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**2023/0284 (COD)**

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| From: | General Secretariat of the Council |
| To: | Delegations |
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| Subject: | 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<br>- Four-column document |

Delegations will find in Annex the initial four-column table on the abovementioned proposal, containing the Commission proposal, the European Parliament's amendments and the Council general approach agreed on 17 June 2025, with a view to the interinstitutional negotiations.



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# 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 (Text with EEA relevance)

**2023/0284(COD)**

**[Version for Technical Meeting on September 15, 2025]**

**12-09-2025 at 09h44**

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| Formula | | | | | | |
| G | 1 | 2023/0284 (COD) | 2023/0284 (COD) | 2023/0284 (COD) | | G |
| Document Stage | | | | | | |
| G | 2 | Proposal for a | Proposal for a | Proposal for a | | G |
| Document Type | | | | | | |
| G | 3 | REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL | REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL | REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL | | G |
| Document Purpose | | | | | | |
| G | 4 | 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 | 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 | 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 | | G |
| EEA Relevance | | | | | | |

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| 5 | (Text with EEA relevance) | (Text with EEA relevance) | (Text with EEA relevance) | |
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| 6 | THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION, | THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION, | THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION, | |
| Citation 1 | | | | |
| 7 | Having regard to the Treaty on the Functioning of the European Union, and in particular Article 114 thereof, | Having regard to the Treaty on the Functioning of the European Union, and in particular Article 114 thereof, | Having regard to the Treaty on the Functioning of the European Union, and in particular Article 114 thereof **and Article 192(1) thereof in relation to Articles 14 to 45**, **Article 46 and Article 48 of this Regulation,** | |
| Citation 2 | | | | |
| 8 | Having regard to the proposal from the European Commission, | Having regard to the proposal from the European Commission, | Having regard to the proposal from the European Commission, | |
| Citation 3 | | | | |
| 9 | After transmission of the draft legislative act to the national parliaments, | After transmission of the draft legislative act to the national parliaments, | After transmission of the draft legislative act to the national parliaments, | |
| Citation 4 | | | | |
| 10 | Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C , , p. . | Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C , , p. . | Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C , , p. . | |
| Citation 5 | | | | |

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| 11 | Having regard to the opinion of the Committee of the Regions[1],<br>_____<br>1. OJ C , , p. . | Having regard to the opinion of the Committee of the Regions[1],<br>_____<br>1. OJ C , , p. . | Having regard to the opinion of the Committee of the Regions[1],<br>_____<br>1. OJ C , , p. . | |
| Citation 6 | | | | |
| 12 | Acting in accordance with the ordinary legislative procedure, | Acting in accordance with the ordinary legislative procedure, | Acting in accordance with the ordinary legislative procedure, | |
| Formula | | | | |
| 13 | Whereas: | Whereas: | Whereas: | |
| Recital 1 | | | | |
| 14 | (1) The Communication of the Commission of 11 December 2019 on 'The European Green Deal'[1] (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 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. | (1) The Communication of the Commission of 11 December 2019 on 'The European Green Deal'[1] (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. | (1) The Communication of the Commission of 11 December 2019 on 'The European Green Deal'[1] (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 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. | |

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| | _____<br>1. 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). | _____<br>1. 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). | _____<br>1. 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). | |
| Recital 2 | | | | |
| 15 | (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 | (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 | (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 | |

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| | 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, as well as due to more widespread use 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. 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 re-used, remanufactured, refurbished or recycled from end-of-life vehicles. To address these environmental impacts and contribute to the decarbonisation of the sector, it is | 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 that the industry could become more and more reliant on imports of critical raw materials and 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 | 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, as well as due to more widespread use 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. 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 re-used, remanufactured, refurbished or recycled from end-of-life vehicles. To address these environmental impacts and contribute to the decarbonisation of the sector, it is | |

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| | 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'[1] 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". The Council[2] and the Parliament[3] 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.<br>_____<br>1. 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). | 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'[1] 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 of the European Parliament and of the*** | 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'[1] 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". The Council[2] and the Parliament[3] 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.<br>_____<br>1. 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). | |

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| | 2. Council conclusions of 17 December 2020, Making the recovery circular and green.<br>3. European Parliament resolution of 10 February 2021 on the New Circular Economy Action Plan. | ***Council[1a].*** The Council[2] and the Parliament[3] 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.<br>_____<br>1. 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).<br>***1a. Regulation (EU) 2024/1252 of the European Parliament and of the Council of 11 April 2024 establishing a framework for ensuring a secure and sustainable supply of critical raw materials and amending Regulations (EU) No 168/2013, (EU) 2018/858, (EU) 2018/1724 and (EU) 2019/1020 (OJ L, 2024/1252, 3.5.2024, ELI: http://data.europa.eu/eli/reg/2024/1252/oj ).***<br>2. Council conclusions of 17 December 2020, Making the recovery circular and green.<br>3. European Parliament resolution of 10 February 2021 on the New Circular Economy Action Plan. | 2. Council conclusions of 17 December 2020, Making the recovery circular and green.<br>3. European Parliament resolution of 10 February 2021 on the New Circular Economy Action Plan. | |
| Recital 3 | | | | |
| G 16 | (3) Directive 2000/53/EC of the European Parliament and of | (3) Directive 2000/53/EC of the European Parliament and of | (3) Directive 2000/53/EC of the European Parliament and of | G |

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| | the Council[1] 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.<br>_____<br>1. 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). | the Council[1] 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.<br>_____<br>1. 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). | the Council[1] 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.<br>_____<br>1. 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). | |
| Recital 4 | | | | |
| 17 | (4) The Commission's evaluation of Directive 2000/53/EC[1] 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-life vehicles and the attainment of the recovery and | (4) The Commission's evaluation of Directive 2000/53/EC[1] 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-life vehicles and the attainment of the recovery and | (4) The Commission's evaluation of Directive 2000/53/EC[1] 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-life vehicles and the attainment of the recovery and | |

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| | 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.<br>_____<br>1. Evaluation of Directive (EC) 2000/53 of 18 September 2000 on end-of-life vehicles, SWD(2021) 61 final. | 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.<br>_____<br>1. Evaluation of Directive (EC) 2000/53 of 18 September 2000 on end-of-life vehicles, SWD(2021) 61 final. | 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.<br>_____<br>1. Evaluation of Directive (EC) 2000/53 of 18 September 2000 on end-of-life vehicles, SWD(2021) 61 final. | |
| Recital 5 | | | | |
| G 18 | (5) Directive 2005/64/EC of the European Parliament and of the Council[1] 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.<br>_____ | (5) Directive 2005/64/EC of the European Parliament and of the Council[1] 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.<br>_____ | (5) Directive 2005/64/EC of the European Parliament and of the Council[1] 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.<br>_____ | G |

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| | 1. 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). | 1. 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). | 1. 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). | |
| Recital 6 | | | | |
| 19 | (6) Regulation (EU) 2018/858 of the European Parliament and of the Council[1] 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 | (6) Regulation (EU) 2018/858 of the European Parliament and of the Council[1] 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 | (6) Regulation (EU) 2018/858 of the European Parliament and of the Council[1] 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 | |

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| | 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 and penalties, apply to type approvals issued in compliance with the requirements of this Regulation.<br>_____<br>1. 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). | 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.<br>_____<br>1. 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). | 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 and penalties, apply to type approvals issued in compliance with the requirements of this Regulation.<br>_____<br>1. 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). | |
| Recital 6a | | | | |
| 19a | | ***(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 a new type*** | | |

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| | | ***approval under Regulation (EU) 2018/858.*** | | |
| Recital 7 | | | | |
| 20 | (7) In order to improve the functioning of the single market, while ensuring a high level of protection of the environment, it is essential 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. 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 | (7) In order to improve the functioning of the single market, while ensuring a high level of protection of the environment, it is essential 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 | (7) **(7[1])** In order to improve the functioning of the single market, while ensuring a high level of protection of the environment, it is essential to harmonise the conditions for the type-approval of vehicles when it comes their reusability, recyclability and recoverability**. In order to contribute to the objectives of preserving, protecting and improving the quality of the environment, protecting human health, and the prudent and rational utilisation of natural resources, it is essential to lay down rules regarding**~~, as well as~~ the conditions governing ~~waste~~**the** management ~~in the automotive sector. 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~~**, as well as the export of used** vehicles ~~are designed and constructed in the first place~~**.[...]** The most efficient way of | |

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| | 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). | 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). | 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 **and Article 192(1)** of the **Treaty** | |

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| | | | on the Functioning of the European Union (TFEU).<br>_____<br>**1. Recital still subject to further changes** | |
| Recital 7a | | | | |
| 20a | | | **(7a) In the outermost regions referred to in Article 349 TFEU, Member States should be able to adapt producers' obligations in order to guarantee a service and cover the costs of managing end-of-life vehicles with regard to the characteristics of these regions.** | |
| Recital 8 | | | | |
| 21 | (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 | (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%~~ ***85 percent*** 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 | (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 | |

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| | 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 ($L_3e$-$L_7e$), 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 L-category vehicles ($L_3e$-$L_7e$) 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 | 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 ~~*($L_3e$-$L_7e$),*~~ 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 ~~*($L_3e$-$L_7e$)*~~ 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 | 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 (**[...]**$L_1$~~$L_3$~~e-$L_7$e), heavy-duty vehicles and their trailers ($M_2$, $M_3$, $N_2$, $N_3$, O) **and special purpose vehicles**. 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 **and mandatory removal of parts and components for reuse and recycling prior to shredding *[...]* and conditions for landfill of non-inert waste from shredding** should apply to L-category vehicles (**[…]**$L_1$~~$L_3$~~e-$L_7$e) and heavy-duty vehicles and their | |

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| | 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. | 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.*** | trailers ($M_2$, $M_3$, $N_2$, $N_3$, O) **in five years after the date of the entry into force of this Regulation**. 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 **and treatment** at their end-of-life. | |
| Recital 8a | | | | |
| 21a | | ***(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 of the European Parliament and of the Council[1a]. Vehicles of categories L1e and L2e are not uniformly subject to administrative registration under Council Directive 1999/37/EC[1b] across Member States, despite being type-approved under*** | | |

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| | | ***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.***<br><br>_____<br>***1a. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52, ELI: http://data.europa.eu/eli/reg/2013/168/oj)***<br>***1b. Council Directive 1999/37/EC of 29 April 1999 on the registration documents*** | | |

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| | | ***for vehicles (OJ L 138, 1.6.1999, p. 57, ELI: http://data.europa.eu/eli/dir/1999/37/oj).*** | | |
| Recital 9 | | | | |
| 22 | (9) Problems with exporting used vehicles concern not only passenger vehicles ($M_1$) and light commercial vehicles ($N_1$), but also, as studies show[1], larger vehicles. Therefore, these provisions should also apply to heavy-duty vehicles and their trailers ($M_2$, $M_3$, $N_2$, $N_3$, O).<br>_____<br>1. https://www.unep.org/resources/report/global-trade-used-vehicles-report | (9) Problems with exporting used vehicles concern not only passenger vehicles ($M_1$) and light commercial vehicles ($N_1$), but also, as studies show[1], larger vehicles. Therefore, these provisions should also apply to heavy-duty vehicles and their trailers ($M_2$, $M_3$, $N_2$, $N_3$, O).<br>_____<br>1. https://www.unep.org/resources/report/global-trade-used-vehicles-report | (9) Problems with exporting used vehicles concern not only passenger vehicles ($M_1$) and light commercial vehicles ($N_1$), but also, as studies show[1], larger vehicles. Therefore, these provisions should also apply to heavy-duty vehicles and their trailers ($M_2$, $M_3$, $N_2$, $N_3$, O).<br>_____<br>1. https://www.unep.org/resources/report/global-trade-used-vehicles-report | |
| Recital 9a | | | | |
| 22a | | ***(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*** | | |

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| | | ***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.*** | | |
| Recital 9b | | | | |
| 22b | | ***(9b) In order to preserve Europe's cultural heritage, vehicles of historical interest should be excluded from the scope of this 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*** | | |

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| | | ***from such an exemption is managed accordingly.*** | | |
| Recital 9c | | | | |
| 22c | | ***(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 from this Regulation.*** | | |
| Recital 10 | | | | |
| 23 | (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 | (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 | (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~~**[...]This complicates the calculation of[...]** reusability, recyclability and recoverability rates~~ cannot be calculated properly. For those~~**[...]. For $M_1$ and $N_1$ based *[...]*special purpose** vehicles~~ only the provisions concerning the~~**[...]the costs of [...]** collection, depollution~~ and~~**,** mandatory removal for parts and components ~~should apply. Costs of conducting these activities~~**and treatment *[...]*** should be covered by producers within the extended | |



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| | under Directive 2000/53/EC. The second stage manufacturer of vehicles 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. | 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.*** | producer responsibility scheme. **For special purpose vehicles of categories M2, M3, N2, N3, O the rules on circularity strategy and export of used vehicles should not apply.** Provisions concerning substances in vehicles should also apply to **$M_1$ and $N_1$ based** special-purpose vehicles, as it is under Directive 2000/53/EC. The second stage manufacturer of vehicles 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. | |
| Recital 10a | | | | |
| 23a | | ***(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.*** | | |

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| | | ***Those 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. Those 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.*** | | |
| Recital 11 | | | | |
| 24 | (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 of vehicles. Despite the issuance of guidance[1] 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 | (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 guidance[1] 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. | (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 of vehicles. Despite the issuance of guidance[1] 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 | |

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| | be used by all economic operators and vehicle owners dealing with end-of-life vehicles.<br>_____<br>1. Correspondents' Guidelines No 9 on shipment of waste vehicles,https://ec.europa.eu/environment/pdf/waste/shipments/correspondents_guidelines9_en.pdf | Those criteria should be used by all ***relevant competent authorities,*** economic operators and vehicle owners dealing with end-of-life vehicles.<br>_____<br>1. Correspondents' Guidelines No 9 on shipment of waste vehicles,https://ec.europa.eu/environment/pdf/waste/shipments/correspondents_guidelines9_en.pdf | be used by all economic operators and vehicle owners dealing with end-of-life vehicles. **It is however also necessary to provide for exemptions in order to preserve the possibility for Member States to determine situations in which individual vehicles should not be considered as end-of-life vehicles, despite fulfilling relevant criteria, due to their status as a vehicle of special cultural interest. These situations may for instance cover vehicles in the possession of collectors or museums, custom build vehicles or racing vehicles, provided that competent authorities recognise the relevant special cultural interest.**<br>_____<br>1. Correspondents' Guidelines No 9 on shipment of waste vehicles, https://ec.europa.eu/environment/pdf/waste/shipments/correspondents_guidelines9_en.pdf | |
| Recital 12 | | | | |
| G | 25 | (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 | (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 | (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 |

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| | recycled materials had a very limited impact on the design and manufacturing of new vehicles, as they were not sufficiently detailed, specific and measurable. | recycled materials had a very limited impact on the design and manufacturing of new vehicles, as they were not sufficiently detailed, specific and measurable. | recycled materials had a very limited impact on the design and manufacturing of new vehicles, as they were not sufficiently detailed, specific and measurable. | |
| Recital 13 | | | | |
| 26 | (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 | (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 ~~%~~***percent*** by mass and reusable or recoverable to a minimum of 95 ~~%~~***percent*** by mass, as already | (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 | |

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| | 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. Until such methodology is established, the rates of reusability, recyclability and recoverability should continue to be calculated in accordance with the standard ISO 22628:2002, as in Directive 2005/64/EC. | 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 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*** | 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. Until such methodology is established, the rates of reusability, recyclability and recoverability should continue to be calculated in accordance with the standard ISO 22628:2002, as in Directive 2005/64/EC. | |

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| | | ***conflict with Union methodology and reduce the burden on manufacturers.*** | | |
| Recital 13a | | | | |
| 26a | | ***(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.*** | | |
| Recital 13b | | | | |
| 26b | | ***(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-*** | | |

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| | | ***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.*** | | |
| Recital 14 | | | | |
| 27 | (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')[1], 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 | (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')[1], 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 | (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')[1], 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 | |

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| | 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.<br>_____<br>1. 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). | 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.<br>_____<br>1. 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). | 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.<br>_____<br>1. 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 **October** 2020, Chemicals Strategy for Sustainability – Towards a Toxic-Free Environment, (COM/2020/667 final). | |
| Recital 15 | | | | |
| 28 | (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 Council[1]. Similarly, restrictions on | (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 Council[1]. Similarly, restrictions on | (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 Council[1]. Similarly, restrictions on | |

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| | the use of substances regulated in Regulation (EU) 2019/1021 of the European Parliament and of the Council[2], should be introduced based on provisions of that Regulation. Therefore, this Regulation should not provide the possibility to restrict any other substance than lead, mercury, cadmium and hexavalent chromium in vehicles.<br>_____<br>1. 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).<br>2. 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). | the use of substances regulated in Regulation (EU) 2019/1021 of the European Parliament and of the Council[2], should be ~~introduced~~***respected*** based on provisions of that Regulation. ~~*Therefore, this Regulation should not provide the possibility to restrict any other substance than lead, mercury, cadmium and hexavalent chromium in vehicles.*~~<br>_____<br>1. 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).<br>2. 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). | the use of substances regulated in Regulation (EU) 2019/1021 of the European Parliament and of the Council[2], should be introduced based on provisions of that Regulation. Therefore, this Regulation should not provide the possibility to restrict any other substance than lead, mercury, cadmium and hexavalent chromium in vehicles.<br>_____<br>1. 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).<br>2. 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). | |
| Recital 15a | | | | |
| 28a | | ***(15a) To facilitate compliance with this Regulation and provide guidance on the restrictions of substances of concern present in vehicles, but also those which*** | | |

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| | | ***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 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 delegated acts.*** | | |
| Recital 16 | | | | |
| 29 | (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] of the European Parliament and of the Council[1]. 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 | (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]*~~***No 2023/1542*** of the European Parliament and of the Council[1]. 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 | (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 Council[1]. Therefore, such substances should be addressed and eventually their restrictions and related exemptions transferred, as appropriate, to that Regulation ~~and should not be regulated~~***[...]*** **by means of an** | |

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| | 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.<br>_____<br>1. 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 […]). | 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.<br>_____<br>1. Regulation ***(EU) 2023/1542*** of the European Parliament and ***of*** the Council of ~~*[date]*~~***12 July*** 2023 concerning batteries and waste batteries, amending Directive 2008/98/EC and Regulation (EU) 2019/1020 and repealing Directive 2006/66/EC (OJ L ~~*[…]*~~***191, 28.7.2023, p. 1, ELI: http://data.europa.eu/eli/reg/2023/1542/oj).*** | **amending provision set out** 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.~~**[…]**<br>_____<br>1. Regulation **(EU) 2023/1542** of the European Parliament and the Council of [~~date~~**...**] **12 July** 2023 concerning batteries and waste batteries, amending Directive 2008/98/EC and Regulation (EU) 2019/1020 and repealing Directive 2006/66/EC (OJ L **191, 28.7.2023, p. 1–117**[~~…~~**...**]). | |
| Recital 17 | | | | |
| 30 | (17) In order to take account of scientific and technical progress, the power to adopt delegated acts in accordance with Article 290 of the 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 | (17) In order to take account of scientific and technical progress, the power to adopt delegated acts in accordance with Article 290 of the 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 | (17) In order to take account of scientific and technical progress, the power to adopt delegated acts in accordance with Article 290 of the 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 | |

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| | 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. 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. | 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. | 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. 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. | |
| Recital 18 | | | | |
| 31 | (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. The use of recycled | (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*** | (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. The use of recycled | |

