those producing the bodywork**, that have been type-approved in multi-stage type-approval is not in a position to calculate the reusability, recyclability and recoverability rates for completed vehicles. It is therefore appropriate to require only the base vehicle to comply with this Regulation **at this stage. As a consequence, the bodywork of multistage vehicles that is not included in the base vehicle should not be included in the scope of the extended producer responsibility.** (AM 4)

(10a) Motor caravans and trailer caravans are distinct from conventional vehicles or trailers, as their primary function is accommodation rather than transportation. Many trailer caravans are permanently fixed in place as holiday homes, used for seasonal accommodation, and remain functional for decades. These units should not be classified as end-of-life vehicles since they continue to serve as housing, often unregistered, leading to misclassification as "missing vehicles." These caravans are built with non-automotive components like wood, furniture, water systems and household electrical systems, which are outside the scope of vehicle recycling facilities. Given their special-purpose

nature, distinct material composition, and ongoing use, motor caravans and trailer caravans should be excluded from this Regulation. (AM 240)

- (11) One of the biggest practical challenges related to the application of Directive 2000/53/EC concerns the determination whether or not a vehicle has become an end-of-life vehicle, ***in particular in cases of transboundary shipments and exports of vehicles.*** Despite the issuance of guidance¹³ on this issue, such assessment remains problematic. It is therefore necessary to provide legally-binding precise criteria allowing to determine an end-of-life vehicle. Those criteria should be used by all ***relevant competent authorities,*** economic operators and vehicle owners dealing with end-of-life vehicles. (AM 5, 244)
- (12) The evaluation of Directive 2000/53/EC concluded that the provisions in this Directive on the design of vehicles aimed at facilitating their dismantling and the uptake of recycled materials had a very limited impact on the design and manufacturing of new vehicles, as they were not sufficiently detailed, specific and measurable.
- (13) Addressing the design of all vehicles placed on the Union market as well as their end-of-life stage requires the setting up of harmonised circularity requirements verified at the type-approval stage. Designing and manufacturing vehicles to ensure that their parts and components are reusable, and the materials that they contain are recyclable, is essential to avoid that these parts, components and materials cannot be properly valorised when a vehicle reaches the end of its life. Therefore, vehicle manufacturers and their suppliers should integrate design strategies that improve reusability and recyclability at an early stage in the development of new vehicles. Accordingly, new vehicle types should continue to be constructed so as to be reusable or recyclable to a minimum of 85 % by mass and reusable or recoverable to a minimum of 95 % by mass, as already foreseen in Directive 2005/64/EC. In order to ensure that the calculation of the reusability, recyclability and recoverability rates is done in a uniform manner and can be monitored, a new methodology for calculation and verification of the rates of reusability, recyclability and recoverability of a vehicle should be established. This methodology should better reflect the actual potential of a new vehicle to be recycled, reused and recovered at the end-of-life, while taking into account the ongoing technological progress. In order to ensure uniform conditions for the implementation of this Regulation implementing powers should be conferred on the Commission to establish such methodology ***taking into account standard ISO 22628:2002.*** Until such methodology is established, the rates of reusability, recyclability and recoverability should continue to be

¹³ Correspondents' Guidelines No 9 on shipment of waste vehicles, https://ec.europa.eu/environment/pdf/waste/shipments/correspondents_guidelines9_en.pdf

calculated in accordance with the standard ISO 22628:2002, as in Directive 2005/64/EC. **The Commission should aim that the relevant UN methodology is updated accordingly to prevent conflict with EU methodology and reduce burden for manufacturers.** (AM 6)

(13a) Ensuring the reparability of vehicles throughout their lifespan is a fundamental pillar of a truly sustainable and circular automotive economy. Vehicles should not be prematurely classified as end-of-life when they remain repairable, as this would lead to unnecessary waste, economic inefficiencies, and an undue burden on vehicle owners. A vehicle should only be deemed an end-of-life vehicle when it cannot reasonably be restored to meet roadworthiness test requirements and thus presents a safety risk to road users. (AM 250)

(13b) The longevity of vehicles depends not only on their initial design but also on the availability of affordable and competitive repair and maintenance services. Independent repairers should be able to operate under fair and transparent conditions to ensure that consumers are not solely dependent on manufacturer-controlled repair networks, which could otherwise limit competition, increase costs, and reduce service availability. Barriers to repair, including restrictions on access to spare parts, diagnostic tools, the unjustified linking of parts to a specific vehicle, and technical information, should be prevented to safeguard consumer choice and ensure the efficient use of resources. (AM 250, 245)

(14) Vehicles should be designed and manufactured in a way as to limit the presence of substances of concern. In its Communication of 14 October 2020 on 'Chemicals Strategy for Sustainability - Towards a Toxic-Free Environment' (the 'Chemicals Strategy for Sustainability')¹⁴, the Commission stated that substances of concern are to be minimised and substituted as far as possible, phasing out the most harmful ones for non-essential societal use, in particular in consumer products. Accordingly, substances of concern as constituents of materials used in vehicles or of any of the parts or components of vehicles should be minimised as far as possible to ensure that vehicles, as well as materials recycled from vehicles, do not have an adverse effect on human health or the environment, throughout their life-cycle.

¹⁴ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions of 14 November 2020, Chemicals Strategy for Sustainability - Towards a Toxic-Free Environment, (COM/2020/667 final).

(15) Directive 2000/53/EC already restricts the use of lead, mercury, cadmium and hexavalent chromium in vehicles and provides exemptions, where such substances may be used in certain applications. This Regulation should take over these existing rules. However, in order to ensure the coherence of legislation on chemicals, restrictions regarding placing on the market and use of other substances in vehicles should be addressed under Regulation (EC) No 1907/2006 of the European Parliament and of the Council¹⁵. Similarly, restrictions on the use of substances regulated in Regulation (EU) 2019/1021 of the European Parliament and of the Council¹⁶, should be **introduced respected** based on provisions of that Regulation. (AM 8)

(15a) To facilitate the compliance with this Regulation and provide guidance on the restrictions of substances of concern present in vehicles, but also those which hamper recycling for safe and high quality secondary raw materials, it is appropriate to carry out a mapping of substances of concern. This should be done by the European Commission assisted by the European Chemicals Agency set up under Regulation (EC) No 1907/2006 ('the Agency'). Commission should take appropriate follow up measures in that respect, including the possibility to adopt the delegated acts. (AM 7, 254, 257)

(16) Directive 2000/53/EC provides exemptions to the restrictions on the use of lead and cadmium in batteries used in vehicles, which are taken over by this Regulation. However, the use of substances in batteries is comprehensively regulated in Regulation (EU) No 2023/[Batteries]/1542 of the European Parliament and of the Council¹⁷. Therefore, such substances should be addressed and eventually their restrictions and related exemptions transferred, as appropriate, to that Regulation and should not be regulated in this Regulation. Prior to introducing such restrictions under Regulation (EU) No 2023/[Batteries], a comprehensive assessment should be carried out under that Regulation to evaluate, if an exemption is still required and in what scope. (AM 255)

(17) In order to take account of scientific and technical progress, the power to adopt delegated acts in accordance with Article 290 of the

¹⁵ Regulation (EC) No 1907/2006 of the European Parliament and of the Council of 18 December 2006 concerning the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH), establishing a European Chemicals Agency, amending Directive 1999/45/EC and repealing Council Regulation (EEC) No 793/93 and Commission Regulation (EC) No 1488/94 as well as Council Directive 76/769/EEC and Commission Directives 91/155/EEC, 93/67/EEC, 93/105/EC and 2000/21/EC (OJ L 396, 30.12.2006, p 1).

¹⁶ Regulation (EU) 2019/1021 of the European Parliament and of the Council of 20 June 2019 on persistent organic pollutants (OJ L 169, 25.6.2019, p. 45).