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| | 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 raw material and energy dependencies linked to the supply of primary raw materials and at the same time reinforces 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, irrespective of | ***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 | 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 raw material and energy dependencies linked to the supply of primary raw materials and at the same time reinforces 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, irrespective of | |

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| | 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. | 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.*** | 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. | |
| Recital 19 | | | | |
| 32 | (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 | (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 | (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 | |

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| | 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 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. In order to ensure uniform conditions for the implementation this obligation, implementing powers should be conferred on the Commission to establish methodology for the calculation and verification of the share of plastics recovered from post-consumer waste, and from end-of-life vehicles respectively, present in and incorporated into the vehicle type. | 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*~~***20*** percent of plastic recycled from post-consumer plastic waste. ~~*Twenty-five*~~***15*** 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. ~~*In order*~~ To ensure ~~*uniform conditions*~~***the necessary long-term perspective*** for the ~~*implementation this obligation, implementing powers*~~***industry and unlock investments, manufacturers*** should ~~*be conferred on the Commission to establish methodology for the calculation and verification of the share of plastics recovered*~~***at a later stage meet a target of at least 25 percent of plastic recycled*** from post-consumer ***plastic*** waste, ~~*and from end-of-life vehicles respectively, present in and incorporated into the vehicle*~~ | 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**, with progressively rising percentages**. Twenty-five percent of this recycled content target for plastics **in vehicle types** should be achieved by including plastics recycled from end-of-life vehicles **[…]. The selection of plastics covered** in the ~~vehicle type concerned~~**scope of targets are based on the recyclable types of plastics as specified in the dedicated Joint Research Centre (JRC)[1] study and the Impact Assessment. In these documents thermosets other than polyurethane foams in seats and elastomers are not considered in the calculation of the targets, given that thermosets are particularly challenging to recycle and that tyres are proposed as a priority product** | |

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| | | ~~type~~***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 percent thereof by using pre-consumer waste.*** | **under the Ecodesign for Sustainable Products Regulation. However, should the lack of availability or excessive prices of specific recycled plastics make compliance with the minimum percentages excessively difficult, the Commission should be empowered to supplement the Regulation by laying down temporary derogations to the recycled plastic content targets, in consultation with the Member States**. In order to ensure uniform conditions for the implementation this obligation, implementing powers should be conferred on the Commission to establish methodology for the calculation and verification of the share of plastics recovered from post-consumer waste, and from end-of-life vehicles ~~respectively~~, present in and incorporated into the vehicle type **in line with other Union legislation covering a broader range of waste streams and products consistently in a horizontal manner**.<br>_____<br>**1. https://op.europa.eu/en/publication-detail/-/publication/0980feaf-2146-11ee-94cb-01aa75ed71a1/language-en** | |

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| Recital 19a | | | | |
| 32a | | | **(19a) The promotion of the use of recycled plastic in vehicles is based on the premise that the recycled content itself was produced in an environmentally sustainable way, so that the carbon footprint is reduced and the circular economy is encouraged. To that end, certain safeguards need to be put in place in order to ensure that the way in which recycled content is obtained does not cancel out the environmental benefits of using such recycled content in vehicles. It is therefore necessary to address the related environmental concerns in a non-discriminatory manner with regard to both domestically produced and imported recycled plastic. To that end, in order to be counted towards the recycled content targets set out in the Regulation, recycled plastics should be subject to equivalent conditions with regard to requirements for the protection of human health, climate and environment, including on emissions and waste management, whether the** | |

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| | | | **recycling process happens within or outside the European Union.** | |
| Recital 19a | | | | |
| 32b | | ***(19a) In order to supplement certain non-essential elements of this Regulation, 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 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*** | | |

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| | | ***conditions with regard to emissions and separate collection and sustainability criteria for recycling technologies.*** | | |
| Recital 19b | | | | |
| 32c | | | **(19b) The separate collection of plastic waste is essential, as it has a direct, positive impact on the collection rate, on the quality of the collected material and on the quality of the recyclates. It enables high-quality recycling and boosts the uptake of quality secondary raw materials. Moving closer to a 'recycling society' helps to avoid waste generation and encourages the use of waste as a resource, while avoiding locking in resources at the lower levels of the waste hierarchy with detrimental effects on the environment and disregarding environmentally sound management of waste. Separate collection also avoids mixing hazardous and non-hazardous waste, ensuring the safety of the waste and of its shipment, and avoids pollution, as provided by international rules such as the Basel Convention on the control of transboundary movements of** | |

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| | | | **hazardous wastes and their disposal[1] of 22 March 1989, the United Nations Convention on the Law of the Sea of 10 December 1982[2], the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, done in London on 29 December 1972, and its 1996 Protocol, and Annex V to the International Convention for the Prevention of Pollution from Ships of 2 November 1973 (MARPOL), as modified by the Protocol of 1978 relating thereto.**<br>_____<br>**1. OJ L 39, 16.2.1993, p. 3.**<br>**2. OJ L 179, 23.6.1998, p. 3** | |
| Recital 19c | | | | |
| 32d | | | **(19c) The Convention on long-range transboundary air pollution[1], done in Geneva on 14 November 1979, requires the parties to that Convention to protect the environment against air pollution and to endeavour to limit and, as far as possible, gradually reduce and prevent air pollution, including long-range transboundary air pollution. Under the Convention on the protection and use of** | |

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| | | | **transboundary watercourses and international lakes[2], done in Helsinki on 17 March 1992, the parties are required to take measures to prevent, control and reduce any transboundary impact of water pollution. In line with the 1992 Rio Declaration of the United Nations Conference on Environment and Development, the polluter should, in principle, bear the cost of pollution. Hence, industrial activities such as recycling of plastic, should go hand in hand with pollution prevention and reduction measures.**<br>_____<br>**1. OJ L 171, 27.6.1981, p. 13**<br>**2. OJ L 186, 5.8.1995, p. 44** | |
| Recital 19ca | | | | |
| 32e | | | **(19ca) The conditions applicable to material recycled in third countries, including the audit requirements, should only apply [*48 months after the date of entry into force of this Regulation*] and the Commission should more comprehensively assess the expected impact of those conditions in the light of the evolution of the market** | |

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| | | | **situation and of trade relations and should report its assessment to the Council and the European Parliament [*24 months after the date of entry into force of this Regulation.*]** | |
| Recital 19d | | | | |
| 32f | | | **(19d) In order to achieve the targets for the integration of recycled content under this Regulation, the Commission should publish, by 95 months after the entry into force of this Regulation, a review of the state of technological development and environmental performance of bio-based plastic in vehicles, and, where appropriate, present a legislative proposal with sustainability requirements and targets.** | |
| Recital 20 | | | | |
| 33 | (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, the power to | (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*** | (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, the power to | |

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| | 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 post-consumer steel waste 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 this obligation, implementing powers should be conferred on the Commission to establish methodology for the calculation and verification of the share of steel recovered from post-consumer steel waste present in and incorporated into the vehicle type. | ***integrating recycled steel from ferrous scrap 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 ~~*post-consumer*~~***ferrous scrap including flat and long carbon*** steel ~~*waste*~~***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 greenhouse gas 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*** | 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 post-consumer steel waste to be present and incorporated into vehicle types. The establishment of a future target should be preceded by a dedicated study by the Commission**, drawn up in consultation with relevant stakeholders and** covering all relevant technical, environmental and economic factors linked to the feasibility of such target. In order to ensure uniform conditions for the implementation this obligation, implementing powers should be conferred on the Commission to establish methodology for the calculation and verification of the share of steel recovered from post-consumer steel waste present in and incorporated into the vehicle type. | |

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| | | ***and other unintended tramp inclusions***. In order to ~~*ensure uniform conditions for the implementation this obligation, implementing powers*~~***supplement certain non-essential elements of this Regulation, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union*** should be ~~*conferred on*~~***delegated to*** the Commission ~~*to establish*~~***in respect of establishing a*** methodology for the calculation and verification of the share of steel recovered from ~~*post-consumer steel waste*~~***ferrous scrap*** present in and incorporated into the vehicle type. | | |
| Recital 20a | | | | |
| 33a | | ***(20a) The automotive sector is also one of the biggest users of aluminium, representing more than 40 percent of Union 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*** | | |

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| | | ***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 that 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 supplement certain non-essential elements of this Regulation, 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 methodology for the calculation and verification of the share of aluminium and its*** | | |

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| | | ***alloys recovered from waste present in and incorporated into the vehicle type.*** | | |
| Recital 21 | | | | |
| 34 | (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 particularly investigate the trade- | (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 particularly investigate the trade- | (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, **nickel, cobalt,** 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 particularly investigate the trade- | |

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| | 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. | 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. | 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. | |
| Recital 22 | | | | |
| 35 | (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 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 powers should be conferred on the Commission to establish methodology for the calculation and verification of the shares of the materials recycled from post-consumer waste in | (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 powers*~~***supplement certain non-essential elements of this Regulation, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European*** | (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**, nickel, cobalt** or boron recycled from 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 powers should be conferred on the Commission to establish methodology for the calculation and verification of the shares of the materials recycled from post- | |

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| | 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. | ***Union*** should be ~~*conferred on*~~***delegated to*** the Commission ~~*to establish*~~***in respect of establishing a*** 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. | 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. | |
| Recital 23 | | | | |
| 36 | (23) In line with the requirements of Regulation (EU) [CRM Act] of the European Parliament and of the Council[1], and considering that it is necessary to establish in this Regulation provisions on recycled content in vehicles and on critical raw | (23) In line with the requirements of Regulation (EU) ~~*[CRM Act] of the European Parliament and of the Council*~~[1]***2024/1252***, and considering that it is necessary to establish in this Regulation provisions on recycled content in | (23) In line with the requirements of Regulation (EU) **2024/1252**[~~CRM Act...~~] of the European Parliament and of the Council[1], and considering that it is necessary to establish in this Regulation provisions on recycled content in vehicles and on critical | |

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| | 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]. This will ensure streamlining and integrating various information, labelling and removal obligations under the procedures of this Regulation with those for other parts, components and materials.<br>_____<br>1. 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). | 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 removal obligations under the procedures of this Regulation with those for other parts, components and materials.<br>_____<br>~~*1. 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).*~~ | 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) **2024/1252**[~~CRM Act~~**...**]. This will ensure streamlining and integrating various information, labelling and removal obligations under the procedures of this Regulation with those for other parts, components and materials. **Moreover, in order to ensure a coherent application of the provisions of both instruments, Regulation (EU) 2024/1252 should be amended to the necessary extent by means of an amending provision in this Regulation**<br>_____<br>1. 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). | |
| Recital 24 | | | | |
| 37 | (24) In order to ensure that batteries are recycled in accordance with the requirements of the Regulation (EU) | (24) In order to ensure that batteries are recycled in accordance with the requirements of the Regulation (EU) | (24) In order to ensure that batteries are recycled in accordance with the requirements of the Regulation (EU) | |

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| | 2023/[Batteries], 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 vehicles 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. 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. | ~~*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 ~~*vehicles*~~***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 those objectives, while recognising that, in certain cases,*** | ~~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 vehicles 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. 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. | |

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| | | ***safety or functional requirements of a part can 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. | | |
| Recital 25 | | | | |
| G | 38 | (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 | (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 | (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 |

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| | 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) 2020/683[1] which standardise the documents and information to be included into the information folder and thus specify the administrative requirements for type-approval.<br><br>1. 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 | 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) 2020/683[1] which standardise the documents and information to be included into the information folder and thus specify the administrative requirements for type-approval.<br><br>1. 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 | 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) 2020/683[1] which standardise the documents and information to be included into the information folder and thus specify the administrative requirements for type-approval.<br><br>1. 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 | |

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| | separate technical units intended for such vehicles (OJ L 163, 26.5.2020, p. 1). | separate technical units intended for such vehicles (OJ L 163, 26.5.2020, p. 1). | separate technical units intended for such vehicles (OJ L 163, 26.5.2020, p. 1). | |
| Recital 26 | | | | |
| 39 | (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 and provide it to the type-approval authority. This strategy should be based on proven technologies, which are available or in development at the time of applying for the vehicle type approval and 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 | (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 ~~*be based on proven technologies, which are available or in development at the time of applying for the vehicle type approval and*~~***not result in disproportionate burdens on 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*~~ | (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 **vehicle category in which they produce a** new type and provide it to the type-approval authority. This strategy should be based on proven technologies, which are available or in development at the time of applying for the vehicle type approval and 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 | |

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| | 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. | ~~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.~~ | 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. | |
| Recital 27 | | | | |
| G | 40 (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 | (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 | (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 | G |

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| | 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. | 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. | 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. | |
| Recital 28 | | | | |
| 41 | (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 vehicle and to ensure high- quality recycling of end-of-life vehicles. Therefore, manufacturers should provide to waste management operators and repair and maintenance operators unrestricted, standardised and non-discriminatory access to information 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 | (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 vehicle and to ensure high- quality 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 notice of 28 May 2010 on 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,*** | (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 vehicle and to ensure high- quality recycling of end-of-life vehicles. Therefore, manufacturers should provide to waste management operators and repair and maintenance operators unrestricted, standardised and non-discriminatory access to information 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 | |

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| | technologies required to access and remove electric vehicle batteries, 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]. This should be done through communication platforms established by manufacturers and the information should be provided free of charge, excluding administrative costs. The type-approval authorities should verify that the required information has been submitted by the manufacturers. 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 | 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 battery 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 | technologies required to access and remove electric vehicle batteries, 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**. This should be done through communication platforms established by manufacturers and the information should be provided free of charge, excluding administrative costs. The type-approval authorities should verify that the required information has been submitted by the manufacturers. 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 | |

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| | delegated to the Commission in respect of amending Annex V. | 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. ~~*In order to regularly update scope of information to be provided by the manufacturers to the waste management operators and repair and maintenance*~~***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~~, 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~~. | European Union should be delegated to the Commission in respect of amending Annex V. | |
| Recital 29 | | | | |
| 42 | (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 | (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 | (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 | |

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| | 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 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. | 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. | 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 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. | |
| Recital 30 | | | | |
| G | 43 (30) Manufacturers and their suppliers should use component and material coding standards, which were established initially in Commission Decision 2003/138/EC[1], 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 | (30) Manufacturers and their suppliers should use component and material coding standards, which were established initially in Commission Decision 2003/138/EC[1], 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 | (30) Manufacturers and their suppliers should use component and material coding standards, which were established initially in Commission Decision 2003/138/EC[1], 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 | G |

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| | 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.<br>_____<br>1. 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). | 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.<br>_____<br>1. 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). | 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.<br>_____<br>1. 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). | |
| Recital 31 | | | | |
| 44 | (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 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 | (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 | (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 | |

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| | development in the automotive sector on the environmental performance of vehicles and aligned with corresponding provisions in the Regulation (EU) 2023 [Batteries], the Regulation [ESPR] of the European Parliament and of the Council[1] and the Regulation [Euro 7] of the European Parliament and of the Council[2]. 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.<br><br>1. Proposal for a Regulation of the European Parliament and of the Council establishing a framework for setting ecodesign requirements for sustainable products and repealing Directive 2009/125/EC.<br>2. Proposal for a Regulation of the European Parliament and of the Council on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7) and | development in the automotive sector on the environmental performance of vehicles and aligned with corresponding provisions in the Regulation (EU) ~~*2023 [Batteries]*~~***2023/1542***, the Regulation ~~*[ESPR]*~~***(EU) 2024/1781*** of the European Parliament and of the Council[1] and the Regulation ~~*[Euro 7]*~~***(EU) 2024/1257*** of the European Parliament and of the Council[2]. 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.***<br><br>1. ~~*Proposal for a*~~ Regulation ***(EU) 2024/1781*** of the European Parliament | development in the automotive sector on the environmental performance of vehicles and aligned with corresponding provisions in the Regulation (EU) ~~2023~~ **2023/1542**[~~Batteries~~**...**], the Regulation [~~ESPR~~**...**]**2024/1781** of the European Parliament and of the Council[1] and the Regulation [~~Euro 7~~**...**]**2024/1257** of the European Parliament and of the Council[2]. 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.<br><br>1. ~~Proposal for a~~ Regulation **(EU) 2024/1781** of the European Parliament and of the Council **of 13 June 2024** establishing a framework for **the** setting **of** ecodesign requirements for sustainable products**, amending Directive (EU) 2020/1828 and Regulation (EU) 2023/1542** and repealing Directive 2009/125/EC**[...].**<br>2. ~~Proposal for a~~ Regulation **(EU) 2024/1257** of the European Parliament and of the Council **of 24 April 2024** on type-approval of motor vehicles and | |

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| | repealing Regulations (EC) No 715/2007 and (EC) No 595/2009. | and of the Council ***of 13 June 2024*** establishing a framework for ***the*** setting ***of*** ecodesign requirements for sustainable products***, amending Directive (EU) 2020/1828 and Regulation (EU) 2023/1542*** and repealing Directive 2009/125/EC ***(OJ L, 2024/1781, 28.6.2024, ELI: http://data.europa.eu/eli/reg/2024/1781/oj).***<br>2. ~~*Proposal for a*~~ Regulation ***(EU) 2024/1257*** of the European Parliament and of the Council ***of 24 April 2024*** on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7)***, amending Regulation (EU) 2018/858 of the European Parliament and of the Council*** and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 ***of the European Parliament and of the Council, Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362 (OJ L, 2024/1257, 8.5.2024, ELI: http://data.europa.eu/eli/reg/2024/1257/oj).*** | engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7)**, amending Regulation (EU) 2018/858 of the European Parliament and of the Council** and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 **of the European Parliament and of the Council, Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362[...].** | |
| Recital 32 | | | | |
| G | 45 | (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 | (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 | (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 | G |

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| | 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 by economic operators and facilitate the functioning of the market for secondary raw materials. | 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 by economic operators and facilitate the functioning of the market for secondary raw materials. | 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 by economic operators and facilitate the functioning of the market for secondary raw materials. | |
| Recital 33 | | | | |
| 46 | (33) 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 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, | (33) ***This Regulation builds on the waste management rules and general principles laid down in Directive 2008/98/EC, 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 ~~for~~***including collection, depollution and removal of parts and components of*** 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 | (33) 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 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, **only** | |

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| | authorised treatment facilities should have the competence to issue certificates of destruction in accordance with this Regulation. | 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. | authorised treatment facilities should have the competence to issue certificates of destruction in accordance with this Regulation. | |
| Recital 33a | | | | |
| 46a | | | **(33a) Where producers or producer responsibility organisations conclude contracts with authorised treatment facilities, for the exclusive purpose of fulfilling their producer responsibility obligations, these contracts should be in compliance with the principles of competition law and should not include provisions prohibiting authorised treatment facilities from selling parts and components or materials resulting from the dismantling or waste treatment operations of end-of-life vehicles to operators other than the producer or the** | |

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| | | | **PRO. These contracts could be based on a model established by the Member State.** | |
| Recital 33a | | | | |
| 46b | | ***(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.*** | | |
| Recital 34 | | | | |
| 47 | (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 | (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 | (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 | |

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| | 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 Council[1], 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 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.<br>_____<br>1. 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). | 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 Council[1], 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 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.<br>_____<br>1. 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). | 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 Council[1], 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 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.<br>_____<br>1. 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). | |