¹⁷ Regulation of the European Parliament and the Council of [date] 2023 concerning batteries and waste batteries, amending Directive 2008/98/EC and Regulation (EU) 2019/1020 and repealing Directive 2006/66/EC (OJ L [...]).

Treaty on the Functioning of the European Union should continue to be delegated to the Commission in respect of amending exemptions from restrictions on the use of lead, mercury, cadmium and hexavalent chromium in vehicles under this Regulation. Modifying or deleting such exemptions should be preceded by an assessment of the socio-economic impacts of such change, which is absent in the Directive 2000/53/EC, including consideration of the availability of alternative substances and the impacts on human health and the environment across the lifecycle of vehicles. **Before adopting such a delegated act, the Commission should consult relevant experts and stakeholders to ensure that wider socio-economic impacts, alongside the human and environmental health effects are taken into account.** To ensure effective decision-making, coordination and management of the technical, scientific and administrative aspects of amending this Regulation with respect to restrictions on use of substances in vehicles, the European Chemicals Agency should assist the Commission in such assessment. (AM 9, 256)

- (18) To increase circularity in the automotive sector, vehicles should progressively be designed and manufactured in such a way which incorporates recycled materials instead of primary raw materials **while maintaining the safety performance of vehicles.** The use of recycled materials allows for a more resource-efficient use of materials, decarbonises production and reduces negative environmental impacts related to the use of primary raw materials. Increased circularity for the vehicles manufactured in third countries that are placed on the Union market will also contribute to reducing greenhouse gas emissions globally, including the Union. It also **reduces strengthens the Union's strategic autonomy and competitiveness by reducing** raw material and energy dependencies linked to the supply of primary raw materials, **particularly by contributing to retain valuable critical raw materials within the Union** and at the same time **reinforces reinforcing** the market for secondary raw materials. Although there are no requirements concerning the use of recycled content on a global level, many manufacturers have already incorporated recycled materials in their vehicles. Establishing targets and uniform provisions on how to calculate the recycled content will provide legal certainty and contribute to creating fair competition between manufacturers. The requirements will apply to all manufacturers intending to place vehicles on Union's market, **including through online marketplaces**, irrespective of where they are based. Acknowledging the importance of global value chains in the automotive sector, the Regulation should allow for sourcing the secondary raw materials from outside the Union. **The transition towards the circular economy in the automotive sector should be accompanied by measures that safeguard job security and create new employment opportunities. This Regulation should be able to support workers through a just transition,**

by integrating social, economic, and environmental sustainability aspects. (AM 258, 259, 260, 261, 262)

- (19) In view of the low recycling rate for plastics, especially from end-of-life vehicles, and the overall negative impacts of other forms of treatment of plastic waste, it is appropriate to increase the uptake of recycled plastics in vehicles. To this end, a mandatory target for plastic recycled from post-consumer waste should be included in new vehicles. Accordingly, each vehicle type should contain **twenty-five** percent of plastic recycled from post-consumer plastic waste. **Twenty-five Fifteen** percent of this recycled content target for plastics should be achieved by including plastics recycled from end-of-life vehicles in the vehicle type concerned. **To ensure the necessary long-term perspective for the industry and unlock investments, manufacturers should at a later stage meet a target of at least 25 percent of plastic recycled post-consumer plastic waste, unless the lack of availability or excessive prices of necessary recycled plastics makes compliance with this target excessively difficult. To offer sufficient flexibility to reach these targets, manufacturers should also be able to meet up to maximum of 50% thereof by using pre-consumer waste.**
- (19a) In order to ensure uniform conditions for the implementation this obligation, ~~implementing-delegated~~ powers should be conferred on the Commission to establish methodology for the calculation and verification of the share of plastics recovered from post- **and pre-**consumer waste, and from end-of-life vehicles respectively, present in and incorporated into the vehicle type, **taking into account the best available recycling technology, including mechanical and chemical recycling. To guarantee a level playing field, it is necessary to address the related environmental concerns in a non-discriminatory manner with regard to domestically produced and imported recycled plastic. To that end, recycled plastics from pre-consumer waste integrated in vehicles imported in the Union should be subject to equivalent conditions with regard to emissions and separate collection and sustainability criteria for recycling technologies.** (AM 265, 10)
- (20) The automotive sector is one of the biggest users of steel and the current uptake of recycled steel in new vehicles remains low. In order to contribute to lowering the carbon footprint linked to the production of new vehicles and support the move of the automotive industry towards climate neutrality, **a target for integrating recycled steel from ferrous scrap post-consumer waste in new vehicles should be set. In addition,** the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European

Union should be delegated to the Commission in respect of establishing a minimum share of steel recycled from **ferrous scrap post-consumer steel waste including flat and long carbon steel and stainless-steel product families**, to be present and incorporated into vehicle types. The establishment of a future target should be preceded by a dedicated study by the Commission covering all relevant technical, environmental and economic factors linked to the feasibility of such target, **also including impacts on other steel using sectors and global GHG emissions. It is important to distinguish between various steel product families within the vehicle, as they are produced using different technologies that have various constraints for the utilisation of ferrous scrap regarding their ability to tolerate copper content and other unintended tramp inclusions.** In order to ensure uniform conditions for the implementation this obligation, **implementing delegated** powers should be conferred on the Commission to establish methodology for the calculation and verification of the share of steel recovered from **ferrous scrap post-consumer steel waste** present in and incorporated into the vehicle type. (AM 11, 278, 279, 280, 281, 282)

(20a) The automotive sector is also one of the biggest users of aluminium, representing more than forty percent of total demand, and the use is increasing. The current uptake of recycled aluminium in new vehicles is low. In order to contribute to lowering the carbon footprint linked to the production of new vehicles and support the move of the automotive industry towards climate neutrality, reduce energy consumption and costs, and enhance resilience by reducing dependencies on primary raw materials supplies, it is appropriate to increase the uptake of recycled aluminium in vehicles. To this end, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of establishing a minimum share of aluminium recycled to be present and incorporated into vehicle types. The establishment of a future target should be preceded by a dedicated study by the Commission covering all relevant technical, environmental and economic factors linked to the feasibility of such target. In order to ensure uniform conditions for the implementation of this obligation, delegated powers should be conferred on the Commission to establish a methodology for the calculation and verification of the share of aluminium and its alloys recovered from waste present in and incorporated into the vehicle type. (AM 284, 285)

(21) There is a potential to increase the use of recycled content in vehicles for other materials commonly used by the automotive industry for

which markets for secondary raw materials are underdeveloped, the footprint linked to the production of primary raw materials is high or recycling levels are limited, while sorting and recycling technologies are improving. It is therefore appropriate for the Commission to assess the desirability, feasibility and impacts of setting out targets on recycled content of neodymium, dysprosium, praseodymium, terbium, samarium, boron used in permanent magnets ~~as well as for aluminium and its alloys~~, or magnesium and its alloys. For the feasibility of potentially setting targets on specific types of aluminium and magnesium alloys, the study should address the matching of demand by secondary supply in general and in particular investigate the trade-off between maximising economies of scale by specifying a minimum number of alloy families versus maximising value retention by sorting into a wider range of specific alloy types. (AM 288)

- (22) In order to boost the underdeveloped markets for secondary raw materials, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of establishing a minimum share of establishing a minimum share of **aluminium and its alloys**, magnesium and its alloys, neodymium, dysprosium, praseodymium, terbium, samarium or boron recycled **from pre-** and post-consumer waste that shall be present in and incorporated into the vehicles types. In order to ensure uniform conditions for the implementation this obligation, **implementing delegated** powers should be conferred on the Commission to establish methodology for the calculation and verification of the shares of the materials recycled from **pre- and** post-consumer waste in vehicle types. The methodology is necessary to clarify the definitions of post-consumer scrap and pre-consumer scrap. This is relevant to incentivise the improvement of quality and the retainment of value, in particular for post-consumer fractions. In order to promote decarbonisation via the use of more recycled content, clear definitions are necessary to incentivise the recycling of post-consumer scrap, while minimising the use of pre-consumer scrap, which usually carries the same carbon footprint as the primary raw material. (AM 22, 292, 293)
- (23) In line with the requirements of Regulation (EU) ~~[CRM Act]~~ **2024/1252** of the European Parliament and of the Council¹⁸, and considering that it is necessary to establish in this Regulation provisions on recycled content in vehicles and on critical raw materials used in parts and components of vehicles, those provisions should apply as the sector specific implementation of the provisions contained in Regulation (EU) ~~[CRM Act]~~ **2024/1252**. This will ensure streamlining and integrating various information, labelling and

¹⁸ Proposal for a Regulation of the European Parliament and of the Council establishing a framework for ensuring a secure and sustainable supply of critical raw materials and amending Regulations (EU) 168/2013, (EU) 2018/858, 2018/1724 and (EU) 2019/1020 (COM(2023) 160 final).

removal obligations under the procedures of this Regulation with those for other parts, components and materials. (AM 13)

- (24) In order to ensure that batteries are recycled in accordance with the requirements of the Regulation (EU) 2023/~~[Batteries]~~ **2023/1542**, and that e-drive motors, which contain important quantities of rare earth elements, can also be replaced and recycled, it is necessary to introduce design requirements for new vehicle types, ensuring that these batteries and e-drive motors can be removed in a readily manner by authorised treatment facilities or repair and maintenance operators during any phase of the life-cycle of a vehicle. **The Commission should also encourage the development of standards for design and assembly techniques that facilitate the maintenance, repair and repurposing of batteries and battery packs. More broadly, to maximise the potential for replacement, reuse, recycling, remanufacturing or refurbishing of vehicle parts and components, and to minimise waste, vehicles should be designed in a manner that enables the removal of as many parts and components as possible. The notion of technical feasibility should be interpreted in a manner that supports and facilitates these objectives, while recognising that, in certain cases, safety or functional requirements of a part may justify alternative solutions that limit the removability of a part or component. In such instances, manufacturers should demonstrate the necessity of such a choice.** In order to take into account technical and scientific progress, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending this Regulation by revising the list of parts and components that are to be designed for removal and replacement from vehicles. In order to ensure uniform conditions for the implementation of this design requirement, implementing powers should be conferred on the Commission. (AM 14, 295)
- (25) The type-approval system laid down in Regulation (EU) 2018/858 requires manufacturers to construct their vehicles, systems, components and separate technical units in conformity with an approved vehicle type. To ensure that manufacturers comply with the circularity requirements that are applicable to them at type-approval stage and which are laid down in this Regulation, and that type-approval authorities can verify compliance, it is necessary for manufacturers to include the information required for the type-approval procedure in the information folder. To increase transparency and ensure that the required type-approval information is presented in a manner coherent with the requirements in other legislation governing type-approval requirements for vehicles, the Commission should amend the rules established in Commission

Implementing Regulation (EU) 2020/683¹⁹ which standardise the documents and information to be included into the information folder and thus specify the administrative requirements for type-approval.

- (26) In order to ensure that manufacturers of passenger cars and light commercial vehicles put in place actions to ensure that they meet the circularity requirements under this Regulation, and to incentivise them to improve the circularity of the vehicle types they place on the market, they should draw up a comprehensive circularity strategy **for each new type at manufacturer level** and provide it to the **type-approval authority Commission. However, manufacturers should also be able draw up a circularity strategy by vehicle category.** This strategy should **~~based on proven technologies, which are available or in development at the time of applying for the vehicle type approval and be not result in disproportionate burdens for manufacturers and should~~** be periodically updated. The Commission should regularly report on the circularity of the automotive sector based on the circularity strategies provided by the manufacturers. **~~In order to take account of technical and scientific progress in vehicle manufacturing and management of end-of-life vehicles, market developments in the automotive sector and regulatory changes, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending the annex containing requirements on the content of circularity strategy and the updates thereto.~~** (AM 15)
- (27) In order to increase transparency on the use of recycled materials by the automotive sector and provide incentives to increase recycled content levels, vehicle manufacturers should be required to provide technical documentation showing the percentage of recycled materials present in new vehicle types which are submitted for type-approval. This requirement should apply to a selection of materials for which an increase in recycled content level in vehicles would bring about particularly important environmental benefits. The mandatory declaration should be submitted to the type-approval authority together with other documents as part of the application for type-approval.
- (28) Access to up-to-date information and timely communication between vehicle manufacturers and waste management operators across the automotive value chain are essential to maximise reuse, remanufacturing and refurbishment of parts and components of a

¹⁹ Commission Implementing Regulation (EU) 2020/683 of 15 April 2020 implementing Regulation (EU) 2018/858 of the European Parliament and of the Council with regards to the administrative requirements for the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 163, 26.5.2020, p. 1).

vehicle and to ensure highquality recycling of end-of-life vehicles. Therefore, manufacturers should provide to waste management operators and repair and maintenance operators **as well as emergency services**, unrestricted, standardised and non-discriminatory access to information, **referred to in paragraph 66 of the Commission's Supplementary guidelines on vertical restraints in agreements for the sale and repair of motor vehicles and for the distribution of spare parts for motor vehicles**¹, enabling safe removal and replacement of certain parts, components and materials present in a vehicle. The information should guide the waste management operators and repair and maintenance operators through the steps and provide clear instructions on the use of tools or technologies required to access and remove electric vehicle batteries **and their batteries packs**, including the tools or technologies enabling their safe discharge, and e-drive motors. This information should also help to identify, locate and remove the parts, components and materials, that should be depolluted and removed from the vehicle prior shredding, as well as parts and components, containing the critical raw materials in permanent magnets referred to in Regulation (EU) **[CRM Act] 2024/1252. It is important that intellectual property rights are duly respected, ensuring that access to technical information does not compromise proprietary technologies or trade secrets.** This should be done through communication platforms established by manufacturers and the information should be provided free of charge, excluding **non-prohibitive** administrative costs. The type-approval authorities should verify that the required information has been submitted by the manufacturers. **Taking into account the need to support the vehicles retrofitting as a way to reduce emissions, extend vehicle lifespans, and promote sustainability, manufactures should also ensure a proper cooperation with retrofit operators. In order to regularly update scope of information to be provided by the manufacturers to the waste management operators and repair and maintenance operators, the power to adopt delegated acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending Annex V.** (AM 17, 305, 308, 307, 310)

- (29) While digital coding is increasingly used to control different parts and components in vehicle, the evaluation of Directive 2000/53/EC identified that such coding could impede the reuse, remanufacturing and refurbishment potential of certain parts and components. It is therefore essential that vehicle manufacturers are requested to provide information allowing professional waste management operators **and repair and maintenance operators** to overcome the problems posed by these digitally coded parts and components in a vehicle, where such coding prevents repair, maintenance or

replacement operations in another vehicle. (AM 18, 316, 317, 318, 319)