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| Recital 35 | | | | |
| 48 | (35) In order to facilitate monitoring of compliance of producers with their extended producer responsibility obligations, Member States should establish a register of producers. 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/[OP: Batteries], to enable producers of vehicles and producers of batteries to use one and the same register. | (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/[OP: 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.*** | (35) In order to facilitate monitoring of compliance of producers with their extended producer responsibility obligations, Member States should establish a register of producers. 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/~~**2023/1542**[~~OP: Batteries~~**...**], to enable producers of vehicles and producers of batteries to use one and the same register. **To facilitate the registration of producers in all Member States, the Commission should establish a website which contains the links to all national registers.** | |

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| Recital 36 | | | | |
| 49 | (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 representative for the extended producer responsibility. | (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. | (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. **If more than one producer is represented in a Member State by one authorised representative, that authorised representative should provide the name and the contact details for each of the represented producers separately.** | |
| Recital 37 | | | | |
| 50 | (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 | (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 | (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**, unless a Member State choses to require that a producer should be represented by a producer responsibility organisation**. Producer responsibility organisations should | |

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| | 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. | 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.*** | 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~~**regular dialogue between stakeholders according to Article 8.a. paragraph 6 of Directive 2008/98/EC** should be ~~ensured in the governing bodies of such organisations~~**established in compliance with the principles of competition law**. **The protection of trade and business secrets must be guaranteed.** ***[...]*** | |
| Recital 38 | | | | |
| G | 51 (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 | (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 | (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 | G |

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| | 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. | 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. | 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. | |
| Recital 39 | | | | |
| 52 | (39) The financial contributions of producers should also cover the costs of educational campaigns aimed to increase the collection of end-of-life vehicles, establishment of the notification system for issuance and transfer of certificates of destruction and gathering and reporting of data to the competent authorities. All these actions are indispensable for ensuring proper management of | (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 the*** gathering and reporting of data to the competent authorities. ~~*All these actions are indispensable for*~~ | (39) The financial contributions of producers should also cover the costs of educational campaigns aimed to increase the collection of end-of-life vehicles, establishment of the notification system for issuance and transfer of certificates of destruction and gathering and reporting of data to the competent authorities. All these actions are indispensable for ensuring proper management of | |

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| | end-of-life vehicles, in particular for tracking the vehicles for which producers are responsible in accordance with this Regulation. | ~~*ensuring proper management of end-of-life vehicles, in particular for tracking the vehicles for which producers are responsible in accordance with this Regulation.*~~ | end-of-life vehicles, in particular for tracking the vehicles for which producers are responsible in accordance with this Regulation. **In addition, since this regulation introduces changes regarding the financial responsibility of producers for the collection of end-of-life vehicles covered by Directive 2000/53/EC, appropriate provisions should be made to take into account the transition from Directive 2000/53/EC to this Regulation.** | |
| Recital 40 | | | | |
| G 53 | (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. | (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. | (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. | G |
| Recital 41 | | | | |
| 54 | (41) In case a producer exercises its extended producer responsibility obligations collectively with a producer responsibility organisation, the | (41) In case a producer exercises its extended producer responsibility obligations collectively with a producer responsibility organisation, the | (41) In case a producer exercises its extended producer responsibility obligations collectively with a producer responsibility organisation, the | |

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| | 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. | 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. | 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~~**[…] implementing powers** should be ~~delegated to~~**conferred on** the Commission ~~in respect of supplementing this Regulation by establishing~~**[…] to establish[…]** detailed rules on how the criteria for the modulation of the financial contributions paid to producer responsibility organisations should be applied. | |
| Recital 41a | | | | |
| 54a | | | **(41a) Certain Member States may already have established** | |

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| | | | **extended producer responsibility structures and waste management systems, which are the basis for relevant national authorisations and contractual arrangements, when implementing Directive 2000/53/EC. These Member States should be able to continue to use these systems, provided that they are in line with the obligations under this Regulation.** | |
| Recital 41b | | | | |
| 54b | | | **In the case of state-run producer responsibility organisations which do not involve any represented producer's mandates, the requirements provided in this Regulation concerning such mandates should not apply.** | |
| Recital 41c | | | | |
| 54c | | | **When the extended producer responsibility fee charged by a producer responsibility organisation is categorized as public revenue, as in the case of a state-run producer responsibility organisation, and in order to comply with the budgetary rules** | |

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| | | | **that require the public revenue to be based on accurate data, the Member State should be able to require that the producer reports the information set out in Article 49, which is relevant for modulating the fee, to the competent authority responsible for the register more frequently than once a year.** | |
| Recital 42 | | | | |
| 55 | (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. 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 with relevant waste management operators. Introducing such a | (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 | (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~~**[…]placed on the market. As long as a producer within the meaning of this Regulation can be identified in the Member State where the vehicle becomes an end-of-life vehicle, that producer should cover the costs of collection and treatment. However, as it is not always possible to identify a producer in the Member State where the vehicle becomes an end-of-life vehicle**, it is **also** necessary to introduce rules on cross-border extended producer responsibility **which should apply only in this specific situation**. These rules should ensure that the | |

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| | 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. | 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. | 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. To this end, **each** producer **placing a vehicle on the Union market for the first time** should appoint a representative for the extended producer responsibility in each Member State and set up mechanisms for cross-border cooperation with relevant waste management operators**. Producers should also be able to mandate the producer responsibility organisation to act as their authorised representative**. 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. **Finally, to cover the cost of waste management operations, a Member State should also be able to request vehicle owners to pay an administrative fee for used vehicles or vehicles for** | |

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| | | | **which no producer can be identified, that are registered in that Member State for the first time.** | |
| Recital 43 | | | | |
| G 56 | (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. | (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. | (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. | G |
| Recital 44 | | | | |
| 57 | (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 set up or participate in setting up the collection systems, and | (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*** | (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 set up or participate in setting up the collection systems, and | |

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| | 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. They should also allow for collection of all brands of end-of-life vehicles, as well as of waste parts from repair of vehicles. | ***the market in the territory of a Member State are collected. To that 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 authorised 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. | 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 **treatment** facility **or collection point** without unnecessary efforts or costs. This means in practice that such systems should appropriately cover the whole territory of each Member State. They should also allow for collection of all brands of end-of-life vehicles, as well as of waste parts from repair of vehicles. | |
| Recital 45 | | | | |
| G | 58 | (45) End-of-life vehicles should be treated only in authorised treatment facilities, thus such facilities play a vital role in | (45) End-of-life vehicles should be treated only in authorised treatment facilities, thus such facilities play a vital role in | (45) End-of-life vehicles should be treated only in authorised treatment facilities, thus such facilities play a vital role in | G |

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| | 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. | 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. | 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. | |
| Recital 46 | | | | |
| 59 | (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. The educational campaign by producers or producer responsibility organisations should also present | (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 the case of a missing electric vehicle battery, the delivery of the end-of-life vehicle should remain free of charge if*** | (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 vehicle owner should prove that the battery has been handled by** | |

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| | the consequences for the environment and human health of improper collection and treatment of end-of-life vehicles. | ***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. | **a professional operator in accordance with Regulation (EU) 2023/1542. In order to prevent the illegal dismantling of valuable parts and components from end-of-life vehicles and promote the collection of complete end-of-life vehicles, the measures regarding whether the delivery of end-of-life vehicles is free of charge could be based on financial incentives.** 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. | |
| Recital 47 | | | | |
| 60 | (47) The authorised treatment facility should issue 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/EC[1] and the content of this Decision should be included | (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/EC[1] and the content of | (47) The authorised treatment facility should issue a certificate of destruction to ~~document that an~~**the last vehicle owner upon delivery of the** 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 | |

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| | 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.<br>_____<br>1. 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). | 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.<br>_____<br>1. 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). | 2002/151/EC[1] 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.<br>_____<br>1. 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). | |
| Recital 48 | | | | |
| 61 | (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 | (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 | (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 | |

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| | 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 strengthen 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. | 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. | 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 strengthen 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. | |
| Recital 49 | | | | |
| 62 | (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 | (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 | (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 **[...]. When vehicles are damaged and insurance companies are involved in declaring them a** | |

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| | cancel the registration of their vehicle. | cancel the registration of their vehicle. | **technical or economic total loss, specific provisions should also apply to them. In case of abandoned vehicles**~~and present the certificate of destruction to the registration~~ authorities ~~in order to cancel the registration of their~~**should set out rules for declaring the** vehicle **as an end-of-life vehicle and proceed accordingly with the provisions of this regulation**. **Abandoned vehicles include cases where they have been left unattended or illegally on public property, or vehicles that have been parked on private property without the consent of the owner of the property, or vehicles that have not been reclaimed after a notification by competent authorities to the vehicle owner, or vehicles which, according to competent authorities, pose a hazard to other road traffic.** | |
| Recital 49a | | | | |
| 62a | | ***(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 systems. This will ensure that vehicles*** | | |

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| | | ***remain traceable and their status verifiable until a certificate of destruction is issued or the vehicle is exported. For that 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 harmonised minimum requirements for vehicle deregistration across the Union to strengthen vehicle accountability and prevent their illegal treatment.*** | | |
| Recital 50 | | | | |
| G 63 | (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 | (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 | (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 | G |

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| | 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 Council[1].<br><br>_____<br>1. 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). | 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 Council[1].<br><br>_____<br>1. 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). | 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 Council[1].<br><br>_____<br>1. 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). | |
| Recital 51 | | | | |
| 64 | (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, 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. | (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. | (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, 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. | |
| Recital 52 | | | | |
| 65 | (52) In order to ensure traceability on their activities, the authorised treatment facilities should document the performed | (52) In order to ensure traceability on their activities***, including quality of scrap or other relevant input materials***, the | (52) In order to ensure traceability on their activities, the authorised treatment facilities should document the performed | |

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| | 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. | 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. | 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. | |
| Recital 53 | | | | |
| 66 | (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. 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. | (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 reused.*** In addition, the parts, components and materials containing lead, | (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~~**within 30 days** 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. 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. | |

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| | | cadmium, mercury and hexavalent chromium, should be removed from the end-of-life vehicle, to avoid adverse effects on humans or the environment. | | |
| Recital 54 | | | | |
| 67 | (54) In order to ensure a proper implementation of Regulation (EU) 2023/ [OP: Batteries Regulation], 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. | (54) In order to ensure a proper implementation of Regulation (EU) ~~*2023/ [OP: Batteries Regulation]*~~***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. | (54) In order to ensure a proper implementation of Regulation (EU) ~~2023/ [OP: Batteries Regulation~~**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. | |
| Recital 55 | | | | |
| 68 | (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, | (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,*~~ | (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~~**These** parts and components ~~concerned~~**[...]** should be removed in a manual dismantling process or a semi-automated disassembly process **in a non-destructive way. When parts and components** | |

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| | 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. 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. 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. | ~~*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~~*. It should be demonstrated*~~, ***inter alia, if there is no market potential for reuse, remanufacturing or refurbishment or if the authorised treatment facility can demonstrate that*** 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 that 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*** | **cannot fulfil any of these purposes, including cases when there is no market demand for reuse, remanufacturing or refurbishment, these parts and components can also be removed in a destructive (semi-automated) way**. 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~~**[...]**. It should be demonstrated **that** 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 wastes and limit values to enhance the quality of the output fractions are included in Part G of Annex VII**. 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 | |

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| | | ***requirements for the shredding output fractions***. | Union should be delegated to the Commission in respect of amending Annex VII. | |
| Recital 56 | | | | |
| 69 | (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. | (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. | (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. | |
| Recital 57 | | | | |
| 70 | (57) Regulation (EU) 2023/[Batteries] 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 | (57) Regulation (EU) ~~*2023/[Batteries]*~~***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, | (57) Regulation (EU) 2023/[~~Batteries...~~]**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, | |

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| | of charge, without the electric vehicle battery. | 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***. | without the electric vehicle battery **if the last vehicle owner provides documentation to proof that the battery has been handled by a professional operator in accordance with Regulation (EU) 2023/1542**. | |
| Recital 58 | | | | |
| 71 | (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, 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. 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 | (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***, 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*** | (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, which are suitable for **immediate reuse, or further remanufacturing or refurbishment by professional operators, should not be considered waste. Parts and components that are removed from end-of-life vehicles and assessed by authorised treatment facilities as fit for reuse are commonly destined for a secondary use, and in the case of refurbishment or remanufacturing sent to professional operators. In order** | |

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| | parts and components for remanufacturing, refurbishment or reuse. | ***considered as waste and their export should be subject to Regulation (EU) 2024/1157 of the European Parliament and of the Council***[1a]. 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.<br>_____<br>***1a. Regulation (EU) 2024/1157 of the European Parliament and of the Council of 11 April 2024 on shipments of waste, amending Regulations (EU) No 1257/2013 and (EU) 2020/1056 and repealing Regulation (EC) No 1013/2006 (OJ L, 2024/1157, 30.4.2024, ELI: http://data.europa.eu/eli/reg/2024/1157/oj).*** | **to respect the waste hierarchy and to boost the circular use of spare parts, the transfer of these parts and components between economic operators should not be restricted. These parts and components should be properly checked, cleaned and, where necessary, tested by an authorised treatment facility so that they could be immediatly reused without any other pre-processing, or in other cases be suitable for further remanufacturing or refurbishment. Such parts and components should not be considered as waste once transferred by an authorised treatment facility. Any transfer of such parts or components should include a technical assessment on their functioning, proper labelling and appropriate packaging against damage during transportation. In addition, a copy of the invoice or contract related to the transfer should be provided by the seller of the parts. [...] On the other hand, parts and components not suitable for** reuse, remanufacturing or | |

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| | | | refurbishment~~,~~ should ~~not~~ be considered **as** waste~~. This is necessary to facilitate the shipment, transportation or any other transfer of such parts and components~~ **and their export should therefore be governed by Regulation (EU) 2024/1157 on shipments of waste[1]**. 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.<br>_____<br>**1. Regulation (EU) 2024/1157 of the European Parliament and of the Council of 11 April 2024 on shipments of waste, amending Regulations (EU) No 1257/2013 and (EU) 2020/1056 and repealing Regulation (EC) No 1013/2006 (OJ L, 2024/1157, 30.4.2024)** | |
| Recital 59 | | | | |
| 72 | (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 | (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 | (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 | |

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| | 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. | 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. | 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, **be appropriately protected against damage during transportation, loading and unloading of the parts and components and come with a copy of the invoice or contract related to the transfer of the parts or components for reuse, remanufacturing or refurbishment [**~~and be accompanied by a warranty~~**...].** | |
| Recital 59a | | | | |
| 72a | | | **(59a) Where the end-user is a consumer, the business-to-consumer sale of used, remanufactured or refurbished parts and components would be covered by Directive (EU) 2019/771 of the European Parliament and of the Council[1]. That Directive requires goods sold to be in conformity with the** | |

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| | | | **sales contract, and stipulates the liability of the seller and consumers' remedies in the event of a lack of conformity, such as free repair or replacement of the goods. Since removed parts and components fit for reuse or refurbished parts and components constitute second-hand goods in the meaning of Directive (EU) 2019/771, the seller and the consumer can agree on a shorter liability or limitation period that is not less than one year if the Member State concerned has provided for such a possibility. The economic operators concerned are encouraged to provide commercial guarantees on the reused, remanufactured and refurbished parts and components to consumers and to their customers in business-to-business transactions.**<br>_____<br>**1. Directive (EU) 2019/771 of the European Parliament and of the Council of 20 May 2019 on certain aspects concerning contracts for the sale of goods, amending Regulation (EU) 2017/2394 and Directive 2009/22/EC, and repealing Directive 1999/44/EC (OJ L 136 22.5.2019, p. 28-50)** | |

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| Recital 60 | | | | |
| 73 | (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. | (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. | (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. **However, it is necessary to lay down the conditions under which the reuse of such parts and components is acceptable.** | |
| Recital 61 | | | | |
| 74 | (61) In order to encourage the development and proper functioning of the market for reusable, refurbished 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 and remanufacturing of parts and components, whether they are removed during the use or end-of-life phase of a vehicle. The | (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 | (61) In order to encourage the development and proper functioning of the market for reusable, refurbished 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 and remanufacturing of parts and components, whether they are removed during the use or end-of-life phase of a vehicle. The | |

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| | 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. | 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. ***The exchange of data should be done without undue delay.*** | 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. | |
| Recital 62 | | | | |
| G 75 | (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. | (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. | (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. | G |
| Recital 63 | | | | |
| 76 | (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 | (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 | (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 | |

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| | 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. | recycling target of 30 ~~%~~***percent*** of plastics from end-of-life vehicles. This target would be complementary to the targets for (85 ~~%~~***percent***) of end-of-life vehicles as well as re-use and recovery (95 ~~%~~***percent***) 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 ~~%~~***percent***) as well as re-use and recovery (95 ~~%~~***percent***) 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.*** | 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. **When parts or components are successfully remanufactured or refurbished, they should be counted towards the achievement of the reuse targets by the authorised treatment facilities.** | |
| Recital 64 | | | | |
| 77 | (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 | (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 | (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 | |

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| | vehicles, their parts, components and materials should not be processed in a shredder in combination with packaging waste and waste electrical and electronic equipment, particularly to improve the separation of copper from steel fractions. | vehicles, their parts, components and materials should ~~not~~***be allowed to*** be processed in a shredder in combination with packaging waste and waste electrical and electronic equipment, ~~*particularly to improve the separation of copper from steel fractions*~~***only if certain criteria output material quality criteria are fulfilled***. | vehicles, their parts, components and materials should ~~not~~**[...] only** be processed in a shredder in combination with ~~packaging waste and~~**[...] other** waste ~~electrical and electronic equipment, particularly to improve the separation of copper from steel fractions~~**if certain criteria and limit values are met**. | |
| Recital 65 | | | | |
| 78 | (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. | (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. | (65) To further increase the treatment quality of end-of-life vehicles, it should ~~not~~**only [...]** 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~~**[...] do not exceed certain limit values**. | |
| Recital 66 | | | | |
| 79 | (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. | (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 | (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 | |

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| | | with Regulation (EU) ~~1013/2006~~***2024/1157***. | with Regulation (EU) ~~1013/2006~~**[...] 2024/1157.** | |
| Recital 67 | | | | |
| 80 | (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 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) [new Waste Shipment Regulation]. | (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) ~~*[new Waste*~~***2024/1157. In order to distinguish between shipments of used vehicles and end-of-life vehicles, the competent authorities of the Member States should be able to carry out inspections when they suspect that vehicles declared as used are in fact end-of-life vehicles. Where such 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*** | (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 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) [~~new Waste Shipment Regulation~~]**...] 2024/1157**. | |

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| | | ***economic operator responsible for the*** shipment ~~*Regulation]*~~. | | |
| Recital 68 | | | | |
| 81 | (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. A vehicle owner that intends to transfer the ownership of a used vehicle, should in particular be required to demonstrate that the vehicle is not an end-of-life vehicle. 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 | (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. ~~*A vehicle owner that intends to transfer*~~***When*** the ownership of a used vehicle ***is transferred by an economic operator within the Union***, ***the economic operator*** should ~~*in particular be required to demonstrate*~~***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 a used vehicle outside the Union, should be required to provide documentation that the vehicle is not an end-of-life vehicle. That documentation should consist either of a valid roadworthiness*** | (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. A vehicle owner that intends to transfer the ownership of a used vehicle **within the Union or to third countries**, should in particular ~~be required to demonstrate~~**[...]present documentation** that the vehicle is not an end-of-life vehicle. **This documentation can be an assessment according to Annex I, which contains**~~To assess the status of a used vehicle, the vehicle owner, other economic operators and competent authorities should verify if certain~~ criteria **for** determining whether ~~or not the~~**a** vehicle ~~concerned~~ is an end-of-life vehicle**, or a valid roadworthiness certificate. The assessment of Annex I, with binding criteria in Part A and** | |