- (30) Manufacturers and their suppliers should use component and material coding standards, which were established initially in Commission Decision 2003/138/EC²⁰, for labelling and identification of vehicles' plastic and elastomer parts, components and materials. They should ensure, that all parts and components of vehicles are marked in accordance with other applicable Union legislation, in particular concerning labelling of batteries and of permanent magnets included in vehicles that they place on the market. In order to take into account the technical and scientific progress, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending Annex VI specifying how parts and components of vehicles should be labelled.
- (31) In order to facilitate the end-of-life treatment of vehicles, vehicle manufacturers should provide, via digital tools, accurate, complete and up-to-date information on the safe removal and replacement of vehicle parts and components. A **Digital** Circularity Vehicle Passport should therefore be developed and made available as a data carrier for such information, in a manner that is consistent with other digital information tools and platforms that already exist or are in further development in the automotive sector on the environmental performance of vehicles and aligned with corresponding provisions in the Regulation (EU) **2023/1542**, the Regulation (EU) **2024/1781** of the European Parliament and of the Council⁵⁴ and the Regulation (EU) **2024/1257** of the European Parliament and of the Council⁵⁵. In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission to lay down the technical design and operation requirements for the passport and rules on location of the data carrier or other identifier enabling accessing the passport on the vehicle. **When laying down the rules for the digital vehicles circularity passport the Commission should take into account the need for the high level of security and privacy including on vehicles' operating data to prevent cybersecurity threats.** (AM 19, 323)
- (32) In order to ensure that producers and other economic operators are subject to the same rules across the Member States, it is necessary to lay down harmonised rules for waste management of end-of-life vehicles. This should lead to a high level of protection of human health and the environment across the Union. It would also result in further harmonisation of the quality of waste management services provided

²⁰ Commission Decision 2003/138/EC of 27 February 2003 establishing component and material coding standards for vehicles pursuant to Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles (OJ L 53, 28.2.2003, p. 58-59).

by economic operators and facilitate the functioning of the market for secondary raw materials.

- (33) ***This Regulation builds on the waste management rules and general principles laid down in Directive 2008/98/EC of the European Parliament and of the Council, which should be adapted to reflect the specific nature of end-of-life vehicles.***

In order to guarantee the safe and environmentally sound treatment of end-of-life vehicles, any establishment or undertaking intending to perform waste treatment operations ***including collection, depollution and removal of parts and components of*** for these vehicles should obtain an authorisation from the competent authority. The authorisation should be granted only if the establishment or undertaking has the technical, financial and organisational capacity needed to carry out the end-of-life treatment operations for vehicles in a manner that complies with the applicable EU and national law, including the specific treatment requirements established in this Regulation. Additionally, authorised treatment facilities ***should be the sole to*** have the competence to issue certificates of destruction in accordance with this Regulation. (AM 325)

- (33a) ***Member States should be allowed to adopt measures under their national laws to require that producers or producer responsibility organisations conclude contracts with authorised treatment facilities for the purposes of fulfilling their producer responsibility obligations. In order to achieve the objectives of this Regulation, including the promotion of a circular economy, implementing powers should be conferred on the Commission to lay down rules to ensure that such contracts can operate on fair, transparent and non-discriminatory terms as regards different categories of producers and producer responsibility organisations.*** (AM 326)

- (34) Directive 2000/53/EC establishes a basic obligation for vehicle producers to cover part of the costs of collection of end-of-life vehicles. Building on this obligation, in line with the polluter-pays principle and consistent with the general minimum requirements for extended producer responsibility schemes set out in Directive 2008/98/EC of the European Parliament and of the Council²¹, it is appropriate to lay down at Union level requirements on the responsibilities of vehicle manufacturers relating to the management of end-of-life vehicles. Producers should have extended producer responsibility for the vehicles that they have placed on the market once they reach their end-of-life stage. The extended producer responsibility should cover the obligations to ensure that the vehicles made available by the producers on the market in a Member State

²¹ Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives (OJ L 312, 22.11.2008, p. 3).

are collected and treated in accordance with this Regulation and that waste management operators treating such vehicles meet the recycling targets established by this Regulation.

- (35) In order to facilitate monitoring of compliance of producers with their extended producer responsibility obligations, Member States should establish a register of producers **or use an existing register**. The registration requirements should be harmonised across the Union to facilitate registration, in particular where producers make vehicles available in different Member States. The register should be also used for the purposes of reporting to competent authorities on the performance of extended producer responsibility obligations. The features and procedural aspects linked to this register should also be consistent with the register of producers established by Regulation (EU) 2023/~~[Batteries]~~ **2023/1542**, to enable producers of vehicles and producers of batteries to use one and the same register. ***In order to facilitate the registration of producers in all Member States, the Commission should also establish a single portal containing the links to all national registers.*** (AM 20)
- (36) In case the producer makes vehicles available on the market for the first time within a territory of a Member State, where the producer is not established, the producer should designate an **appointed authorised** representative for the extended producer responsibility.(AM 329)
- (37) Producers should be able choose whether they will exercise their extended producer responsibility obligations individually or collectively, by means of producer responsibility organisations taking responsibility on their behalf. Producer responsibility organisations should ensure the confidentiality of data provided to them by producers. In order to ensure that the interests of all economic operators are properly taken into consideration and avoid that waste management operators are placed at a disadvantage in the decisions taken in extended producer responsibility schemes, a fair representation of producers and waste management operators should be ensured in the governing bodies of such organisations. ***In particular, waste management operators should be selected in a non-discriminatory procedure based on transparent award criteria.*** (AM 1039, 1040)
- (38) Producers should finance part of the costs of collection and treatment of end-of-life vehicles necessary to meet the requirements established in this Regulation, in particular obligations aimed at ensuring higher quality of secondary raw materials retrieved from vehicles. The exact level of the costs of such operations that should be covered by producers should be determined taking into account the revenues of authorised treatment facilities and other waste management operators gained from sale of used spare parts or components and of secondary raw materials retrieved from end-of-

life vehicles. To this end, the competent authorities, in cooperation with producers and waste management operators, should monitor the average costs of collection, recycling and treatment operations as well as the level of financial contributions paid by the producers in order to ensure that a fair allocation of costs between all interested operators is in place.

- (39) The financial contributions of producers should **also among others** cover the costs of educational campaigns aimed to **inform the public and** increase the collection of end-of-life vehicles ~~**establishment of the notification system for issuance and transfer of certificates of destruction and or**~~ gathering and reporting of data to the competent authorities. ~~**All These actions are indispensable for ensuring proper management of end-of-life vehicles, in particular for tracking the vehicles for which producers are responsible in accordance with this Regulation.**~~ (AM 22, 337)
- (40) Producers who choose to fulfil their extended producer responsibility obligations individually should also provide a guarantee to be used to cover the costs of management of end-of-life vehicles. Such guarantees may be used in particular in cases where the concerned producers become insolvent or permanently cease their operations.
- (41) In case a producer exercises its extended producer responsibility obligations collectively with a producer responsibility organisation, the financial contributions paid by the producer should be modulated based on harmonised criteria. Such criteria should create economic incentives for the manufacturers to increase circularity in the design and production of new vehicles, taking into consideration the amount of primary and recycled materials in a vehicle, the extent to which it contains parts, components and materials which are difficult to remove, dismantle, reuse or recycled, as well as the amount of hazardous substances that it contains. In order to avoid distortion of the single market, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of supplementing this Regulation by establishing detailed rules on how the criteria for the modulation of the financial contributions paid to producer responsibility organisations should be applied.
- (42) As vehicles often become end-of-life vehicles in a different Member State than in the Member State where they were registered for the first time, it is necessary to introduce rules on cross-border extended producer responsibility. These rules should ensure that the responsibility of the producer properly covers the collection and treatment costs incurred by the waste management operators in the Member State where the vehicle becomes an end-of-life vehicle, **but at the same time ensuring that the producer is not paying the fee twice.** To this end, producer should appoint a representative for the extended producer responsibility in each Member State and set

up mechanisms for cross-border cooperation **and transfer of costs** with relevant waste management operators. Introducing such a mechanism contributes to creating a level playing field between the authorised treatment facilities across the Union and facilitates the development of Union wide approaches in case of individual producer responsibility. (AM 23)

- (43) In order to ensure compliance with this obligations and to avoid distortion of the single market, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of establishing further detailed rules on the obligations of the producers, Member States and waste management operators and the features of the cross-border mechanisms.
- (44) A key prerequisite for the sound treatment of end-of-life vehicles is that all end-of-life vehicles are collected. Therefore, this Regulation should impose certain obligations linked to the collection primarily on the producers and, secondarily, on the Member States. Producers should **ensure that all end-of-life vehicles that they have made available on the market in the territory of a Member State are collected. To this end, producers or producer responsibility organisations should** set up or participate in setting up the collection systems, **including collection points** and Member States should adopt all necessary measures to ensure that the systems are in place and that those systems enable meeting the objectives of this Regulation. The collection systems should enable vehicle owners and other vehicle holders to deliver the vehicle to an authorised facility without unnecessary efforts or costs. This means in practice that such systems should appropriately cover the whole territory of each Member State **and ensure adequate availability of authorities treatment facilities and collection points.** They should also allow for collection of all brands of end-of-life vehicles, as well as of waste parts from repair of vehicles. (AM 344, 25)
- (45) End-of-life vehicles should be treated only in authorised treatment facilities, thus such facilities play a vital role in collection of the end-of-life vehicles. In order to facilitate collection and ensure adequate availability of facilities collecting end-of-life vehicles, this Regulation provides for a possibility for establishing collection points. The role of such points would be limited to collecting of end-of-life vehicles, storing them in proper conditions and transporting them to the authorised treatment facility. Operating such a point requires a specific permit. Collection points should be required to deliver all collected end-of-life vehicles to authorised treatment facilities.
- (46) In order to effectively collect all end-of-life vehicles it is necessary to inform the public on the existence of collection systems. Vehicle owners should be aware that they can in principle deliver an end-of-life vehicle, with or without the electric vehicle battery, to a collection point or authorised treatment facility free of charge. **In case of a missing electric vehicle battery, the delivery of the end-of-life**

vehicle should remain free of charge if the last owner provides documentation to prove that the battery has been handled by a professional operator in accordance with Regulation (EU) 2023/1542. The educational campaign by producers or producer responsibility organisations should also present the consequences for the environment and human health of improper collection and treatment of end-of-life vehicles. (AM 348)

- (47) The authorised treatment facility should **issue be responsible for issuing** a certificate of destruction to document that an end-of-life vehicle was treated. This is necessary to ensure a proper supervision of management of end-of-life vehicles. The minimum requirements for this certificate are currently laid down in Commission Decision 2002/151/EC²² and the content of this Decision should be included in this Regulation, with necessary adaptations. This certificate should be issued in an electronic format and provided to the last owner of an end-of-life vehicle, and then transmitted by the authorised treatment facilities and the last owner to the relevant authorities of the Member State, as its presentation allows for cancelling the registration of a vehicle. The electronic notification system should enable transmitting both the document confirming collection of end-of-life vehicle and the certificate of destruction. (AM351)
- (48) Despite an obligation in Directive 2000/53/EC to transfer all end-of-life vehicles for treatment to an authorised treatment facility, there is a very significant share of vehicles whose whereabouts are unknown, and which might have been either illegally treated or exported as end-of-life vehicles, or whose status is not properly reported to the Member States registration authorities. Such vehicles are referred to as “missing vehicles”. Member States should **also** strengthen **national measures and** their cooperation so as to reduce the number of missing vehicles. Recognition of certificates of destruction issued in another Member State and obligation to inform the authorities of the Member States, where the vehicle is registered, that a certificate of destruction is issued, should allow for better tracking of end-of-life vehicles’ whereabouts. (AM 353)
- (49) To ensure effective collection of end-of-life vehicles, explicit obligations should be addressed to vehicle owners. They should deliver their vehicle, when it reaches the end-of-life stage, to collection points or authorised treatment facilities and present the certificate of destruction to the registration authorities in order to cancel the registration of their vehicle.
- (49a) **To improve the flow of information, combat the issue of missing vehicles, and clarify the responsibilities of vehicle owners, it is essential to strengthen vehicle deregistration**

²² Commission Decision 2002/151/EC of 19 February 2002 on minimum requirements for the certificate of destruction issued in accordance with Article 5(3) of Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles (OJ L 50, 21.2.2002, p. 94–95).

systems. This will ensure that vehicles remain traceable and their status verifiable until a certificate of destruction is issued or the vehicle is exported.

For this purpose, Member States allowing for temporary de-registration of vehicles, should set out a maximum period of duration of such de-registration and ensure that any renewals of temporary de-registration are granted only for a defined and limited period and only where it can be ascertained that the de-registered vehicle still exists. Additionally, the Commission should assess the need for harmonized minimum requirements for vehicle deregistration across the Union to strengthen vehicle accountability and prevent their illegal treatment.

- (50) In order to ensure a uniform and environmentally sound treatment of end-of-life vehicles in the Union, it is essential to ensure that the authorised treatment facilities accept and treat all end-of-life vehicles, parts, components and materials, including waste parts from repairs of vehicles, in compliance with the conditions set out in their permits, as well as in accordance with the requirements set out in this Regulation, the best available techniques, and Directive 2010/75/EU of the European Parliament and of the Council²³.
- (51) In view of the key role of authorised treatment facilities in managing end-of-life vehicles in a way that does not adversely affect the environment or human health and contributes to the achievement of circular economy objectives of the Union **and is economically justifiable**, it is necessary to lay down obligations applying to such facilities and covering all their activities, from acceptance and storage of an end-of-life vehicle until its final treatment. (AM 29)
- (52) In order to ensure traceability on their activities, **including quality of scrap or other relevant input materials**, the authorised treatment facilities should document the performed treatment operations and electronically store the record for a minimum of three years, and be able to present it, upon request, to relevant national authorities. (AM 361, 362).
- (53) The depollution of an end-of-life vehicle is the first step towards preventing damage to the environment, human health and risks to work safety. It is therefore essential that an end-of-life vehicle undergoes the necessary depollution operations as soon as possible after its delivery to the authorised treatment facility, before the end-of-life vehicle is treated any further. In this phase, waste oils should be collected and stored separately from the other fluids and liquids, and be further treated in accordance with Directive 2008/98/EC. **Air-conditioning system fluids used in thermal management systems should also be collected and stored separately from other fluids and, where feasible, recycled or reclaimed and**

²³ Directive 2010/75/EU of the European Parliament and of the Council of 24 November 2010 on industrial emissions (OJ L 334, 17.12.2010, p. 17).

reused. In addition, the parts, components and materials containing lead, cadmium, mercury and hexavalent chromium, should be removed from the end-of-life vehicle, to avoid adverse effects on humans or the environment. (AM 1341)

- (54) In order to ensure a proper implementation of Regulation (EU) 2023/~~[Batteries]~~ **2023/1542**, all batteries incorporated in vehicles are to be separately removed from an end-of-life vehicle and stored in a designated area for further treatment. (AM 30, 365)
- (55) In order to maximise the potential of reuse, remanufacturing and refurbishment of parts and components, and preserve a high value for the secondary materials which derive from end-of-life vehicles, certain parts and components should mandatorily be removed from an end-of-life vehicle prior to shredding. The parts and components concerned should be removed in a manual dismantling process or a semi-automated disassembly process. ~~To stimulate progress in technologies for dismantling, sorting, shredding and post-shredding, It~~ should be possible to deviate from the requirement on mandatory removal of parts and components in certain exceptional cases, *inter alia, if there is no market potential for reuse, remanufacturing or refurbishment or if the authorised treatment facility can demonstrate that. It should be demonstrated* the parts and components concerned can be removed as effectively with those technologies than as with manual or semi-automated processes and without lowering the quality of the resulting treatment fractions. **For this purpose, criteria for shredding with other waste and limit values to enhance the quality of the output fractions should be defined by the Commission.** In order to take into account technical and scientific progress, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending Annex VII **and of supplementing this Regulation by setting up quality requirements for the shredding output fractions.** (AM 31)
- (56) Once the authorised treatment facilities have removed parts and components from an end-of-life vehicle, they should carefully assess and determine whether those parts and components are fit for reuse, remanufacturing or refurbishment, based on objective criteria linked to the technical features of the parts and components and requirements on vehicle safety.
- (57) Regulation (EU) 2023/**1542** sets out rules on the sustainability, performance, safety, collection, recycling and second life of batteries as well as on removal information about batteries for economic operators. The potential for a second life of batteries should be taken into consideration in this Regulation by excluding the electric vehicle battery from the essential parts or components' to allow for handing over the vehicle for treatment, free of charge, without the electric vehicle battery **if the last owner provides documentation which**

proves that the battery has been handled by a professional operator in accordance with Regulation (EU) 2023/1542. (AM 23, 372)