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| | criteria on when a vehicle is end-of-life vehicle. | ***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.*~~ | **indicative criteria in Part B, should be carried out in a cascading manner. As soon as one binding criterion of Part A is met, the vehicle is an end-of-life vehicle. If no criteria of part A apply, the indicative criteria of part B should be checked. If one of those indicative criteria apply, a further technical assessment would be necessary to determine whether the vehicle can be repaired to obtain a roadworthiness certificate. If not, the vehicle in question is to be considered an end-of-life vehicle. However, Part C of Annex I should lay down criteria allowing for the exemption of vehicles that would otherwise be classified as end-of-life under Part A or Part B, where such vehicles are of particular cultural interest** ~~are met~~**. The Annex I assessment should be carried out by an independent automotive expert, but it would be up to the Member States to decide how exactly such independent automotive experts should be appointed. The independent automotive experts should be professionals with** | |

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| | | | **specialised knowledge in the field of automotive technology, repair and maintenance or vehicle value assessment, appointed to provide unbiased expertise, without conflicting interests with the parties involved. To avoid excessive burden for vehicle owners and primarily target the situation of a majority of potential end-of-life vehicles, an exemption should be included for sales of roadworthy vehicles by persons who are not economic operators and for which the actual sale is not conducted by means of distance contracts or online platforms. When seller and buyer only meet online, but the actual sale takes place in person, such sale should not be considered as sale conducted by means of distance contracts or online platforms. Taking into account the specific role of insurance companies concerning damaged vehicles, specific provisions should apply to these insurance companies to ensure that end-of-life vehicles that are declared technical or economic total loss are ending up at** | |

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| | | | **authorised treatment facilities. [...]** 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 **Part A, Part B and Part C, Section 1, point 1, of** Annex I**,** determining the criteria on when a vehicle is end-of-life vehicle. | |
| Recital 68a | | | | |
| 81a | | ***(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 being repaired.*** | | |
| Recital 69 | | | | |
| 82 | (69) The EU Action Plan: "Towards Zero Pollution for Air, Water and Soil"[1] stressed the need for the Commission to propose new measures to address the | (69) The EU Action Plan: "Towards Zero Pollution for Air, Water and Soil"[1] stressed the need for the Commission to propose new measures to address the | (69) The EU Action Plan: "Towards Zero Pollution for Air, Water and Soil"[1] stressed the need for the Commission to propose new measures to address the | |

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| | 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 Programme[2], 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 is to be roadworthy pursuant to Directive 2014/45/EU of the European Parliament and of the Council[3]. 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, | 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 Programme[2], 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 Council[3] ***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 | 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 Programme[2], 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 is to– be roadworthy pursuant to Directive 2014/45/EU of the European Parliament and of the Council[3]. 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, | |

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| | 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 that it is considered roadworthy.<br>_____<br>1. COM(2021)400<br>2. https://www.unep.org/resources/report/global-trade-used-vehicles-report<br>3. 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). | 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.<br>_____<br>1. COM(2021)400<br>2. https://www.unep.org/resources/report/global-trade-used-vehicles-report<br>3. 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). | 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 that it is considered roadworthy. **An appropriate exemption should be provided for regarding vehicles of special cultural interest in a manner that does not interfere with the automated customs procedures.**<br>_____<br>1. COM(2021)400<br>2. https://www.unep.org/resources/report/global-trade-used-vehicles-report<br>3. 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). | |
| Recital 70 | | | | |
| 83 | (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, | (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, | (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, | |

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| | enabling authorities in the Member States to exchange 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. 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 of information on the vehicle | 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 | enabling authorities in the Member States to exchange 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. 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 of information on the vehicle | |

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| | identification number and the roadworthiness status of used vehicles to be exported. To allow customs to verify electronically 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 Council[1]. 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.<br>_____<br>1. 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). | 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 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 Council[1]. 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.<br>_____<br>1. Regulation (EU) 2022/2399 of the European Parliament and of the Council of 23 November 2022 establishing the | identification number and the roadworthiness status of used vehicles to be exported. To allow customs to verify electronically 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 Council[1]. 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. **MOVE-HUB would be used for the exchange of messages between the Member States. Member States may continue to use their own applications or third party applications, including the European Vehicle and Driving Licence** | |

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| | | European Union Single Window Environment for Customs and amending Regulation (EU) No 952/2013 (OJ L 317, 9.12.2022, p. 1). | **Information System (EUCARIS), to connect to the MOVE-HUB electronic system.**<br>_____<br>1. 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). | |
| Recital 71 | | | | |
| 84 | (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. | (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. | (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. | |
| Recital 72 | | | | |
| 85 | (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 | (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 | (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 | |

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| | where they were previously registered. Furthermore, in pursuit of comprehensive cooperation, Member States should cooperate with authorities from third countries. | where they were previously registered. Furthermore, in pursuit of comprehensive cooperation, Member States should cooperate with authorities from third countries. | where they were previously registered. **Cooperation should entail, inter alia, providing access to relevant documents and information, including inspection findings, while adhering to applicable data protection regulations governing the requested authority.** Furthermore, in pursuit of comprehensive cooperation, **competent authorities of** Member States should cooperate with authorities from third countries. | |
| Recital 73 | | | | |
| 86 | (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 Council[1]. 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 | (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 Council[1]. 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 | (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 Council[1]. 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 | |

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| | 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. 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.<br>_____<br>1. 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). | 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.<br>_____<br>1. 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). | 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. 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.<br>_____<br>1. 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). | |
| Recital 74 | | | | |
| 87 | (74) To prevent the risk of vehicles being exported without the required documents indicating | (74) To prevent the risk of vehicles being exported without the required documents indicating | (74) To prevent the risk of vehicles being exported without the required documents indicating | |

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| | 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. | 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. | 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 entry in the declarant's records and the self-assessment**~~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. | |
| Recital 75 | | | | |
| 88 | (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 | (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 | (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 **impose on the Member States certain obligations related to detecting illegal activities in the area of collection, treatment and export of end-of-life vehicles, as well as** set out minimum requirements | |

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| | 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. | 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. | concerning the frequency **and scope** of inspections~~, their scope~~ **of authorised treatment facilities and collection points** 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. | |
| Recital 76 | | | | |
| 89 | (76) 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 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 | (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 ~~%~~***percent*** 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*** should also be | (76) 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~~ **total number of entities to be inspected including authorised treatment facilities and collection points as well as operators targeted for inspection under a strategy aimed at detecting illegal activities** –should ~~cover~~**[...] be calculated as** at least 10 % of authorised treatment facilities and ~~operators. Sites of repair and maintenance~~**collection points operating in a Member State[...].** | |

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| | Regulation [OP: new Waste Shipment Regulation]. | 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***. | **[...] Other facilities and economic** operators should also be subjected to inspection**, if they might treat end-of-life vehicles or sell used spare parts and components**. 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[...]**. | |
| Recital 77 | | | | |
| 90 | (77) Member States should establish cooperation mechanisms at national and international level so that inspections can take place in an efficient manner. 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. | (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***. 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*** | (77) Member States should establish cooperation mechanisms at national and international level so that inspections can take place in an efficient manner. 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. | |

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| | | ***cooperation between Member States, the Commission should set up a dedicated network to ensure effective coordination of national enforcement policies.*** | | |
| Recital 78 | | | | |
| G 91 | (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. | (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. | (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. | G |
| Recital 79 | | | | |
| G 92 | (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 | (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 | (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 | G |

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| | 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. | 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. | 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. | |
| Recital 80 | | | | |
| G 93 | (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 | (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 | (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 | G |

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| | 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/EC[1], should also lay down a methodology for calculating and verifying whether the reuse, recycling and recovery targets have been attained.<br>_____<br>1. 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). | 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/EC[1], should also lay down a methodology for calculating and verifying whether the reuse, recycling and recovery targets have been attained.<br>_____<br>1. 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). | 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/EC[1], should also lay down a methodology for calculating and verifying whether the reuse, recycling and recovery targets have been attained.<br>_____<br>1. 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). | |
| Recital 81 | | | | |
| G 94 | (81) The competent authorities of the Member States play an important role in verifying compliance with the obligations | (81) The competent authorities of the Member States play an important role in verifying compliance with the obligations | (81) The competent authorities of the Member States play an important role in verifying compliance with the obligations | G |

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| | 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 the provisions on collection and management of end-of-life vehicles are being implemented. | 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 the provisions on collection and management of end-of-life vehicles are being implemented. | 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 the provisions on collection and management of end-of-life vehicles are being implemented. | |
| Recital 82 | | | | |
| 95 | (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 Council[1].<br>_____<br>1. 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). | (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 Council[1].<br>_____<br>1. 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). | (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 Council[1].<br>_____<br>1. 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). | |

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| Recital 83 | | | | |
| 96 | (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-Making[1]. 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.<br>_____<br>1. OJ L 123, 12.5.2016, p.1. | (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-Making[1]. 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.<br>_____<br>1. OJ L 123, 12.5.2016, p.1. | (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-Making[1]**, according to which the Member States' experts should be consulted in a timely manner on each draft delegated act prepared by the Commission services. Member States' experts should be provided with the draft delegated acts, the draft agenda and any other relevant documents in sufficient time to prepare**. 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. | |

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| | | | _____<br>1. OJ L 123, 12.5.2016, p.1. | |
| Recital 84 | | | | |
| G 97 | (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. | (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. | (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. | G |
| Recital 85 | | | | |
| G 98 | (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. | (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. | (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. | G |
| Recital 86 | | | | |
| 99 | (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 | (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 | (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 | |

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| | has been identified as a reason for the high number of "missing vehicles" in the Union. To address this, the Commission should propose a revision of Council Directive 1999/37/EC on the registration documents for vehicles[1]. 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 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 | 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 vehicles[1]. 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 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 | 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[1] on the registration documents for vehicles~~[1]~~[2]. 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 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 | |

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| | vehicles registered on their territory.<br>_____<br>1. Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57). | vehicles registered on their territory.<br>_____<br>1. Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57). | vehicles registered on their territory.<br>_____<br>1. Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57).<br>**2. Proposal for a Directive on the registration documents for vehicles and vehicle registration data recorded in national vehicle registers and repealing Council Directive 1999/37/EC, COM/2025/179 final.** | |
| Recital 87 | | | | |
| 100 | (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 | (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 | (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 | |

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| | scope of this Regulation to certain L-category vehicles, 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. | 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 applied to the export of used vehicles and to the internal market***. | scope of this Regulation to ~~certain~~ **[...]**L-category vehicles, heavy-duty vehicles and their trailers **or other parts of a vehicle that have been type-approved in multi-stage type approval**. 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. **The Commission should also review the state of technological development and environmental performance of bio-based plastic content in vehicles, and present a legislative proposal to lay down relevant targets where appropriate.** | |
| Recital 88 | | | | |
| 101 | (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 | (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 | (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 | |

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| | 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) [Ecodesign for Sustainable Products]. | 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) ~~*[Ecodesign for Sustainable Products]*~~***2024/1781***. | 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**[~~Ecodesign for Sustainable Products~~**...**]. | |
| Recital 88a | | | | |
| 101a | | ***(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.*** | | |

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| Recital 89 | | | | |
| G 102 | (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. | (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. | (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. | G |
| Recital 90 | | | | |
| G 103 | (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. | (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. | (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. | G |
| Recital 91 | | | | |
| G 104 | (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 | (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 | (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 | G |

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| | 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. | 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. | 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. | |
| Recital 92 | | | | |
| 105 | (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 | (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 | (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 | |

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| | 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. | 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. | 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. | |
| Recital 93 | | | | |
| G 106 | (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. | (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. | (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. | G |
| Recital 94 | | | | |
| G 107 | (94) Obligations under Directive 2000/53/EC on reporting and the related obligations for the transmission of data to the | (94) Obligations under Directive 2000/53/EC on reporting and the related obligations for the transmission of data to the | (94) Obligations under Directive 2000/53/EC on reporting and the related obligations for the transmission of data to the | G |

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| | 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. | 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. | 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. | |
| Recital 95 | | | | |
| 108 | (95) The application of all provisions concerning vehicle of categories $L_3$e-$L_7$e, $M_2$, $M_3$, $N_2$, $N_3$ 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. | (95) The application of all provisions concerning vehicle of categories ~~$L_3$e-$L_7$e~~, $M_2$, $M_3$, $N_2$, $N_3$ 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. | (95) The application of all provisions concerning vehicle of categories **[...]**$L_1$~~$L_3$~~e-$L_7$e, $M_2$, $M_3$, $N_2$, $N_3$ 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. | |
| Recital 96 | | | | |
| 109 | (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 | (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 | (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~~**2005/64/EC** should be deferred. This time provides sufficient time for manufacturers to ensure that the | |

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| | they design and construct comply with the circularity requirements and for approval authorities to implement the new rules. | they design and construct comply with the circularity requirements and for approval authorities to implement the new rules. | vehicles types they design and construct comply with the circularity requirements and for approval authorities to implement the new rules. | |
| Recital 97 | | | | |
| 110 | (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. | (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. | (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~~.~~**;** | |
| Recital 98 | | | | |
| 110a | | | **(98) On 1 February 2020, the United Kingdom withdrew from** | |

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| | | | **the European Union. The Withdrawal Agreement[1] was concluded between the European Union and the European Atomic Energy Community, on the one part, and the United Kingdom, on the other part. It was approved by Council Decision (EU) 2020/135[2] of 30 January 2020 and entered into force on 1 February 2020. The Withdrawal Agreement provides for a transition period which ended on 31 December 2020. At the end of the transition period, Union law ceased to apply to the United Kingdom, whilst the Protocol on Ireland / Northern Ireland – now referred to as the Windsor Framework[3], which forms an integral part of the Withdrawal Agreement, became applicable. In accordance with Article 5(4) of the Windsor Framework and point 9 of Annex 2 to the Windsor Framework, Directive 2005/64/EC, as well as legal acts of the Union implementing, amending or replacing that legal act, apply to and in the United Kingdom in respect of Northern Ireland. This Regulation** | |

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| | | | **replaces Directive 2005/64/EC and would therefore apply to and in the United Kingdom in respect of Northern Ireland. Considering the scope of the Windsor Framework, it is therefore appropriate to stipulate that certain provisions of this Regulation should not apply to and in the United Kingdom in respect of Northern Ireland.**<br>_____<br>**1. Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community (OJ L 29, 31.1.2020, p. 7).**<br>**2. Council Decision (EU) 2020/135 of 30 January 2020 on the conclusion of the Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community (OJ L 29, 31.1.2020, p. 1).**<br>**3. Joint Declaration No 1/2023 of the Union and the United Kingdom in the Joint Committee established by the Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community of 24 March 2023 (OJ L 102, 17.4.2023, p. 87).** | |
| Formula | | | | |

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| 111 | HAVE ADOPTED THIS REGULATION: | HAVE ADOPTED THIS REGULATION: | HAVE ADOPTED THIS REGULATION: | |
| CHAPTER I | | | | |
| 112 | CHAPTER I<br>GENERAL PROVISIONS | CHAPTER I<br>GENERAL PROVISIONS | CHAPTER I<br>GENERAL PROVISIONS | |
| Article 1 | | | | |
| 113 | Article 1<br>Subject matter | Article 1<br>Subject matter | Article 1<br>Subject matter | |
| Article 1, first paragraph | | | | |
| 114 | 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. | 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. | 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 | | | | |
| 115 | Article 2<br>Scope | Article 2<br>Scope | Article 2<br>Scope | |
| Article 2(1) | | | | |

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| 116 | 1. This Regulation shall apply: | 1. This Regulation shall apply: | 1. This Regulation shall apply: | |
| Article 2(1), point (a) | | | | |
| 117 | (a) to vehicles and end-of-life vehicles of categories $M_1$ and $N_1$ as set out in Article 4(1), point (a)(i) and (b)(i), of Regulation (EU) 2018/858; | (a) to vehicles and end-of-life vehicles of categories $M_1$ and $N_1$ as set out in Article 4(1), point (a)(i) and (b)(i), of Regulation (EU) 2018/858; | (a) to vehicles and end-of-life vehicles of categories $M_1$ and $N_1$ as set out in Article 4(1), point (a)(i) and (b)(i), of Regulation (EU) 2018/858; | |
| Article 2(1), point (a1) | | | | |
| 117a | | | **(a1) 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] to vehicles and end-of-life vehicles of categories $M_1$ and $N_1$ of special purpose vehicles, as defined in Article 3, point (31), of Regulation (EU) 2018/858, except for Article 34 on reuse, recycling and recovery targets;** | |
| Article 2(1), point (b) | | | | |
| 118 | (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 $M_2$, $M_3$, $N_2$, $N_3$ and O as set out in Article 4(1) 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 $M_2$, $M_3$, $N_2$, $N_3$ and O as set out in Article 4(1) 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 $M_2$, $M_3$, $N_2$, $N_3$ and O as set out in Article 4(1) of Regulation (EU) 2018/858; | |

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| Article 2(1), point (c) | | | | |
| 119 | (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 categories $L_3$e, $L_4$e, $L_5$e, $L_6$e and $L_7$e as set out in Article 4(2), points (c) to (g), of Regulation (EU) 168/2013. | (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 ~~*$L_3$e, $L_4$e, $L_5$e, $L_6$e and $L_7$e*~~ as set out in Article 4(2)~~*, points (c) to (g)*~~, of Regulation (EU) 168/2013. | (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 categories **$L_1$e, $L_2$e, $L_3$e,** $L_4$e, $L_5$e, $L_6$e- and $L_7$e as set out in Article 4(2), points (c) to (g), of Regulation (EU) 168/2013~~.~~**;** | |
| Article 2(1), point (d) | | | | |
| 119a | | | **(d) 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 special purpose vehicles and end-of-life vehicles of categories $M_2$, $M_3$, $N_2$, $N_3$ and O, as defined in Article 3, point (31), of Regulation (EU) 2018/858, except for the articles listed in paragraph 4 and Article 9;** | |
| Article 2(2) | | | | |
| 120 | 2. This Regulation shall not apply to: | 2. This Regulation shall not apply to: | 2. This Regulation shall not apply to: | |
| Article 2(2), point (a) | | | | |
| 121 | (a) special purpose vehicles as defined in Article 3, point (31), of Regulation (EU) 2018/858; | (a) special purpose vehicles as defined in Article 3, point (31), of Regulation (EU) 2018/858; | (a) ~~special purpose vehicles as defined in Article 3, point (31), of Regulation (EU) 2018/858;~~**[...]** | |

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| Article 2(2), point (b) | | | | |
| 122 | (b) other parts of a vehicle that have been type-approved in multi-stage type approval of category $N_1$, $N_2$, $N_3$, $M_2$ or $M_3$ than the base vehicle; | (b) other parts of a vehicle that have been type-approved in multi-stage type approval of category $N_1$, $N_2$, $N_3$, $M_2$ or $M_3$ than the base vehicle; | (b) ~~other parts of a vehicle that have been type-approved in multi-stage type approval of category $N_1$, $N_2$, $N_3$, $M_2$ or $M_3$ than the base vehicle;~~**[...]** | |
| Article 2(2), point (c) | | | | |
| 123 | (c) vehicles produced in small series, as defined in Article 3, point (30), of Regulation 2018/858; | (c) vehicles produced in small series, as defined in Article 3, point (30), of Regulation 2018/858; | (c) vehicles produced in small series, as defined in Article 3, point (30), of Regulation 2018/858; | |
| Article 2(2), point (ca) | | | | |
| 123a | | ***(ca) vehicles of L categories produced in small series as referred to in Article 42 of Regulation (EU) 168/2013;*** | | |
| Article 2(2), point (cb) | | | | |
| 123b | | ***(cb) 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;*** | | |
| Article 2(2), point (cc) | | | | |
| 123c | | ***(cc) 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*** | | |

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| | | ***referred to in Article 2 (2), point (e), of Regulation (EU) 168/2013;*** | | |
| Article 2(2), point (cd) | | | | |
| 123d | | ***(cd) 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;*** | | |
| Article 2(2), point (d) | | | | |
| 124 | (d) vehicles of historical interest as defined in Article 3, point (7), of Directive 2014/45/EU. | (d) 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;*** | (d) vehicles of historical interest as defined in Article 3, point (7), of Directive 2014/45/EU~~.~~**;** | |
| Article 2(2), point (da) | | | | |
| 124a | | ***(da) 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 Xa to this Regulation.*** | | |
| Article 2(2), point (e) | | | | |
| 124b | | ***(db) special purpose vehicles as defined in Article 3, point (31), of Regulation (EU) 2018/858*** | **(e) special purpose vehicles as defined in Article 3, point (31), of Regulation 2018/858** | |

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| | | ***produced by a small-volume manufacturer;*** | **produced by a small-volume manufacturer; parts of vehicles produced by a small-volume manufacturer that are type-approved in multi-stage type approval other than the base vehicle, and to trailer caravans as referred to in point 5.6 of Annex I to that Regulation** | |
| Article 2(3) | | | | |
| 125 | 3. Notwithstanding paragraph 1, point (b), the following provisions shall not apply to vehicles and end-of-life vehicles of categories $M_2$, $M_3$, $N_2$, $N_3$ and O: | 3. Notwithstanding paragraph 1, point (b), the following provisions shall not apply to vehicles and end-of-life vehicles of categories $M_2$, $M_3$, $N_2$, $N_3$ and O: | 3. Notwithstanding paragraph 1, point (b), the following provisions shall not apply to vehicles and end-of-life vehicles of categories $M_2$, $M_3$, $N_2$, $N_3$ and O: | |
| Article 2(3), point (a) | | | | |
| 126 | (a) Article 4 on reusability, recyclability and recoverability of vehicles; | (a) Article 4 on reusability, recyclability and recoverability of vehicles; | (a) Article 4 on reusability, recyclability and recoverability of vehicles; | |
| Article 2(3), point (b) | | | | |
| 127 | (b) Article 5 on requirements for substances in vehicles; | (b) Article 5 on requirements for substances in vehicles; | (b) Article 5 on requirements for substances in vehicles; | |
| Article 2(3), point (c) | | | | |
| 128 | (c) Article 6 on minimum recycled content in vehicles; | (c) Article 6 on minimum recycled content in vehicles; | (c) Article 6 on minimum recycled content in vehicles; | |
| Article 2(3), point (d) | | | | |
| 129 | (d) Article 7 on design to enable removal and replacement of | (d) Article 7 on design to enable removal and replacement of | (d) ~~Article 7 on design to enable removal and replacement of~~ | |

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| | certain parts and components in vehicles; | certain parts and components in vehicles; | ~~certain parts and components in vehicles;~~**[...]** | |
| Article 2(3), point (e) | | | | |
| 130 | (e) Article 8 on general obligations; | (e) Article 8 on general obligations; | (e) ~~Article 8 on general obligations;~~ **[...]** | |
| Article 2(3), point (f) | | | | |
| 131 | (f) Article 9 on circularity strategy; | (f) Article 9 on circularity strategy; | (f) ~~Article 9 on circularity strategy;~~ **[...]** | |
| Article 2(3), point (g) | | | | |
| 132 | (g) Article 10 on declaration on recycled content present in vehicles; | (g) Article 10 on declaration on recycled content present in vehicles; | (g) Article 10 on declaration on recycled content present in vehicles; | |
| Article 2(3), point (h) | | | | |
| 133 | (h) Article 12 on labelling of parts, components and materials present in vehicles; | (h) Article 12 on labelling of parts, components and materials present in vehicles; | (h) Article 12 **paragraph 1** on labelling of parts, components and materials present in vehicles; | |
| Article 2(3), point (i) | | | | |
| 134 | (i) Article 13 on circularity vehicle passport; | (i) Article 13 on circularity vehicle passport; | (i) Article 13 on **digital** circularity vehicle passport; | |
| Article 2(3), point (j) | | | | |
| 135 | (j) Article 21 on fee modulation; | (j) Article 21 on fee modulation; | (j) Article 21 on fee modulation; | |
| Article 2(3), point (k) | | | | |
| 136 | (k) Article 22 on cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State; | (k) Article 22 on cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State; | (k) Article 22 on cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State; | |

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| Article 2(3), point (l) | | | | |
| 137 | (l) Article 28 on general requirements for shredding; | (l) Article 28 on general requirements for shredding; | (l) ~~Article 28 on general requirements for shredding;~~**[...]** | |
| Article 2(3), point (m) | | | | |
| 138 | (m) Article 30 on mandatory removal of parts and components for reuse and recycling prior to shredding; | (m) Article 30 on mandatory removal of parts and components for reuse and recycling prior to shredding; | (m) ~~Article 30 on mandatory removal of parts and components for reuse and recycling prior to shredding;~~**[...]** | |
| Article 2(3), point (n) | | | | |
| 139 | (n) Article 31 on requirements concerning the removed parts and components; | (n) Article 31 on requirements concerning the removed parts and components; | (n) ~~Article 31 on requirements concerning the removed parts and components;~~**[...]** | |
| Article 2(3), point (o) | | | | |
| 140 | (o) Article 32 on trade of used, remanufactured or refurbished parts and components; | (o) Article 32 on trade of used, remanufactured or refurbished parts and components; | (o) ~~Article 32 on trade of used, remanufactured or refurbished parts and components;~~**[...]** | |
| Article 2(3), point (p) | | | | |
| 141 | (p) Article 33 on reuse, remanufacturing and refurbishment of parts and components; | (p) Article 33 on reuse, remanufacturing and refurbishment of parts and components; | (p) ~~Article 33 on reuse, remanufacturing and refurbishment of parts and components;~~**[...]** | |
| Article 2(3), point (q) | | | | |
| 142 | (q) Article 34 on reuse, recycling and recovery targets; | (q) Article 34 on reuse, recycling and recovery targets; | (q) Article 34 on reuse, recycling and recovery targets; | |
| Article 2(3), point (r) | | | | |
| 143 | (r) Article 35 on ban on landfilling of non-inert waste; | (r) Article 35 on ban on landfilling of non-inert waste; | (r) ~~Article 35 on ban on landfilling of non-inert waste;~~**[...]** | |

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| Article 2(3), point (s) | | | | |
| 144 | (s) Article 36 on shipments of end-of-life vehicles. | (s) Article 36 on shipments of end-of-life vehicles. | (s) Article 36**, paragraph 2** on shipments of end-of-life vehicles. | |
| Article 2(4) | | | | |
| 145 | 4. Notwithstanding paragraph 1, point (c), the following provisions shall not apply to vehicles and end-of-life vehicles of categories $L_3$e, $L_4$e, $L_5$e, $L_6$e and $L_7$e: | 4. Notwithstanding paragraph 1, point (c), the following provisions shall not apply to vehicles and end-of-life vehicles of ***L*** categories ~~***$L_3$e, $L_4$e, $L_5$e, $L_6$e and $L_7$e***~~: | 4. Notwithstanding paragraph 1, point (c), the following provisions shall not apply to vehicles and end-of-life vehicles of categories **$L_1$e, $L_2$e, $L_3$e,** $L_4$e, $L_5$e, $L_6$e and $L_7$e: | |
| Article 2(4), point (a) | | | | |
| 146 | (a) Articles listed in paragraph 3; | *deleted* | *(a)* Articles listed in paragraph 3; | |
| Article 2(4), point (a1) | | | | |
| 146a | | | **(a1) Article 37a on competent authority;** | |
| Article 2(4), point (aa) | | | | |
| 146b | | ***(aa) Article 4 on reusability, recyclability and recoverability of vehicles;*** | | |
| Article 2(4), point (ab) | | | | |
| 146c | | ***(ab) Article 5 on requirements for substances in vehicles;*** | | |
| Article 2(4), point (ac) | | | | |
| 146d | | ***(ac) Article 6 on minimum recycled content in vehicles;*** | | |

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| Article 2(4), point (ad) | | | | |
| 146e | | ***(ad) Article 9 on circularity strategy;*** | | |
| Article 2(4), point (ae) | | | | |
| 146f | | ***(ae) Article 10 on declaration on recycled content present in vehicles;*** | | |
| Article 2(4), point (af) | | | | |
| 146g | | ***(af) Article 13 on circularity vehicle passport;*** | | |
| Article 2(4), point (ag) | | | | |
| 146h | | ***(ag) Article 21 on fee modulation;*** | | |
| Article 2(4), point (ah) | | | | |
| 146i | | ***(ah) Article 22 on cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State;*** | | |
| Article 2(4), point (ai) | | | | |
| 146j | | ***(ai) Article 28 on general requirements for shredding;*** | | |
| Article 2(4), point (aj) | | | | |
| 146k | | ***(aj) Article 34 on reuse, recycling and recovery targets;*** | | |
| Article 2(4), point (ak) | | | | |

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| 146l | | ***(ak) Article 35 on ban on landfilling of non-inert waste;*** | | |
| Article 2(4), point (al) | | | | |
| 146m | | ***(al) Article 36 on shipments of end-of-life vehicles;*** | | |
| Article 2(4), point (b) | | | | |
| 147 | (b) Article 38 on controls and requirements on the export of used vehicles; | (b) Article 38 on controls and requirements on the export of used vehicles; | (b) Article 38 on controls and requirements on the export of used vehicles; | |
| Article 2(4), point (c) | | | | |
| 148 | (c) Article 39 on automated verification of the Vehicle Identification Number and the information on vehicle status; | (c) Article 39 on automated verification of the Vehicle Identification Number and the information on vehicle status; | (c) Article 39 on automated verification of the Vehicle Identification Number and the information on vehicle status; | |
| Article 2(4), point (d) | | | | |
| 149 | (d) Article 40 on risk management and customs controls; | (d) Article 40 on risk management and customs controls; | (d) Article 40 on risk management and customs controls; | |
| Article 2(4), point (e) | | | | |
| 150 | (e) Article 41 on suspension; | (e) Article 41 on suspension; | (e) Article 41 on suspension; | |
| Article 2(4), point (f) | | | | |
| 151 | (f) Article 42 on release for export; | (f) Article 42 on release for export; | (f) Article 42 on release for export; | |
| Article 2(4), point (g) | | | | |
| 152 | (g) Article 43 on refusal to release for export; | (g) Article 43 on refusal to release for export; | (g) Article 43 on refusal to release for export; | |
| Article 2(4), point (h) | | | | |

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| 153 | (h) Article 44 on cooperation among authorities and exchange of information; | (h) Article 44 on cooperation among authorities and exchange of information; | (h) Article 44 on cooperation among authorities and exchange of information; | |
| Article 2(4), point (i) | | | | |
| 154 | (i) Article 45 on electronic systems. | (i) Article 45 on electronic systems. | (i) Article 45 on electronic systems~~.~~**;** | |
| Article 2(4), point (j) | | | | |
| 154a | | | **(j) Member States may exempt L1e, L2e and L6e categories from the obligations under Article 23(5), Article 25 and Article 37.** | |
| Article 2(5) | | | | |
| 155 | 5. Notwithstanding paragraph 2, point (a), the following provisions shall apply to special purpose vehicles: | 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 points 5.1 and 5.6 of Part A of Annex I to Regulation (EU) 2018/858***: | 5. ~~Notwithstanding paragraph 2, point (a), the following provisions shall apply to special purpose vehicles:~~**[…]** | |
| Article 2(5), point (a) | | | | |
| 156 | (a) Article 5 on requirements for substances in vehicles; | (a) Article 5 on requirements for substances in vehicles; | (a) ~~Article 5 on requirements for substances in vehicles;~~**[…]** | |
| Article 2(5), point (b) | | | | |
| 157 | (b) Article 16 on extended producer responsibility; | (b) Article 16 on extended producer responsibility; | (b) ~~Article 16 on extended producer responsibility;~~**[…]** | |
| Article 2(5), point (c) | | | | |

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| 158 | (c) Article 20 on financial responsibility of producers; | (c) Article 20 on financial responsibility of producers; | (c) ~~Article 20 on financial responsibility of producers;~~**[…]** | |
| Article 2(5), point (d) | | | | |
| 159 | (d) Article 23 on collection of end-of-life vehicles; | (d) Article 23 on collection of end-of-life vehicles; | (d) ~~Article 23 on collection of end-of-life vehicles;~~**[…]** | |
| Article 2(5), point (e) | | | | |
| 160 | (e) Article 24 on delivery of end-of-life vehicles to the authorised treatment facilities; | (e) Article 24 on delivery of end-of-life vehicles to the authorised treatment facilities; | (e) ~~Article 24 on delivery of end-of-life vehicles to the authorised treatment facilities;~~**[…]** | |
| Article 2(5), point (f) | | | | |
| 161 | (f) Article 25 on certificate of destruction; | (f) Article 25 on certificate of destruction; | (f) ~~Article 25 on certificate of destruction;~~**[…]** | |
| Article 2(5), point (g) | | | | |
| 162 | (g) Article 26 on obligations for the vehicle owner; | (g) Article 26 on obligations for the vehicle owner; | (g) ~~Article 26 on obligations for the vehicle owner;~~**[…]** | |
| Article 2(5), point (h) | | | | |
| 163 | (h) Article 29 on depollution; | (h) Article 29 on depollution; | (h) ~~Article 29 on depollution;~~**[…]** | |
| Article 2(5), point (i) | | | | |
| 164 | (i) Article 30 on mandatory removal of parts and components for reuse and recycling prior to shredding. | (i) Article 30 on mandatory removal of parts and components for reuse and recycling prior to shredding. | (i) ~~Article 30 on mandatory removal of parts and components for reuse and recycling prior to shredding.~~**[…]** | |
| Article 2(6) | | | | |
| 165 | 6. Notwithstanding paragraph 1, points (b) and (c), Articles 16, 19, 20, 27 and 46 to | 6. Notwithstanding paragraph 1, points (b) and (c), Articles 16, 19, 20, 27 and 46 to | 6. Notwithstanding paragraph 1, points ~~(b) and (c),~~***[...]*** **c*[...]*, (*[...]* d), and (e)** Articles **7,** | |

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| | 49 shall apply to vehicles and end-of-life vehicles of categories $L_3$, $L_4$, $L_5$, $L_6$ $L_7$, $M_2$, $M_3$, $N_2$, $N_3$ and O with the following modifications: | 49 shall apply to vehicles and end-of-life vehicles of categories ~~$L_3$, $L_4$, $L_5$, $L_6$ $L_7$~~, $M_2$, $M_3$, $N_2$, $N_3$ and O with the following modifications: | **8, 9, 16, *[...], [...]* 27, 30,** ~~16, 19, 20, 27~~ and 46 to 49**,** shall apply to vehicles and end-of-life vehicles of categories $L_1$**e,** $L_2$**e,** $L_3$, $L_4$, $L_5$, $L_6$ $L_7$, $M_2$, $M_3$, $N_2$, $N_3$ ~~and $O_3$~~, **O and *[...]* $M_2$, $M_3$, $N_2$, and $N_3$ categories of special purpose vehicles** with the following modifications: | |
| Article 2(6), point (a) | | | | |
| 166 | (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: | (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: | (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:~~***[...]*** | |
| Article 2(6), point (a) | | | | |
| 166a | | | **(a) Article 7 shall only apply with respect to entries 1a, 2, 3, 5, 8 and 9 of Part C of Annex VII;.** | |
| Article 2(6), point (a)(i) | | | | |
| 167 | (i) collected, in accordance with Article 23; | (i) collected, in accordance with Article 23; | (i) ~~collected, in accordance with Article 23;~~***[...]*** | |
| Article 2(6), point (a)(ii) | | | | |
| 168 | (ii) depolluted, in accordance with Article 29; | (ii) depolluted, in accordance with Article 29; | (ii) ~~depolluted, in accordance with Article 29;~~***[...]*** | |

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| Article 2(6), point (b) | | | | |
| 169 | (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; | (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; | (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;~~***[...]*** | |
| Article 2(6), point (b) | | | | |
| 169a | | | **(b) Article 8 shall only apply with respect to the obligations applicable for such vehicle categories;** | |
| Article 2(6), point (c) | | | | |
| 170 | (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; | (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; | (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;~~***[...]*** | |
| Article 2(6), point (c) | | | | |
| 170a | | | **(c) Article 9, if applicable for such vehicle categories shall** | |

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| | | | **only apply with respect to paragraphs 5 to 7, Part A of Annex IV;** | |
| Article 2(6), point (d) | | | | |
| 171 | (d) Article 27 shall apply except for paragraph 3, points (c) and (d); | (d) Article 27 shall apply except for paragraph 3, points (c) and (d); | (d) ~~Article 27 shall apply except for paragraph 3, points (c) and (d);~~***[...]*** | |
| Article 2(6), point (d) | | | | |
| 171a | | | **(d) Article 16 point b) shall not apply;** | |
| Article 2(6), point (e) | | | | |
| 172 | (e) Articles 46 to 49 shall apply only with respect to enforcement of obligations applicable for such vehicle categories. | (e) Articles 46 to 49 shall apply only with respect to enforcement of obligations applicable for such vehicle categories. | (e) ~~Articles 46 to 49 shall apply only with respect to enforcement of obligations applicable for such vehicle categories.~~***[...]*** | |
| Article 2(6), point (e) | | | | |
| 172a | | | **(e) Article 27 shall apply except for paragraph 2, point (e);** | |
| Article 2(6), point (f) | | | | |
| 172b | | | **(f) Article 30 shall only apply with respect of entries 1a, 1b, 2, 3, 5, 8 and 9 Part C of Annex VII;** | |
| Article 2(6), point (g) | | | | |
| 172c | | | **(g) Articles 46 to 49 shall apply only with respect to** | |

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| | | | **reporting and enforcement of obligations applicable for such vehicle categories.** | |
| Article 2(5a), second subparagraph | | | | |
| 172d | | ***Notwithstanding paragraph 1, point (c), of this Article, Articles 7 and 30 shall apply to vehicles and end-of-life vehicles of L categories with the following modifications:***<br>***(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;***<br>***(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.*** | | |
| Article 3 | | | | |
| 173 | Article 3<br>Definitions | Article 3<br>Definitions | Article 3<br>Definitions | |
| Article 3(1) | | | | |
| 174 | 1. For the purposes of this Regulation, the following definitions shall apply: | 1. For the purposes of this Regulation, the following definitions shall apply: | 1. For the purposes of this Regulation, the following definitions shall apply: | |
| Article 3(1), point (1) | | | | |
| 175 | (1) ‘vehicle’ means any vehicle as defined in Article 3, point (15), of Regulation (EU) 2018/858 or listed in Article 4(2), | (1) ‘vehicle’ means any vehicle as defined in Article 3, point (15), of Regulation (EU) 2018/858 or listed in Article 4(2)~~,~~ | (1) ‘vehicle’ means any vehicle as defined in Article 3, point (15), of Regulation (EU) 2018/858 or listed in Article 4(2), | |