- (58) Recognising the potential of remanufacturing and refurbishment in the automotive sector, and their contribution towards circular economy, it is necessary to provide legal clarity to the economic operators involved in this sector. It should therefore be clarified that parts and components removed from an end-of-life vehicle ***or during the use phase of a vehicle, including those removed during a repair and maintenance operation*** (AM 379), which are suitable for reuse, remanufacturing, or refurbishment, should not be considered waste. This is necessary to facilitate the shipment, transportation or any other transfer of such parts and components. ***On the other hand, parts and components not suitable for reuse, remanufacturing or refurbishment should be considered as waste and their export should be regulated by Regulation (EU) 2024/1157.*** (AM 374) The relevant national authorities should be in position to request documentation, from the authorised treatment facility that removed the part or component concerned, that confirms, via a dedicated assessment, the technical suitability of the relevant parts and components for remanufacturing, refurbishment, or reuse.
- (59) In its evaluation of Directive 2000/53/EC, the Commission found that used spare parts and components are offered to the public by unidentified providers and often come from illegal activities. Therefore, new requirements should be established concerning the trading of used, remanufactured or refurbished parts and components. Such parts and components should, above all, be marked with a label indicating the vehicle identification number of the vehicle from which the component or part has been removed and details of the operator who removed them, and be accompanied by a warranty.
- (60) In the interests of road safety and protection of the environment, certain components and parts which have been removed from end-of-life vehicles should not be reused, remanufactured, or refurbished. Such parts and components should be used neither for the construction of new vehicles, nor in vehicles that have already been placed on the market.
- (61) In order to encourage the development and proper functioning of the market for reusable, refurbished, ***retrofitted*** and remanufactured parts and components in the Union, Member States should be encouraged to take the necessary incentives at the national level to promote the reuse, refurbishment, ***retrofitting*** and remanufacturing of parts and components, whether they are removed during the use or end-of-life phase of a vehicle. The Commission should facilitate the exchange of information among Member States by sharing their best

practices on the incentives taken at the national level, with a view to monitoring their effectiveness. (AM 383) **The exchange of data should be done without undue delay.**

- (62) In its evaluation of Directive 2000/53/EC, the Commission found that the definition of recycling in that Directive is too broad and not consistent with Directive 2008/98/EC, as it considers 'backfilling' as a recycling operation. Therefore, the Regulation should align the definition of recycling with Directive 2008/98/EC, excluding backfilling from its scope.
- (63) The recycling of all plastics from end-of life vehicles should be continuously improved, and it is important to ensure a sufficient supply of recyclates to meet the demand for recycled plastics in vehicles. It is therefore necessary to lay out a specific recycling target of 30 % of plastics from end-of-life vehicles. This target would be complementary to the targets for (85 %) of end-of-life vehicles as well as re-use and recovery (95 %) of end-of-life vehicles by average weight per vehicle and year. To facilitate the implementation of those requirements by waste management operators, a transitional period of three years is needed. In the meantime, the current targets for the re-use and recycling (85 %) as well as re-use and recovery (95 %) of end-of-life vehicles, as established by the Directive 2000/53/EC, and based on the definition of recycling in that Directive, should continue to apply. **The weight of the plastic recycled and the total weight of plastics should exclude elastomers as well as thermosets other than polyurethane foams.** (157, 1426)
- (64) It is important to increase the recovery of high-quality secondary materials by improving shredding processes of end-of-life vehicles. Therefore, end-of-life vehicles, their parts, components and materials should **be allowed to not** be processed in a shredder in combination with packaging waste and waste electrical and electronic equipment, particularly ~~only if certain criteria output material quality criteria are fulfilled to improve the separation of copper from steel fractions.~~ (AM 389)
- (65) To further increase the treatment quality of end-of-life vehicles, it should not be possible to landfill waste fractions resulting from shredded end-of-life vehicles, which contain non-inert waste and which are not processed by post-shredder technology.
- (66) End-of-life vehicles are classified as hazardous waste and cannot be exported to non-OECD countries. Depolluted end-of-life vehicles may still be treated outside the Union, provided that those depolluted end-of-life vehicles are shipped in compliance with Regulation (EU) 1013/2006. **Regulation (EU) 2024/1157.**
- (67) In case an end-of-life vehicle is shipped from the Union to a third country, the exporter should provide documentary evidence approved by the competent authority in the destination country, confirming that the treatment conditions are broadly **considered** equivalent to the requirements of this Regulation and to human

health and environmental protection requirements laid down in other Union legislation, in line with Regulation (EU) **2024/1157**. ***In order to distinguish between shipments of used vehicles and end-of-life vehicles, the competent authorities of the Member States may carry out inspections and verify whether used vehicles suspected of being end-of-life vehicles. Where inspections confirm that the vehicles in question qualify as end-of-life vehicles, the costs of the inspection and any related storage may be charged to the economic operator responsible for the shipment.*** (AM 37)

- (68) In order to ensure that end-of-life vehicles are treated in an environmentally sustainable manner, it is important to establish clarity on a vehicle's status throughout its entire life, particularly in situations when there is a need for distinguishing used vehicles from end-of-life vehicles. ***When the ownership of a used vehicle is transferred by an economic operator within the Union, the economic operator should inform the acquiring person that the vehicle is not an end-of-life vehicle by providing a roadworthiness certificate or by informing that the vehicle meets the established reparability criteria.*** A vehicle owner that intends to ~~export transfer the ownership of~~ a used vehicle ~~outside the Union~~, should ~~in particular~~ be required to ***provide documentation demonstrate*** that the vehicle is not an end-of-life vehicle. ***That documentation should consist either of a valid roadworthiness certificate or, where such a certificate is not available, of an assessment carried out by competent authorities responsible for the roadworthiness certificates.*** To assess the status of a used vehicle, the vehicle owner, other economic operators and competent authorities should verify if certain criteria determining whether or not the vehicle concerned is an end-of-life vehicle are met. ~~*In order to take into account technical and scientific progress, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending Annex I determining the criteria on when a vehicle is end-of-life vehicle.*~~ (AM 38, 400)

- (68a) It is also important to preserve the right of every owner to decide freely about their property. The owner of an used vehicle should be free to decide after assessment of the indicative criteria for vehicles whether the vehicle has to be declared end-of-life and delivered to a collection point or authorised treatment facility or whether the vehicle is worth to be repaired.*** (AM 355)

- (69) The EU Action Plan: "Towards Zero Pollution for Air, Water and Soil"²⁴ stressed the need for the Commission to propose new measures to address the Union's external environmental footprint linked to the

export of end-of-life vehicles and used vehicles. Taking into account that the export of used vehicles raises important environmental and public health challenges as documented by the UN Environmental Programme²⁵, and that the Union is the biggest exporter of used vehicles worldwide, it is necessary to lay out specific requirements at Union level governing the export of used vehicles [from the Union]. The requirements should be based on objective criteria according to which a used vehicle is not an end-of-life vehicle ~~and or~~ is to be roadworthy pursuant to Directive 2014/45/EU of the European Parliament and of the Council²⁶**and is to be included in a national vehicle registry** This should ensure that only used vehicles which are suitable to be driven on the Union roads can be exported to a third country, thereby reducing risks that the export of used vehicles from the Union contributes to air pollution or road accidents in third countries. To allow customs authorities to verify that those requirements are met upon export, any person exporting a used vehicle should be required to provide those authorities with the vehicle identification number and a statement confirming that the used vehicle is not an end-of-life vehicle ~~and or~~ that it is considered roadworthy. (AM404)

- (70) It is important to establish a mechanism where the compliance of used vehicles with the export requirements can be effectively verified without impeding the trade between the Union and third countries. An electronic system should therefore be established by the Commission, enabling authorities in the Member States to exchange **and verify** information in real time on the vehicle identification number and the roadworthiness status of used vehicles to be exported. In view of its existing features and functionalities linked to the sharing, between vehicle registration authorities, of information relating to vehicles registered in the Union, the MOVE-HUB, a message exchange platform has been developed by the Commission for the exchange of messages to interconnect Member State national electronic registers. **Member States should be able to use the European Car and Driving Licence Information System (EUCARIS) to connect to the MOVE-HUB electronic system.** The platform currently hosts the interconnection of road transport undertaking registers (ERRU), the driving licence registers (RESPER), the interconnection of professional driver training registers (ProDriveNet), the notification of vehicle roadside inspection failures (RSI) and the interconnection of tachograph driver card registers (TACHOnet). Therefore, the functionalities of the MOVE-Hub should be further extended to enable the exchange **and verify** of information on the vehicle identification number and the roadworthiness status of used vehicles to be exported. To allow customs to verify electronically

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<https://www.unep.org/resources/report/global-trade-used-vehicles-report>

²⁶

Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51-128).

and automatically whether a used vehicle to be exported complies with the export requirements, the electronic system operated by MOVE-HUB should be interconnected to the EU Single Window Environment for Customs, in accordance with Regulation (EU) 2022/2399 of the European Parliament and of the Council²⁷. That Regulation provides for a comprehensive framework of automated controls, which apply to a specific Union non-customs formality. Therefore, this Regulation should set out the main elements which are to be controlled, while the technical aspects of the implementation of this control would be laid down under Regulation (EU) 2022/2399. (AM 1524)

- (71) In order to ensure uniform conditions for the implementation of export requirements, implementing powers should be conferred on the Commission to develop the necessary electronic systems and make them operational with national systems.
- (72) Member States should collaborate with one another to ensure an effective implementation of the requirements governing the export of used vehicles and to provide mutual assistance. This assistance should include information exchange to verify the status of vehicles prior to their export, including confirming registration information in the Member State where they were previously registered. Furthermore, in pursuit of comprehensive cooperation, Member States should cooperate with authorities from third countries.
- (73) It is important that customs authorities are able to carry out controls on used vehicles to be exported in accordance with Regulation (EU) No 952/2013 of the European Parliament and of the Council²⁸. A significant share of used vehicles leaving the Union are destined to countries where import requirements are established or might be established, such as requirements in relation to the age of the vehicle or to its emissions. It is important that customs authorities are able to verify electronically and automatically, via the EU Single Window Environment for Customs, whether a used vehicle to be exported complies with those requirements, when the information on these requirements is officially communicated to the Commission by the third countries concerned. **To facilitate compliance, the Commission should publish and update on a dedicated online portal the notified specific conditions linked to the protection of the environment or road safety imposed by third countries.** In order to protect the environment and road safety in third countries, the power to adopt delegated acts in accordance Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of setting these requirements. (AM 406)

27 Regulation (EU) 2022/2399 of the European Parliament and of the Council of 23 November 2022 establishing the European Union Single Window Environment for Customs and amending Regulation (EU) No 952/2013 (OJ L 317, 9.12.2022, p. 1).

28 Regulation (EU) No 952/2013 of the European Parliament and of the Council of 9 October 2013 laying down the Union Customs Code (OJ L 269, 10.10.2013, p. 1).

- (74) To prevent the risk of vehicles being exported without the required documents indicating the vehicle identification number and roadworthiness of the vehicle and of non-compliance with export requirements being detected only when the vehicle has already left the Union, the application of the simplified customs procedures set out in Regulation (EU) No 952/2013 should not be allowed. Those procedures would prevent customs authorities from conducting real-time controls through the EU Single Window Environment for Customs, which would increase the risk of breaching the Union rules on the export of used vehicles.
- (75) In its evaluation of Directive 2000/53/EC, the Commission considered the lack of requirements on mandatory inspections as a shortcoming of the Directive. Therefore, this Regulation should set out minimum requirements concerning the frequency of inspections, their scope and characteristics of facilities subject to such inspections. The competitiveness of the authorised treatment facilities in relation to the illegal operators would thus be safeguarded and a continued compliance with conditions of permits and requirements on the collection and treatment of end-of-life vehicles would be ensured.
- (76) **Members States should develop inspection plans to monitor illegal treatment of vehicles.** The inspections should cover compliance with the provisions on export of used vehicles and on treatment of end-of-life vehicles. Each year, the inspections should cover at least 10 % of authorised treatment facilities and operators. Sites of repair and maintenance operators, **collection points, and other facilities and economic operators that may treat end-of-life vehicles or sell used vehicles or their spare parts and components**, (AM 408) should also be subjected to inspection. It needs to be underlined, that inspections carried out under this Regulation should be complementary to inspections on the shipment of end-of-life vehicles, which are comprehensively regulated in Regulation—**[OP: new Waste Shipment Regulation](EU) 2024/1157.** (AM 39)
- (77) Member States should establish cooperation mechanisms at national and international level so that inspections can take place in an efficient manner. with the **objective of facilitating the prevention and detection of illegal treatment and export of end-of-life vehicles, and permanently addressing the issue of “missing vehicles”** (AM 410, 411) Such mechanisms should allow for the exchange of vehicle registration data, necessary for tracking the vehicles and checking if they have been properly treated when they reach end-of-life stage. **In order to facilitate the cooperation between Member States, the Commission should set up a dedicated network to ensure effective coordination of national enforcement policies.**
- (78) All necessary enforcement measures should be taken by the Member States to tackle illegal treatment of end-of-life vehicles, in order to prevent damages to the environment or human health due to such

activities. Any establishment or undertaking treating end-of-life vehicles without a valid permit, or in breach of conditions or requirements set out in the permit, should therefore be subject to penalties. Also other measures, such as withdrawing the permit or suspending the operations of an operator should be considered by Member States to ensure effective compliance with this Regulation.