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| | points (c) to (g), of Regulation (EU) 168/2013; | ~~*points (c) to (g),*~~ of Regulation (EU) 168/2013; | points (c) to (g), of Regulation (EU) 168/2013; | |
| Article 3(1), point (2) | | | | |
| 176 | (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; | (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*~~***point 1*** of Annex I ***to this Regulation***; | (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~~ **or [...] which is waste** according to ~~criteria Part A, points 1 and 2 of~~**[...]** Annex I; | |
| Article 3(1), point (3) | | | | |
| G 177 | (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; | (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; | (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; | G |
| Article 3(1), point (4) | | | | |
| G 178 | (4) 'reusability' means the possibility for reuse of parts or components diverted from an end-of-life vehicle; | (4) 'reusability' means the possibility for reuse of parts or components diverted from an end-of-life vehicle; | (4) 'reusability' means the possibility for reuse of parts or components diverted from an end-of-life vehicle; | G |
| Article 3(1), point (5) | | | | |
| 179 | (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; | (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; | (5) 'reuse' means any operation by which parts or components of ~~end-of life~~**end-of-life** vehicles are used **again** for the same purpose for which they were conceived; | |

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| Article 3(1), point (6) | | | | |
| 180 | (6) ‘recyclability’ means the possibility for recycling of parts, components or materials diverted from an end-of-life vehicle; | (6) ‘recyclability’ means the possibility for recycling of parts, components or materials diverted from an end-of-life vehicle; | (6) ‘recyclability’ means the possibility for recycling of parts, components or materials diverted from an end-of-life vehicle; | |
| Article 3(1), point (7) | | | | |
| 181 | (7) ‘recoverability’ means the possibility for recovery 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; | (7) ‘recoverability’ means the possibility for recovery of parts, components or materials diverted from an end-of-life vehicle; | |
| Article 3(1), point (7a) | | | | |
| 181a | | ***(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;*** | | |
| Article 3(1), point (8) | | | | |
| 182 | (8) ‘supplier’ means any natural or legal person who supplies parts, components or materials to a manufacturer who uses them to manufacture vehicles; | (8) ‘supplier’ means any natural or legal person who supplies parts, components or materials to a manufacturer who uses them to manufacture vehicles; | (8) ‘supplier’ means any natural or legal person who supplies parts, components or materials to a manufacturer who uses them to manufacture vehicles; | |

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| Article 3(1), point (9) | | | | |
| 183 | (9) 'plastic' means a polymer within the meaning of Article 3, point (5), of Regulation (EC) No 1907/2006, to which additives or other substances may have been added; | (9) 'plastic' means a polymer within the meaning of Article 3, ~~*point (5), of*~~***points (2) and (3), of Commission*** Regulation (~~*EC*~~***EU***) ~~*No 1907/2006*~~***No 10/2011[1a]***, to which additives or other substances may have been added, ***capable of functioning as a main structural component of final materials and articles***;<br>_____<br>***1a. Commission Regulation (EU) No 10/2011 of 14 January 2011 on plastic materials and articles intended to come into contact with food (OJ L 12, 15.1.2011, p. 1, ELI: http://data.europa.eu/eli/reg/2011/10/oj).*** | (9) 'plastic' means a polymer within the meaning of Article 3, point (5), of Regulation (EC) No 1907/2006, to which additives or other substances may have been added **and which can function as a main structural component of final products, with the exception of natural polymers that have not been chemically modified**; | |
| Article 3(1), point (9a) | | | | |
| 183a | | ***(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;*** | | |
| Article 3(1), point (10) | | | | |
| 184 | (10) 'critical raw materials' means critical raw materials as defined in Article 2, point (2), of Regulation (EU) [Critical Raw Materials Act]; | (10) 'critical raw materials' means critical raw materials as defined in Article 2, point (2), of Regulation (EU) [Critical Raw Materials Act]; | (10) 'critical raw materials' means critical raw materials ~~as defined in~~**within the meaning of paragraph 1 of** Article ~~2, point (2),~~**4** of Regulation (EU) ~~[Critical Raw Materials Act]...~~**] 2024/1252**; | |

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| Article 3(1), point (10a) | | | | |
| 184a | | ***(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;*** | | |
| Article 3(1), point (11) | | | | |
| 185 | (11) 'post-consumer waste' means waste that is generated from products after they have been placed on the market; | (11) 'post-consumer waste' means waste that is generated from products after they have been placed on the market; | (11) 'post-consumer waste' means waste that is generated from products ~~after they~~**[...] that** have been placed on the market **or supplied for distribution, consumption or use in a third country in the course of a commercial activity, whether in return for payment or free of charge**; | |
| Article 3(1), point (11a) | | | | |
| 185a | | ***(11a) 'post-consumer plastic waste stream' means a stream including, among others, thermoplastics, thermosets, and elastomers waste, as defined in Article 3, point 1, of Directive 2008/98/EC, generated from products containing plastics after*** | | |

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| | | ***they have been placed on the market;*** | | |
| Article 3(1), point (12) | | | | |
| 186 | (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; | (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; | (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; | |
| Article 3(1), point (13) | | | | |
| 187 | (13) ‘e-drive motor’ means an electric motor that converts electrical input power into mechanical output power to provide traction to a vehicle; | (13) ‘e-drive motor’ means an electric motor that converts electrical input power into mechanical output power to provide traction to a vehicle; | (13) ‘e-drive motor’ means an electric motor that converts electrical input power into mechanical output power to provide traction to a vehicle; | |
| Article 3(1), point (14) | | | | |
| 188 | (14) ‘electric vehicle battery’ means electric vehicle battery as defined in Article 3, point (14), of Regulation (EU) 2023/ [Batteries and waste batteries]; | (14) ‘electric vehicle battery’ means electric vehicle battery as defined in Article 3, point (14), of Regulation (EU) ~~*2023/ [Batteries and waste batteries]*~~***2023/1542***; | (14) ‘electric vehicle battery’ means electric vehicle battery as defined in Article 3, point (14), of Regulation (EU) ~~2023/~~ **2023/1542**[~~Batteries and waste batteries~~**...**]; | |
| Article 3(1), point (14a) | | | | |
| 188a | | ***(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;*** | | |

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| Article 3(1), point (15) | | | | |
| 189 | (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 collection and treatment of end-of-life vehicles; | (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***; | (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 collection**, storage** and treatment of end-of-life vehicles; | |
| Article 3(1), point (16) | | | | |
| 190 | (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; | (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; | (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~~**[...] prior to** 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; | |
| Article 3(1), point (17) | | | | |
| 191 | (17) 'shredding' means any operation used for tearing into pieces or fragmenting end-of-life vehicles; | (17) 'shredding' means any operation used for tearing into pieces or fragmenting end-of-life vehicles; | (17) 'shredding' means any operation used for tearing into pieces or fragmenting end-of-life vehicles; | |
| Article 3(1), point (18) | | | | |

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| 192 | (18) 'repair and maintenance operator' means any natural or legal person who, related to that person's trade, business, craft or profession, provides repair or maintenance services, whether independently from or authorised by manufacturers; | (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 ***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, 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*** ~~or~~ maintenance services~~,~~ ~~whether independently from or authorised by manufacturers~~ ***for vehicles in respect of which they are not members of the vehicle manufacturer's distribution system***; | (18) 'repair and maintenance operator' means any natural or legal person who, related to that person's trade, business, craft or profession, provides repair or maintenance services, whether independently from or authorised by manufacturers; | |
| Article 3(1), point (19) | | | | |

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| 193 | (19) ‘placing on the market’ means making available a vehicle for the first time in the Union; | (19) ‘placing on the market’ means making available a vehicle for the first time in the Union; | (19) ‘placing on the market’ means making available a vehicle for the first time in the Union; | |
| Article 3(1), point (20) | | | | |
| 194 | (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; | (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; | (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; | |
| Article 3(1), point (21) | | | | |
| 195 | (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; | (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***; | (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; | |
| Article 3(1), point (22) | | | | |
| 196 | (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; | (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*** | (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; | |

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| | | ***vehicles, the producer is the manufacturer of the base vehicle;*** | | |
| Article 3(1), point (23) | | | | |
| 197 | (23) 'producer responsibility organisation' means a legal entity that financially or financially and operationally organises the fulfilment of extended producer responsibility obligations on behalf of several producers; | (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; | (23) 'producer responsibility organisation' means a legal entity that financially or financially and operationally organises the fulfilment of extended producer responsibility obligations on behalf of several producers; | |
| Article 3(1), point (24) | | | | |
| 198 | (24) 'appointed 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; | (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; | (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; | |
| Article 3(1), point (25) | | | | |
| 199 | (25) 'secondary raw materials' means materials that have been | (25) 'secondary raw materials' means materials that have been | (25) 'secondary raw materials' means materials that have been | |

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| | obtained through recycling processes and can substitute primary raw materials; | obtained through recycling processes and can substitute primary raw materials; | obtained through recycling processes and can substitute primary raw materials; | |
| Article 3(1), point (26) | | | | |
| 200 | (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; | (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; | (26) 'vehicle owner' means any natural or legal person holding the ownership right of a vehicle ~~and, if not specified otherwise, any~~**[...] or the** holder of the ~~registration certificate~~**[...] vehicle if the owner can not be identified**; | |
| Article 3(1), point (27) | | | | |
| 201 | (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; | (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***; | (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 **in accordance with Part G, point 2, of Annex VII**; | |
| Article 3(1), point (28) | | | | |
| 202 | (28) 'remanufacturing' means an operation in which a new part or component is manufactured 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 | (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 | (28) 'remanufacturing' means ~~an operation in~~**[...] professional actions through** which a new part or component is manufactured from parts and components that are ~~either~~**[...]** removed from vehicles ~~or end-of-life vehicles and in~~**[...] and [...] through** which at least one change is made ~~to the~~ | |

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| | affects its safety, performance, purpose or type; | 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;*** | ~~part or component that~~**[...] that substantially** affects ~~its~~**[...] the** safety, performance, purpose or type **of the part or component**; | |
| Article 3(1), point (29) | | | | |
| 203 | (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 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; | (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*~~; | (29) 'refurbishment' means actions carried out to prepare, clean, test**, service** 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~~**[...] the** placing **of the part or component** on the market; | |
| Article 3(1), point (30) | | | | |
| 204 | (30) 'packaging waste' means packaging waste as defined in Article 3, point (2), of European Parliament and Council Directive 94/62/EC[1] [Article 3, point (20), of Regulation (EU) [Packaging | (30) 'packaging waste' means packaging waste as defined in Article 3, point (2), of European Parliament and Council Directive 94/62/EC[1] [Article 3, point (20), of Regulation (EU) [Packaging | (30) ~~'packaging waste' means packaging waste as defined in Article 3, point (2), of European Parliament and Council Directive 94/62/EC[1] [Article 3, point (20), of Regulation (EU) [Packaging~~ | |

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| | and Packaging Waste Regulation]];<br>_____<br>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). | and Packaging Waste Regulation]];<br>_____<br>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). | ~~and Packaging Waste Regulation]];~~***[...]*** [1]***[...]***<br>_____<br>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).~~**[1]** […] | |
| Article 3(1), point (31) | | | | |
| 205 | (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 Council[1];<br>_____<br>1. 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). | (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 Council[1];<br>_____<br>1. 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). | (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 Council[1];~~***[...]*** [1]***[...]***<br>_____<br>1. ~~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).~~**[1]** […] | |
| Article 3(1), point (32) | | | | |
| 206 | (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/EC[1];<br>_____<br>1. Council Directive 1999/31/EC of 26 April 1999 on the landfill of waste (OJ L 182, 16.7.1999, p. 1–19). | (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/EC[1];<br>_____<br>1. Council Directive 1999/31/EC of 26 April 1999 on the landfill of waste (OJ L 182, 16.7.1999, p. 1–19). | (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/EC[1];<br>_____<br>1. Council Directive 1999/31/EC of 26 April 1999 on the landfill of waste (OJ L 182, 16.7.1999, p. 1–19). | |
| Article 3(1), point (33) | | | | |

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| 207 | (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; | (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; | (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; | |
| Article 3(1), point (34) | | | | |
| 208 | (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; | (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; | (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; | |
| Article 3(1), point (35) | | | | |
| 209 | (35) 'economic operators' means producers, collectors, vehicle insurance companies, suppliers, repair and maintenance operators, waste management operators and any other operators involved in design of vehicles, trade in used vehicles, or management of end-of-life vehicles. | (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;*** | (35) 'economic operators' means producers, ~~collectors~~**[...]**, vehicle insurance companies, suppliers,– repair and maintenance operators, waste management operators and any other operators involved in design of vehicles, trade in used vehicles, ~~or management of end-of-life~~**reuse, remanufacturing and refurbishment of parts and components from** vehicles~~.~~**;** | |
| Article 3(1), point (36) | | | | |
| 209a | | | **(36) 'roadworthy vehicle' means a vehicle that is roadworthy in accordance with Article 5(1), points (a) and (b),** | |

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| | | | **Article 5(4) and Article 8 of Directive 2014/45/EU;** | |
| Article 3(1), point (37) | | | | |
| 209b | | | **(37) 'economic total loss' means a loss or damage to the vehicle to the extent that the cost of repairing exceeds its market value or the value for which it was insured;** | |
| Article 3(1), point (38) | | | | |
| 209c | | | **(38) 'technical total loss' means a severe damage or complete destruction of the vehicle to the extent that the vehicle cannot be repaired;** | |
| Article 3(1), point (35a) | | | | |
| 209d | | ***(35a) 'remanufacturer' means a natural or legal person or legal entity that undertakes the remanufacturing process;*** | | |
| Article 3(1), point (35b) | | | | |
| 209e | | ***(35b) 'retrofit operators' means any legal person that is authorised to manufacture an electric conversion kit or to perform the conversion of internal combustion engine vehicles to battery -electric or fuel cell vehicles;*** | | |
| Article 3(1), point (35c) | | | | |

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| 209f | | ***(35c) '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 at end-of-life, for the purposes of ensuring compliance with this Regulation;*** | | |
| Article 3(1), point (39) | | | | |
| 209g | | ***(a) 'collection point' means economic operator other than an authorised treatment facility which temporarily stores end-of-life vehicles and prepares for transfer end of life vehicles to authorised treatment facilities;*** | **(39) 'collection point' means an economic operator other than an authorised treatment facility, which temporary stores end-of-life vehicles and prepares for transfer of the collected end-of-life vehicles to authorised treatment facilities for treatment.** | |
| Article 3(1), point (40) | | | | |
| 209h | | | **(40) 'bio-based plastics' means plastics made from biological resources, such as biomass feedstock, organic waste or by-products. Bio-based** | |

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| | | | **plastic can be both biodegradable or non-biodegradable;** | |
| Article 3(1), point (35d) | | | | |
| 209i | | ***(35d) 'repairability' means the possibility to repair parts or components diverted from a vehicle.*** | | |
| Article 3(2) | | | | |
| G 210 | 2. In addition to the definitions referred to in paragraph 1, the following definitions shall apply: | 2. In addition to the definitions referred to in paragraph 1, the following definitions shall apply: | 2. In addition to the definitions referred to in paragraph 1, the following definitions shall apply: | G |
| Article 3(2), point (a) | | | | |
| G 211 | (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; | (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; | (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; | G |
| Article 3(2), point (b) | | | | |
| 212 | (b) 'type-approval','multi-stage type approval', 'component', 'parts', 'spare parts', 'base vehicle', 'vehicle produced in | (b) 'type-approval','multi-stage type approval', 'component', 'parts', 'spare parts', 'base vehicle', 'vehicle produced in | (b) 'type-approval','multi-stage type approval', 'component', 'parts', 'spare parts',– 'base vehicle', 'vehicle produced in | |

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| | 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; | 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; | 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; | |
| Article 3(2), point (c) | | | | |
| 213 | (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; | (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; | (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; | |
| Article 3(2), point (d) | | | | |
| 214 | (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; | (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; | (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; | |
| Article 3(2), point (e) | | | | |
| 215 | (e) 'substance of concern' and 'data carrier' laid down in Article 2, points (28) and (30), of Regulation [Ecodesign for sustainable products]. | (e) 'substance of concern' and 'data carrier' laid down in Article 2, points (~~28~~**27**) and (~~30~~**29**), of Regulation ~~[Ecodesign for sustainable products].~~ ***(EU) 2024/1781;*** | (e) 'substance of concern' and 'data carrier' laid down in Article 2, points (28) and (30), of Regulation [Ecodesign for sustainable products]. | |

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| Article 3(2), point (f) | | | | |
| 215a | | | **(f) 'customs authorities' laid down in Article 5, point (1), of Regulation (EU) No 952/2013;** | |
| Article 3(2), point (g) | | | | |
| 215b | | | **(g) 'distance contract' laid down in Article 2, point (7), of Directive 2011/83/EU;** | |
| Article 3(2), point (h) | | | | |
| 215c | | | **(h) 'online platform' laid down in Article 3, point (i), of Regulation (EU) 2022/2065;** | |
| Article 3(2), point (i) | | | | |
| 215d | | | **(i) 'consumer' laid down in Article 2, point (2), of Directive (EU) 2019/771;** | |
| Article 3(2), point (j) | | | | |
| 215e | | ***(ea) 'small-volume manufacturer' laid down in Article 3, point (48), of Regulation (EU) 2024/1257.*** | **(j) 'small-volume manufacturer' laid down in Article 3, point (48) of Regulation (EU) 2024/1257** | |
| CHAPTER II | | | | |
| 216 | CHAPTER II<br>CIRCULARITY REQUIREMENTS | CHAPTER II<br>CIRCULARITY REQUIREMENTS | CHAPTER II<br>CIRCULARITY REQUIREMENTS | |
| Article 4 | | | | |
| 217 | Article 4 | Article 4 | Article 4 | |

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| | Reusability, recyclability and recoverability of vehicles | Reusability, recyclability and recoverability of vehicles | Reusability, recyclability and recoverability of vehicles | |
| Article 4(1) | | | | |
| 218 | 1. Each vehicle belonging to a 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: | 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: | 1. Each vehicle belonging to a 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: | |
| Article 4(1), point (a) | | | | |
| 219 | (a) reusable or recyclable to a minimum of 85 % by mass; | (a) reusable or recyclable to a minimum of 85 % by mass; | (a) reusable or recyclable to a minimum of 85 % by mass; | |
| Article 4(1), point (b) | | | | |
| 220 | (b) reusable or recoverable to a minimum of 95 % by mass. | (b) reusable or recoverable to a minimum of 95 % by mass. | (b) reusable or recoverable to a minimum of 95 % by mass. | |
| Article 4(2) | | | | |
| 221 | 2. For each vehicle type referred to in paragraph 1, manufacturers shall take the following measures: | 2. For each vehicle type referred to in paragraph 1, manufacturers shall take the following measures: | 2. For each vehicle type referred to in paragraph 1, manufacturers shall take the following measures: | |
| Article 4(2), point (a) | | | | |
| 222 | (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 | (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 | (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 | |

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| | ensure continued compliance with the requirements; | ensure continued compliance with the requirements; | ensure continued compliance with the requirements; | |
| Article 4(2), point (b) | | | | |
| 223 | (b) keep all the other appropriate vehicle data required by the calculation process referred to in point (e); | (b) keep all the other appropriate vehicle data required by the calculation process referred to in point (e); | (b) keep all the other appropriate vehicle data required by the calculation process referred to in point (e); | |
| Article 4(2), point (c) | | | | |
| 224 | (c) verify the correctness and completeness of the information received from suppliers; | (c) ~~*verify the correctness and*~~***check the*** completeness of the information received from suppliers; | (c) verify the correctness and completeness of the information received from suppliers; | |
| Article 4(2), point (d) | | | | |
| 225 | (d) the breakdown of the materials shall be managed and documented; | (d) the breakdown of the materials shall be managed and documented; | (d) the breakdown of the materials shall be managed and documented; | |
| Article 4(2), point (e) | | | | |
| 226 | (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; | (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; | (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 **and entered into application**, in accordance with ISO standard 22628:2002 in combination with the elements set out in Part A of Annex II; | |
| Article 4(2), point (f) | | | | |