- (79) Member States should lay down rules on penalties applicable to infringements of this Regulation and ensure that those rules are implemented. The penalties should be established in particular for violations of the provisions on export of used vehicles, on delivery of end-of-life vehicles to authorised treatment facilities or collection points and on trading used, remanufactured or refurbished parts and components. The penalties provided for should be effective, proportionate and dissuasive.
- (80) Establishing reporting obligations **is necessary** to ensure proper implementation, monitoring and evaluation of Union legislation and to provide markets with up-to-date transparency information. Correct and valid data is indispensable for the Commission to assess whether the measures provided for in the Regulation function properly and to propose, where necessary, further adjustments aimed at ensuring environmentally sound treatment of end-of-life vehicles or at streamlining the implementation of the Regulation. With a view to limiting the burden linked to reporting, only data which are indispensable for the purpose of the implementation of this Regulation should be reported and reporting should be facilitated through digital tools. Based on these elements, it should be specified which data is to be reported by economic operators to the relevant authorities and by the Member States to the Commission. In order to ensure uniform conditions for the implementation of reporting requirements, implementing powers should be conferred on the Commission. The implementing acts, which should replace Commission Decision 2005/293/EC²⁹, should also lay down a methodology for calculating and verifying whether the reuse, recycling and recovery targets have been attained.
- (81) The competent authorities of the Member States play an important role in verifying compliance with the obligations established under this Regulation relating to the collection and management of end-of-life vehicles, including better tracking by those authorities of the vehicles' whereabouts and combating illegal handling of end-of-life vehicles. Member States should thus require that waste management operators and other relevant economic operators provide the competent authorities with data allowing them to better monitor how

²⁹ Commission Decision 2005/293/EC of 1 April 2005 laying down detailed rules on the monitoring of the reuse/recovery and reuse/recycling targets set out in Directive 2000/53/EC of the European Parliament and of the Council on end-of-life vehicles (OJ L 94, 13.4.2005, p. 30–33).

the provisions on collection and management of end-of-life vehicles are being implemented.

- (82) The implementing powers that are conferred on the Commission by this Regulation should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council³⁰.
- (83) When adopting delegated acts under this Regulation, it is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making³¹. To ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.
- (84) Annex II to Regulation (EU) 2019/1020, which lists Union harmonisation legislation without provisions on penalties, should be amended to delete Directives 2000/53/EC and 2005/64/EC from that list as it is necessary that the current Regulation contains penalty provisions.
- (85) It is necessary to ensure that the type-approval related provisions and requirements of this Regulation are verified during the EU type-approval process. Regulation (EU) 2018/858 should therefore be amended accordingly.
- (86) Missing vehicles have been recognised as one of the major implementation challenges of Directive 2000/53/EC. The absence of an efficient system allowing for real time exchange of information between Member States on the registration status of vehicles hinders traceability and has been identified as a reason for the high number of "missing vehicles" in the Union. To address this, the Commission **~~should propose~~ proposed** a revision of Council Directive 1999/37/EC on the registration documents for vehicles³². This revision should require Member States to record electronically, for vehicles registered on their territory, data allowing to properly document the reasons for the cancellation of a registration of a vehicle, especially if a vehicle has been treated as end-of-life vehicles in an authorised treatment facility, re-registered in another Member State, exported to a third country outside the Union, or stolen. Moreover, to prevent the illegal dismantling or export of vehicles that have been temporarily de-registered, the vehicle owners should be

³⁰ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

³¹ OJ L 123, 12.5.2016, p.1.

³² Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57).

obliged to promptly report any changes in their ownership to the national vehicle registration authority. These amendments complement and build on the existing requirements for Member States to electronically record data on all vehicles registered on their territory.

- (87) In view of the need to ensure a high level of environmental protection and to take into account scientific progress, the Commission should submit to the European Parliament and to the Council a report on the application of this Regulation and its impact on the functioning of the single market and the environment. The Commission should include, in its report, an evaluation of the provisions on the design of new vehicles, including the targets for re-usability, recyclability and recoverability, the management of end-of-life vehicles, including the recycling targets, and on penalties as well as an assessment of the need and feasibility of further extending the scope of this Regulation to certain **L-category vehicles, such as to caravans, multistage vehicles** or heavy-duty vehicles and their trailers. This assessment should focus not only on aspects concerning treatment of end-of-life vehicles, but also on the relevance and added-value of laying down design requirements and the impact of measures **concerning provisions on processes that may affect high-quality recycling of vehicles at their end-of-life, measures aimed at tackling the issue of “missing vehicles” and in particular the illegal treatment and export of end-of-life vehicles as well as the impact of differences in the national roadworthiness criteria to the used vehicles exports and the internal market.** (AM 415, 416)
- (88) The report from the Commission should also include an assessment of the measures concerning provision of information on substances of concern present in vehicles and whether the traceability of such substances need to be improved. It should also assess whether there is a need to introduce measures addressing the substances that may affect the treatment of vehicles when they reach end-of-life stage, in order to align it more closely with Regulation (EU) **2024/1781**. (AM 41)
- (88a) The Commission should also evaluate, based on the declarations made by manufacturers whether manufacturers are on track to comply with the recycled plastic targets. The assessment should particularly evaluate the availability of suitable plastic recycling technologies, the sufficient availability of recycled plastic, the level of quality of recycled plastic comparing to the level of safety required and technical and economic difficulties to reach the target. Where appropriate, the assessment should be accompanied by a legislative proposal from the Commission to amend relevant provisions of this Regulation.**
- (89) It is necessary to provide for sufficient time for economic operators to comply with their obligations under this Regulation, and for Member

States to set up the administrative infrastructure necessary for its application. The application of this Regulation should therefore be deferred.

- (90) In order to allow Member States to take the necessary administrative measures regarding establishment of collection systems, while keeping continuity for economic operators and waste management operators, repeal of Directive 2000/53/EC should be deferred.
- (91) This Regulation does not change the rules on restrictions on the use of lead, mercury cadmium and hexavalent chromium in vehicles established under Directive 2000/53/EC or exemptions from those restrictions. However, it lays down clearer rules on how compliance with these restrictions, as well as with other circularity requirements, are to be verified during the type-approval process. In order to ensure that manufacturers have sufficient time to comply with those rules, their application should be deferred. Therefore, provisions of Directive 2000/53/EC concerning restrictions on the use of lead, mercury cadmium and hexavalent chromium should remain in force until those rules become applicable, in order to ensure continuity and to assure that vehicles placed on Union's market do not contain such substances, in cases other than provided for in that Directive.
- (92) This Regulation also provides clearer provisions on extended producer responsibility than Directive 2000/53/EC. As establishment of such schemes and necessary national provisions on authorisation of producers and producer responsibility organisations requires some time, the application of those provisions should be deferred. The corresponding provisions of Directive 2000/53/EC should remain in force until those provisions become applicable in order to ensure continuity with regard to the producers financing of the costs of collecting end-of-life vehicles.
- (93) Similarly, this Regulation contains new requirements on the treatment of end-of-life vehicles, in particular on the removal of parts and components for the purpose of promoting their reuse, remanufacturing or refurbishment as well as increasing the quality of recycling processes. Waste management operators require time to adjust to those new requirements and the application of them should therefore be deferred. The corresponding provisions of Directive 2000/53/EC should remain in force until those requirements become applicable in order to ensure continuity with regard to treatment of end-of-life vehicles.
- (94) Obligations under Directive 2000/53/EC on reporting and the related obligations for the transmission of data to the Commission should remain in force for a period of time in order to ensure continuity until the new calculation rules and reporting formats are adopted by the Commission under this Regulation.
- (95) The application of all provisions concerning vehicle of categories **L** ~~categories 1e-L_{1e}~~, M₂, M₃, N₂, N₃ and O should be deferred in order to provide sufficient time for operators to comply with the new

requirements. This is particularly important with respect to permits for authorised treatment facilities that are capable of conducting depollution and further treatment of such vehicles. (AM 417)

- (96) In the interest of clarity, rationality and simplification, since the rules on type-approval of motor vehicles with regard to their reusability, recyclability and recoverability are all contained in this Regulation, the repeal of Directive 2005/65/EC should be deferred. This time provides sufficient time for manufacturers to ensure that the vehicles types they design and construct comply with the circularity requirements and for approval authorities to implement the new rules.
- (97) Since the objectives of this Regulation, namely to contribute to the functioning of the single market, to prevent and reduce the adverse impacts from management of end-of-life vehicles and to ensure a high level of protection of human health, and the environment, cannot be sufficiently achieved by the Member States but can rather, by reason of the need for harmonisation, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.

CITATIONS

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 114 thereof,

Having regard to the proposal from the European Commission,

[...]