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| G 227 | (f) mark the parts and components of the vehicles made of polymers and elastomers in accordance with Article 12(1); | (f) mark the parts and components of the vehicles made of polymers and elastomers in accordance with Article 12(1); | (f) mark the parts and components of the vehicles made of polymers and elastomers in accordance with Article 12(1); | G |
| Article 4(2), point (g) | | | | |
| G 228 | (g) ensure that parts and components listed in Part E of Annex VII are not reused in the construction of new vehicles. | (g) ensure that parts and components listed in Part E of Annex VII are not reused in the construction of new vehicles. | (g) ensure that parts and components listed in Part E of Annex VII are not reused in the construction of new vehicles. | G |
| Article 4(2a), first subparagraph | | | | |
| 228a | | ***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.*** | | |
| Article 4(3), first subparagraph | | | | |
| 229 | 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. | 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 | 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~~***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 establishing a new methodology for calculation and verification of the rates of | |

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| | | in Annex II ***and ISO standard 22628:2002***. | reusability, recyclability and recoverability of a vehicle, taking into account the elements set out in Annex II. | |
| Article 4(3), second subparagraph | | | | |
| G 230 | That implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2). | That implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2). | That implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2). | G |
| Article 5 | | | | |
| G 231 | Article 5<br>Requirements for substances in vehicles | Article 5<br>Requirements for substances in vehicles | Article 5<br>Requirements for substances in vehicles | G |
| Article 5(1) | | | | |
| 232 | 1. The presence of substances of concern in vehicles and in their parts and components shall be minimised as far as possible. | 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***.<br><br>***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*** | 1. The presence of substances of concern in vehicles and in their parts and components shall be minimised as far as possible. | |

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| | | ***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 setting out 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.***<br><br>***The report referred to in the second paragraph shall not cover vehicle parts and components for which an identification or assessment is already required by other Union legislation.*** | | |
| Article 5(2) | | | | |
| 233 | 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/[OP: Batteries], any vehicle | 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/[OP: Batteries],*~~ Any ***new*** | 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/[OP: Batteries],~~**2023/1542,** | |

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| | 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 not contain lead, mercury, cadmium or hexavalent chromium. | 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. | **this regulation specifies the regime for substances in vehicles.*[...]*** Any 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~~***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 put on the market for such a vehicle,** shall not contain lead, mercury, cadmium or hexavalent chromium. | |
| Article 5(2a) | | | | |
| 233a | | | **2a. By [Insert a date not later than 24 months after adoption of this Regulation], the Commission, shall prepare a report on the presence of substances of concern in vehicles, to determine the extent to which they negatively affect the re-use and recycling of materials or impact chemical safety. The Commission shall be assisted by the European Chemicals Agency on aspects of chemical safety. The report shall not cover substances of concern** | |

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| | | | **in vehicle parts and components for which an identification or assessment is already required by other Union legislation.**<br>**The Commission shall submit the report to the European Parliament and to the Council, detailing its findings, and consider the appropriate follow-up measures, including**<br>**i) the establishment of restrictions on substances of concern that negatively affect the re-use and recycling of materials in the vehicles in which they are present, as a part of delegated acts set up in accordance with Article 5(2b);**<br>**ii) the introduction of information requirements as a part of the digital circularity vehicle passport in accordance with Article 13;**<br>**iii) the use of the procedures referred to in Article 68(1) and (2) of Regulation (EC) No 1907/2006 to adopt new restrictions.**<br>**If a Member State considers that a substance negatively affects the re-use and recycling of materials in a vehicle in which it is present it shall, by [insert** | |

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| | | | **date], supply such information to the Commission and on aspects of chemical safety also to the European Chemicals Agency and, where available, refer to the relevant risk assessments or other relevant data.** | |
| Article 5(2b) | | | | |
| 233b | | | **2b. The Commission is empowered to adopt delegated acts in accordance with Article 50 to supplement this Regulation by establishing restrictions for the presence of substances of concern that negatively affect the re-use and recycling of materials in vehicles and in their parts and components, for reasons not relating primarily to chemical safety.** | |
| Article 5(3) | | | | |
| 234 | 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. | 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. | 3. By way of derogation from paragraph 2, vehicle types **or parts and components put on the market for such vehicles** may contain lead, mercury, cadmium or hexavalent chromium under the conditions and up to the maximum concentration values– laid down in Annex III. | |

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| | | | | **Paragraphs 2 and 3 shall not apply to batteries incorporated in vehicles to which Regulation (EU) 2023/1542 applies.** | |
| Article 5(4), first subparagraph | | | | | |
| G | 235 | 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: | 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: | 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: | G |
| Article 5(4), first subparagraph, point (a) | | | | | |
| G | 236 | (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; | (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; | (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; | G |
| Article 5(4), first subparagraph, point (b) | | | | | |
| G | 237 | (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: | (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: | (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: | G |
| Article 5(4), first subparagraph, point (b)(i) | | | | | |

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| G | 238 | (i) the use of those substances is unavoidable; | (i) the use of those substances is unavoidable; | (i) the use of those substances is unavoidable; | G |
| | | Article 5(4), first subparagraph, point (b)(ii) | | | |
| G | 239 | (ii) it is demonstrated that socio-economic benefits outweigh the risk to human health or the environment arising from the use of those substances; | (ii) it is demonstrated that socio-economic benefits outweigh the risk to human health or the environment arising from the use of those substances; | (ii) it is demonstrated that socio-economic benefits outweigh the risk to human health or the environment arising from the use of those substances; | G |
| | | Article 5(4), first subparagraph, point (b)(iii) | | | |
| G | 240 | (iii) there are no suitable alternative substances or technologies. | (iii) there are no suitable alternative substances or technologies. | (iii) there are no suitable alternative substances or technologies. | G |
| | | Article 5(4), first subparagraph, point (c) | | | |
| G | 241 | (c) deleting parts, components and homogenous materials of vehicles from Annex III, if the use of lead, mercury, cadmium or hexavalent chromium is avoidable; | (c) deleting parts, components and homogenous materials of vehicles from Annex III, if the use of lead, mercury, cadmium or hexavalent chromium is avoidable; | (c) deleting parts, components and homogenous materials of vehicles from Annex III, if the use of lead, mercury, cadmium or hexavalent chromium is avoidable; | G |
| | | Article 5(4), first subparagraph, point (d) | | | |
| | 242 | (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. | (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. | (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. | |
| | | Article 5(4), second subparagraph | | | |
| | 243 | The Commission is empowered to adopt delegated acts in accordance | The Commission is empowered to adopt delegated acts in accordance | The Commission is empowered to adopt delegated acts in accordance | |

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| | 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. | 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. | 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.<br><br>**The Commission, when adopting a delegated act pursuant to this paragraph, shall take into account the socio-economic impact of introducing, modifying or deleting an exemption to the restriction on 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.** | |
| Article 5(5) | | | | |
| 244 | 5. Upon request from the Commission, and within 12 months from the request, the European Chemicals Agency (the 'Agency') shall prepare a report on the technical and economic feasibility of alternatives pertaining to existing exemptions | 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 | 5. Upon request from the Commission, and within 12 months from the request, the European Chemicals Agency (the 'Agency') shall prepare a report on the technical and economic feasibility of alternatives pertaining to existing exemptions | |

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| | listed in Annex III and, based on such assessment, a motivated proposal for the specific amendment of the exemption. | 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. | listed in Annex III and, based on such assessment, a motivated proposal for the specific amendment of the exemption. | |
| Article 5(6) | | | | |
| 245 | 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 weeks from the date of publication of the notice. The Agency shall publish on its website all comments received from the interested parties. | 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*~~***12*** weeks from the date of publication of the notice. The Agency shall publish on its website all comments received from the interested parties. | 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 **Member States and** all interested parties to submit comments within eight weeks from the date of publication of the notice. The Agency shall publish on its website all comments received from **Member States and** the interested parties. | |
| Article 5(7) | | | | |
| 246 | 7. At the latest nine 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 | 7. At the latest ~~*nine*~~***12*** 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 | 7. At the latest nine months following the submission of the report referred to in paragraph ***4[...]*** **5** to 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 | |

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| | amendments proposed. The Agency shall submit that opinion to the Commission without delay. | amendments proposed. The Agency shall submit that opinion to the Commission without delay. | amendments proposed. The Agency shall submit that opinion to the Commission without delay. | |
| Article 5(8) | | | | |
| 247 | 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. | 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. | 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.~~ ***[...]*** | |
| Article 6 | | | | |
| 248 | Article 6<br>Minimum recycled content in vehicles | Article 6<br>Minimum recycled content in vehicles | Article 6<br>Minimum recycled content in vehicles | |
| Article 6(1), first subparagraph | | | | |
| 249 | 1. The plastic contained in each 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 | 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 | 1. The plastic contained in each 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 | |

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| | minimum of 25 % of plastic recycled by weight from post-consumer plastic waste. | minimum of ~~25 %~~*20 percent* of plastic recycled by weight from post-consumer plastic waste *streams attributed via a chain of custody in accordance with standard ISO 22095:2020*. | minimum of ~~25~~**15** % of plastic recycled by weight from post-consumer plastic waste. | |
| Article 6(1), first subparagraph a | | | | |
| 249a | | *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.* | | |
| Article 6(1), first subparagraph b | | | | |
| 249b | | *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.* | | |
| Article 6(1a) | | | | |
| 249c | | *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 after the date of entry into force of the Regulation], shall meet a target of at least 5 percentage points above the target set out in the first subparagraph* | | |

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| | | ***of paragraph 1, unless the lack of availability or excessive prices of specific recycled plastics makes compliance with that target excessively difficult.*** | | |
| Article 6(1b) | | | | |
| 249d | | ***1b. Manufacturers may meet up to a maximum of 50 percent of the targets set out in the first subparagraph of paragraph 1 and paragraph 1a by using pre-consumer waste.*** | | |
| Article 6(1c), first subparagraph | | | | |
| 249e | | ***1c. At least 15 percent 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.*** | | |
| Article 6(1), second subparagraph | | | | |
| 250 | At least 25 % of the target set out in the first subparagraph shall be achieved by including plastics recycled from end-of-life vehicles in the vehicle type concerned. | *deleted* | At least 25 % of the target set out in the first subparagraph shall be achieved by including **in the vehicle type concerned** plastics recycled from end-of-life vehicles **or from waste as referred to in Article 23(2)(c) of this Regulation.** | |

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| | | | **The weight of the plastic contained in each**~~in the~~ vehicle ~~type concerned~~**and the weight of recycled plastic referred to in the first subparagraph shall exclude elastomers, thermosets other than polyurethane foams used for cushioning and plastics that contain or are contaminated by any substance regulated by Article 7 of Regulation (EU) 2019/1021 when the thresholds of Annex IV of that Regulation are exceeded**. | |
| Article 6(1), second subparagraph a | | | | |
| 250a | | | **The plastic contained in each vehicle type that is type-approved as of [OP: Please insert the date = the first day of the month following 96 months after the date of entry into force of the Regulation] under Regulation (EU) 2018/858 shall contain a minimum of 20% of plastic recycled by weight from post-consumer plastic waste.**<br><br>**At least 25% of the target set out in the first subparagraph shall be achieved by including in the vehicle type concerned plastics recycled from end-of-life vehicles or from waste as** | |

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| | | | **referred to in Article 23(2)(c) of this Regulation.** | |
| Article 6(1), second subparagraph b | | | | |
| 250b | | | **The plastic contained in each vehicle type that is type-approved as of [OP: Please insert the date = the first day of the month following 120 months after the date of entry into force of the Regulation] under Regulation (EU) 2018/858 shall contain a minimum of 25% of plastic recycled by weight from post-consumer plastic waste.**<br><br>**At least 25% of the target set out in the first subparagraph shall be achieved by including in the vehicle type concerned plastics recycled from end-of-life vehicles or from waste as referred to in Article 23(2)(c) of this Regulation.** | |
| Article 6(1), second subparagraph c | | | | |
| 250c | | | **For the purpose of this Article, recycled content shall be recovered from post-consumer waste, which has been recycled either in:**<br><br>**(a) An installation located in the Union, which meets the** | |

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| | | | **requirements for the protection of human health, climate and environment under Union law; or**<br><br>**(b) an installation located in a third country; from [48 months after the date of entry into force of this Regulation] such an installation must meet the requirements for the protection of human health, climate and environment equivalent to those set out under Union law; by [24 months after the date of entry into force of this Regulation], the Commission shall more comprehensively assess the expected impact on global trade, as well as on the EU recycling and automotive industries and report its assessment to the Council and the European Parliament.** | |
| Article 6(2) | | | | |
| 251 | 2. By [OP: Please insert the date = the last day of the month following 23 months after the date of entry into force of this Regulation], the Commission shall adopt an implementing act in accordance with Article 51(2) to supplement this Regulation by | 2. By **....** [OP: Please insert the date = the last day of the month following ~~23~~**15** months after the date of entry into force of this Regulation], the Commission shall adopt ~~an implementing~~**a delegated** act in accordance with Article ~~51(2)~~**50** to supplement this | 2. By [OP: Please insert the date = the last day of the month following 23 months after the date of entry into force of this Regulation], the Commission shall adopt an implementing act in accordance with Article 51(2) to ~~supplement this Regulation by~~ | |

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| | establishing the methodology for the calculation and verification, for the purposes of paragraph 1 of this Article, of the share of plastics recovered from post-consumer waste, and from end-of-life vehicles respectively, present in and incorporated into the vehicle type. | 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, ~~*present in and incorporated into*~~***to manufacture*** the vehicle type ***which takes into account the best available recycling technology***. | ~~establishing~~**[…] establish[…]** the methodology for the calculation and verification, for the purposes of paragraph 1**, 1a, 1b and 1c** of this Article, of the share of plastics recovered from post-consumer waste, and from end-of-life vehicles ~~respectively~~**[...]**, present in and incorporated into the vehicle type. **The verification methodology shall include an obligation for manufacturers to ensure that each installation producing recycled content material that they are using is being audited at least every 5 years by an independent third-party entity. These audits shall verify that the conditions set out in paragraph 1, 1a, 1b and 1c are met, and, in that respect, comply with the requirements and criteria set out in Annex XIII. For material recycled in third countries, this audit requirement and the requirements and criteria set out in Annex XIII shall apply from [48 months after the date of entry into force of this Regulation]. As part of their general obligations under Article 8(2), manufacturers must** | |

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| | | | **have available, keep and forward to the competent type approval authorities documentation, including audit reports, attesting the compliance of the installations with these conditions, requirements and criteria.** | |
| Article 6(2b) | | | | |
| 251a | | | **2b. Where the lack of availability or excessive prices of specific recycled plastics make compliance with the minimum percentages of recycled content set out in paragraph 1, 1a, 1b and 1c of this Article excessively difficult, the Commission shall be empowered to adopt a delegated act in accordance with Article 50 to supplement those paragraphs by laying down temporary derogations to the recycled plastic content targets.** | |
| Article 6(3), first subparagraph | | | | |
| 252 | 3. The Commission is empowered to adopt delegated acts, in accordance with Article 50, to supplement this Regulation by establishing a minimum share of steel recycled from post-consumer steel waste to be present and incorporated into vehicle types | 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 ~~*acts*~~***act***, in accordance with Article 50, to supplement this | 3. The Commission is empowered to adopt delegated acts, in accordance with Article 50, to supplement this Regulation by establishing a minimum share of steel recycled from post-consumer steel waste to be present and incorporated into vehicle types | |

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| | to be type-approved in accordance with this Regulation and Regulation (EU) 2018/858. | Regulation by establishing a minimum share of steel recycled from ~~*post-consumer steel waste*~~***ferrous scrap 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.*** | to be type-approved in accordance with this Regulation and Regulation (EU) 2018/858. | |
| Article 6(3), second subparagraph | | | | |
| 253 | The minimum share of recycled steel 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 23 months after the date of entry into force of this Regulation], looking in particular at the following aspects: | 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 ~~23~~***12*** months after the date of entry into force of this Regulation], looking in particular at the following aspects: | The minimum share of recycled steel 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 23 months after the date of entry into force of this Regulation~~***OP: Please insert the date = the last day of the month following 23 months after the date of entry into force of this*** | |

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| | | | ***Regulation***], looking in particular at the following aspects: | |
| Article 6(3), second subparagraph, point (a) | | | | |
| 254 | (a) the current and forecasted availability of steel recycled from post-consumer sources of steel waste; | (a) the current and forecasted availability of ~~*steel recycled from post-consumer sources of*~~***ferrous scrap considering flat and long carbon*** steel ~~*waste*~~***and stainless-steel product families***; | (a) the current and forecasted availability of steel recycled from post-consumer sources of steel waste; | |
| Article 6(3), second subparagraph, point (b) | | | | |
| 255 | (b) the current share of post-consumer waste in various steel semi-products and intermediates used in vehicles; | (b) the current share of ~~*post-consumer waste*~~***ferrous scrap*** 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***; | (b) the current share of post-consumer waste in various steel semi-products and intermediates used in vehicles~~;~~ | |
| Article 6(3), second subparagraph, point (c) | | | | |
| 256 | (c) the potential uptake of post-consumer recycled steel by manufacturers in vehicles to be type-approved in the future; | (c) the potential uptake of ~~*post-consumer recycled steel*~~***ferrous scrap*** by manufacturers in vehicles to be type-approved in the future ***considering the different compositional constraints applicable to each steel product family***; | (c) the potential uptake of post-consumer recycled steel by manufacturers in vehicles to be type-approved in the future; | |
| Article 6(3), second subparagraph, point (d) | | | | |

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| 257 | (d) the relative demand of the automotive sector in comparison to the demand for post-consumer steel waste of other sectors; | (d) the relative demand of the automotive sector in comparison to the demand for ~~*post-consumer steel*~~***ferrous scrap*** waste of other sectors ***considering the ability to tolerate copper content, and other unintended tramp inclusions***; | (d) the relative demand of the automotive sector in comparison to the demand for post-consumer steel waste of other sectors; | |
| Article 6(3), second subparagraph, point (e) | | | | |
| 258 | (e) economic viability, technical and scientific progress, including changes in the availability of recycling technologies concerning steel recycling rates; | (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***; | (e) economic viability, technical and scientific progress, including changes in the availability of recycling technologies concerning steel recycling rates; | |
| Article 6(3), second subparagraph, point (f) | | | | |
| 259 | (f) the contribution of a minimum share of recycled content of steel in vehicles to the Union's open strategic autonomy, climate and environmental objectives; | (f) the contribution of a minimum share of recycled content of steel***, low $CO_2$ 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***; | (f) the contribution of a minimum share of recycled content of steel in vehicles to the Union's open strategic autonomy, climate and environmental objectives; | |
| Article 6(3), second subparagraph, point (g) | | | | |
| 260 | (g) the need to prevent disproportionate negative impacts | (g) the need to prevent disproportionate negative impacts | (g) the need to prevent disproportionate negative impacts | |

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| | on the affordability of vehicles; and | on the affordability of vehicles; ~~and~~ | on the affordability of vehicles; and | |
| Article 6(3), second subparagraph, point (h) | | | | |
| 261 | (h) the influence on the overall costs and competitiveness of the automotive sector. | (h) the influence on the overall costs and competitiveness of the automotive sector~~.~~ ***and the entire value chain;*** | (h) the influence on the overall costs and competitiveness of the automotive sector. | |
| Article 6(3), second subparagraph, point (ha) | | | | |
| 261a | | ***(ha) the current and forecasted availability of aluminium and its alloys recycled from pre-consumer and post-consumer waste;*** | | |
| Article 6(3), second subparagraph, point (hb) | | | | |
| 261b | | ***(hb) the current shares of recycled content from post-consumer waste in aluminium and its alloys in vehicles placed on the market; and*** | | |
| Article 6(3), second subparagraph, point (hc) | | | | |
| 261c | | ***(hc) possible impacts on the functioning of vehicles from incorporating recycled content of the aluminium and its alloys into vehicle parts and components;*** | | |
| Article 6(3), third subparagraph | | | | |
| 262 | The Commission may adopt an implementing act establishing the methodology for the calculation | ***By .... [OP please insert the date = the last day of the month following 24 months after the*** | ~~The Commission may adopt an implementing act establishing the methodology for the calculation~~ | |

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| | and verification of the share of steel recycled from post-consumer steel waste present in and incorporated into vehicle types. | ***date of entry into force of this Regulation],*** the Commission ~~*may*~~***shall*** adopt ~~*an implementing*~~***a delegated*** act establishing the methodology for the calculation and verification of the ~~*share*~~***recycled content of aluminium and its alloys and*** of steel ~~*recycled from post-consumer*~~***from ferrous scrap, and, where relevant, the share of low $CO_2$*** steel ~~*waste*~~ present in and incorporated into vehicle types. | ~~and verification of the share of steel recycled from post-consumer steel waste present in and incorporated into vehicle types~~**[...]** | |
| Article 6(3), fourth subparagraph | | | | |
| 263 | Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2). | Those ~~*implementing*~~***delegated*** acts shall be adopted in accordance with the examination procedure referred to in Article ~~*51(2)*~~***50***. | ~~Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2)~~**[...]** | |
| Article 6(4), first subparagraph | | | | |
| 264 | 4. 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], the Commission shall assess the feasibility of establishing a requirement on the minimum share of: | 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 ~~*assess the feasibility of*~~***adopt a delegated act, in accordance with Article 50, to supplement this Regulation by*** establishing a ~~*requirement on the*~~ minimum share of: | 4. 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], the Commission shall assess the feasibility of establishing a requirement on the minimum share of: | |
| Article 6(4), first subparagraph, point (a) | | | | |

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| 265 | (a) aluminium and its alloys, magnesium and its alloys, recycled from post-consumer waste and incorporated into vehicle types; and | (a) ~~*aluminium and its alloys,*~~ magnesium and its alloys, recycled from ***pre-consumer and*** post-consumer waste and incorporated into vehicle types; and | (a) aluminium and its alloys, magnesium and its alloys, recycled from post-consumer waste and incorporated into vehicle types; and | |
| Article 6(4), first subparagraph, point (b) | | | | |
| 266 | (b) neodymium, dysprosium, praseodymium, terbium, samarium or boron recycled from post-consumer waste and incorporated into permanent magnets in e-drive motors. | (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. | (b) neodymium, dysprosium, praseodymium, terbium, samarium**, nickel, cobalt** or boron recycled from post-consumer waste and incorporated into permanent magnets ~~in e-drive motors~~. | |
| Article 6(4), second subparagraph | | | | |
| 267 | After finalisation of the assessment referred in the first subparagraph, the Commission is empowered to adopt delegated acts, 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. | ~~*After finalisation of the assessment*~~***The delegated act*** referred ***to*** in the first subparagraph~~*, the Commission is empowered to adopt delegated acts, in accordance with Article 50, to supplement this Regulation by establishing*~~ ***shall also set the date of application of the obligation to have*** 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-*~~ | After finalisation of the assessment referred in the first subparagraph, the Commission is empowered– to adopt delegated acts, 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 **nickel, cobalt** 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. | |

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| | | ~~*approved under this Regulation and Regulation (EU) 2018/858*~~***content***. | | |
| Article 6(4), third subparagraph | | | | |
| 268 | The minimum share of recycled content of the materials referred to in the second subparagraph shall be based on the feasibility study referred to in the first subparagraph, taking into account all of the following: | The minimum share of recycled content of the materials referred to in the ~~*second*~~***first*** subparagraph shall be based on the feasibility study ~~*referred to in the first subparagraph*~~***, carried out by the Commission. The Commission shall finalise the study 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: | The minimum share of recycled content of the materials referred to in the second subparagraph shall be based on the feasibility study referred to in the first subparagraph, taking into account all of the following: | |
| Article 6(4), third subparagraph, point (a) | | | | |
| 269 | (a) the current and forecasted availability of the materials listed in the second subparagraph recycled from post-consumer waste; | (a) the current and forecasted availability of the materials listed in the second subparagraph recycled from ***pre-consumer and*** post-consumer waste; | (a) the current and forecasted availability of the materials listed in the second subparagraph recycled from post-consumer waste; | |
| Article 6(4), third subparagraph, point (b) | | | | |
| 270 | (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; | (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; | (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; | |
| Article 6(4), third subparagraph, point (c) | | | | |

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| G 271 | (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; | (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; | (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; | G |
| Article 6(4), third subparagraph, point (d) | | | | |
| 272 | (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; | (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; | (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; | |
| Article 6(4), third subparagraph, point (e) | | | | |
| G 273 | (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; | (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; | (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; | G |
| Article 6(4), third subparagraph, point (f) | | | | |
| G 274 | (f) the need to prevent disproportionate negative impacts on the affordability of vehicles containing the materials listed in the second subparagraph; | (f) the need to prevent disproportionate negative impacts on the affordability of vehicles containing the materials listed in the second subparagraph; | (f) the need to prevent disproportionate negative impacts on the affordability of vehicles containing the materials listed in the second subparagraph; | G |
| Article 6(4), third subparagraph, point (g) | | | | |

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| 275 | (g) the influence on the overall costs and competitiveness of the automotive sector. | (g) the influence on the overall costs and competitiveness of the automotive sector. | (g) the influence on the overall costs and competitiveness of the automotive sector. | |
| Article 6(4), fourth subparagraph | | | | |
| 276 | The Commission may adopt an implementing act establishing the methodology for the calculation and verification of the share of the materials recycled from post-consumer waste in vehicle types. | ***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 ~~*an implementing*~~***a 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. | **5. By [...] 30 months from the entry into force of this Regulation, [...]**the Commission ~~*may*~~***[...] shall*** adopt an implementing act establishing the methodology for the calculation and verification of the share of the materials **referred to in paragraphs 3 and 4** recycled from post-consumer waste in vehicle types. | |
| Article 6(4), fifth subparagraph | | | | |
| 277 | That implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2). | That ~~*implementing*~~***delegated*** act shall be adopted in accordance with the examination procedure referred to in Article ~~*51(2)*~~***50***. | That implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2). | |
| Article 7 | | | | |
| 278 | Article 7<br>Design to enable removal and replacement of certain parts and components in vehicles | Article 7<br>Design to enable removal and replacement of certain parts and components in vehicles | Article 7<br>Design to enable removal and replacement of certain parts and components in vehicles | |
| Article 7(1) | | | | |
| 279 | 1. Each vehicle belonging to a vehicle type that is type- | 1. Each vehicle belonging to a ***new*** vehicle type that is type- | 1. Each vehicle belonging to a vehicle type that is type- | |

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| | 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 the 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. | 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 the*~~***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***. | 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 the 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. | |
| Article 7(2) | | | | |
| 280 | 2. Each vehicle belonging to a 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, 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 e-drive motors from the vehicle by authorised treatment facilities or repair and | 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 battery packs and*** e-drive motors from the vehicle by authorised treatment | 2. Each vehicle belonging to a 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, 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 e-drive motors from the vehicle by authorised treatment facilities or repair and | |

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| | maintenance operators during the use phase and waste phase of the vehicle. | facilities or repair and maintenance operators– during the use phase and waste phase of the vehicle. | maintenance operators– during the use phase and waste phase of the vehicle. | |
| Article 7(3) | | | | |
| G 281 | 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. | 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. | 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. | G |
| Article 7(4), first subparagraph | | | | |
| G 282 | 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. | 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. | 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. | G |
| Article 7(4), second subparagraph | | | | |
| G 283 | Those implementing acts shall be adopted in accordance with the | Those implementing acts shall be adopted in accordance with the | Those implementing acts shall be adopted in accordance with the | G |

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| | examination procedure referred to in Article 51(2). | examination procedure referred to in Article 51(2). | examination procedure referred to in Article 51(2). | |
| Article 7(4a) | | | | |
| 283a | | ***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.*** | | |
| CHAPTER III | | | | |
| 284 | CHAPTER III<br>OBLIGATIONS OF MANUFACTURERS | CHAPTER III<br>OBLIGATIONS OF MANUFACTURERS | CHAPTER III<br>OBLIGATIONS OF MANUFACTURERS | |
| Article 8 | | | | |
| 285 | Article 8<br>General obligations | Article 8<br>General obligations | Article 8<br>General obligations | |
| Article 8(1) | | | | |
| 286 | 1. Manufacturers shall demonstrate that new vehicles that they have manufactured and that are placed on the market, are type-approved in accordance with the requirements of Regulation (EU) 2018/858 and of this Regulation. | 1. Manufacturers shall demonstrate that new vehicles ***types*** 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) No 168/2013*** and of this Regulation. | 1. Manufacturers shall demonstrate that new vehicles 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** and of this Regulation. | |
| Article 8(2) | | | | |

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| 287 | 2. For the purposes of type-approval of vehicles to which the requirements in Articles 4, 5, 6 or 7, the manufacturer shall provide the documentation showing compliance with those requirements and shall: | 2. For the purposes of type-approval of vehicles to which the requirements in Articles 4, 5 ***(1), (2)***, 6 or 7 ***apply***, the manufacturer shall provide the documentation showing compliance with those requirements and shall: | 2. For the purposes of type-approval of ~~vehicles~~**vehicle*[...]* types** to which the requirements in Articles 4, 5, 6 or 7 **apply**, the manufacturer shall provide the documentation showing compliance with those requirements and shall: | |
| Article 8(2), point (a) | | | | |
| 288 | (a) include it in the information folder referred to in Article 24 of Regulation (EU) 2018/858; and | (a) include it in the information folder referred to in Article 24 of Regulation (EU) 2018/858 ***or in Article 27 of Regulation (EU) No 168/2013, as applicable***; and | (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**; and | |
| Article 8(2), point (b) | | | | |
| 289 | (b) submit it to the type-approval authority in accordance with Article 23 of Regulation (EU) 2018/858. | (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) No 168/2013, as applicable***. | (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**. | |
| Article 8(3) | | | | |
| 290 | 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 | *deleted* | 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 | |

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| | referred to in Article 23 of Regulation (EU) 2018/858. | | Regulation (EU) 2018/858 **or in Article 26 of Regulation (EU) 168/2013, as applicable**. | |
| Article 8(4) | | | | |
| 291 | 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. | 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) No 168/2013 to the type-approval authority together with the application for type-approval referred to in Article 26 of Regulation (EU) No 168/2013***. | 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. | |
| Article 8(5) | | | | |
| 292 | 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), | 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), | 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), | |

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| | 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. | 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) No 168/2013 to the type-approval authority together with the application for type-approval referred to in Article 26 of Regulation (EU) No 168/2103***. | of Regulation (EU) 2018/858, **or with Article 27(1) of Regulation (EU) 168/2013, as applicable,** to the type-approval authority together with the application for type-approval ~~referred to in Article 23 of that Regulation~~***[...]***. | |
| Article 9 | | | | |
| 293 | Article 9<br>Circularity strategy | Article 9<br>Circularity strategy | Article 9<br>Circularity strategy | |
| Article 9(1) | | | | |
| 294 | 1. 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. | 1. ~~*For each*~~ Vehicle ~~*type that is type-approved under Regulation (EU) 2018/858*~~***manufacturers shall*** 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*~~***draw up a circularity strategy at*** manufacturer ~~*shall*~~***level and provide a copy to the Commission.***<br><br>***Notwithstanding subparagraph 1, manufacturers may also*** draw up | 1. For each vehicle ~~type that is~~**category in which a manufacturer produced vehicles** 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 **and implement** a circularity strategy**, in order to make available its comprehensive plan for circularity for the upcoming five years. With respect to paragraphs 3 and 4 of Part A of** | |

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| | | a circularity strategy ***at vehicle category level***. | **Annex IV, the strategy shall include type-specific information for the vehicle type concerned.** | |
| Article 9(2) | | | | |
| 295 | 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. | 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.*** | 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~~**category** concerned, are met. | |
| Article 9(3) | | | | |
| G 296 | 3. The circularity strategy shall contain the elements laid down in Part A of Annex IV. | 3. The circularity strategy shall contain the elements laid down in Part A of Annex IV. | 3. The circularity strategy shall contain the elements laid down in Part A of Annex IV. | G |
| Article 9(4) | | | | |
| 297 | 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. | *deleted* | 4. The manufacturer shall provide a copy of the circularity strategy to the Commission within 30 days after the **first** type-approval for **[...] a vehicle [...] in the category**~~the~~ concerned ~~vehicle type~~ has been granted. | |
| Article 9(5) | | | | |

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| 298 | 5. The manufacturer shall monitor and follow up on the actions contained in the circularity strategy and update the 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 Commisssion. | 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 Commisssion.*~~ | 5. The manufacturer shall monitor and follow up on the actions contained in the circularity strategy and update the 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~~**a** vehicle ~~type~~**in the category concerned** and to the Commisssion. | |
| Article 9(6) | | | | |
| 299 | 6. The Commission shall make the circularity strategies and any updates to those strategies publicly available, except for confidential information. | 6. The Commission shall make the circularity strategies and any updates to those strategies publicly available, except for confidential information. | 6. The Commission shall make the circularity strategies and any updates to those strategies publicly available, except for confidential information. | |
| Article 9(7) | | | | |
| 300 | 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 | *deleted* | *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 | |

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| | in the automotive sector and to regulatory changes. | | in the automotive sector and to regulatory changes. | |
| Article 9(8) | | | | |
| 301 | 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 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. | 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~~***five*** 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. | 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 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. | |
| Article 10 | | | | |
| 302 | Article 10<br>Declaration on recycled content present in vehicles | Article 10<br>Declaration on recycled content present in vehicles | Article 10<br>Declaration on recycled content present in vehicles | |
| Article 10(1), first subparagraph | | | | |
| 303 | 1. Manufacturers shall declare, for each vehicle type that is type-approved as of [OP: Please insert the date = the first day of the month following 36 months after the entry into force of the Regulation] under Regulation (EU) 2018/858, the respective share of recycled content of: | 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~~***adoption*** of the ~~Regulation~~***delegated acts establishing the methodologies for the calculation and verification of recycled content*** | 1. Manufacturers shall declare, for each vehicle type that is type-approved as of [~~OP: Please insert the date =~~ ***OP: Please insert the date =*** the first day of the month following ~~36~~***[...]*** **12** months after the ~~entry into force~~***[...]*** **adoption** of the ~~Regulation~~**implementing act establishing the methodology for the calculation and verification** | |

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| | | ***present in vehicles in accordance with Article 6***] under Regulation (EU) 2018/858, the respective share of recycled content of: | **of the share of the materials recycled from post-consumer waste in vehicle types, as referred to in Article 6 (*[...]* 5)**] under Regulation (EU) 2018/858, the respective share of recycled content of: | |
| Article 10(1), first subparagraph, point (a) | | | | |
| 304 | (a) neodymium, dysprosium, praseodymium, terbium, samarium, boron in permanent magnets in e-drive motors; | (a) neodymium, dysprosium, praseodymium, terbium, samarium, boron in permanent magnets in e-drive motors; | (a) neodymium, dysprosium, praseodymium, terbium, samarium, **nickel, cobalt** boron in permanent magnets in e-drive motors; | |
| Article 10(1), first subparagraph, point (b) | | | | |
| 305 | (b) aluminium and its alloys; | (b) aluminium and its alloys; | (b) aluminium and its alloys; | |
| Article 10(1), first subparagraph, point (c) | | | | |
| 306 | (c) magnesium and its alloys; | (c) magnesium and its alloys; | (c) magnesium and its alloys; | |
| Article 10(1), first subparagraph, point (d) | | | | |
| 307 | (d) steel. | (d) steel~~.~~ ***and its alloys;*** | (d) steel. | |
| Article 10(1), first subparagraph, point (da) | | | | |
| 307a | | ***(da) plastics.*** | | |
| Article 10(1), second subparagraph | | | | |
| 308 | The declaration shall concern the recycled content of these materials present in the vehicle type and indicate, per material share, whether the material is recycled | 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 100 g,*** whether the material is | The declaration shall concern the recycled content of these materials present in the vehicle type and indicate, per material share, whether the material is recycled | |

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| | from pre-consumer waste or from post-consumer waste. | recycled from pre-consumer waste or from post-consumer waste. | from pre-consumer waste or from post-consumer waste. | |
| Article 10(2) | | | | |
| 309 | 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. | 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. | 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. | |
| Article 10(3) | | | | |
| 310 | 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(3) or (4). | 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(3)~~ ***6(1), (3)*** or (4). | 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(3) or (4). | |
| Article 11 | | | | |
| 311 | Article 11<br>Information on removal and replacement of parts, components and materials present in vehicles | Article 11<br>Information on removal and replacement of parts, components and materials present in vehicles | Article 11<br>Information on removal and replacement of parts, components and materials present in vehicles | |
| Article 11(1) | | | | |
| 312 | 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 provide waste management operators and repair and | 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,*** provide waste | 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 provide waste management operators and repair and | |

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| | maintenance operators unrestricted, standardised and non-discriminatory access to the information listed in Annex V, enabling access to, and safe removal and replacement of, the following: | management operators ~~*and*~~, repair ~~*and*~~, maintenance operators ***and emergency services*** 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: | maintenance operators unrestricted, standardised and non-discriminatory access to the information listed in Annex V, enabling access to, and safe removal and replacement of, the following: | |
| Article 11(1), point (a) | | | | |
| 313 | (a) electric vehicle batteries incorporated in the vehicle; | (a) electric vehicle batteries ***and their battery packs*** incorporated in the vehicle; | (a) ~~electric vehicle batteries incorporated in the vehicle;~~***[...]*** | |
| Article 11(1), point (b) | | | | |
| 314 | (b) e-drive motors incorporated in the vehicle; | (b) e-drive motors incorporated in the vehicle; | (b) ~~e-drive motors incorporated in the vehicle;~~***[...]*** | |
| Article 11(1), point (c) | | | | |
| G 315 | (c) parts, components and materials which contain the fluids and liquids listed in Part B of Annex VII and which are contained in vehicles; | (c) parts, components and materials which contain the fluids and liquids listed in Part B of Annex VII and which are contained in vehicles; | (c) parts, components and materials which contain the fluids and liquids listed in Part B of Annex VII and which are contained in vehicles; | G |
| Article 11(1), point (d) | | | | |
| G 316 | (d) parts and components listed in Part C of Annex VII contained in vehicles; | (d) parts and components listed in Part C of Annex VII contained in vehicles; | (d) parts and components listed in Part C of Annex VII contained in vehicles; | G |
| Article 11(1), point (e) | | | | |

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| 317 | (e) parts and components, containing the critical raw materials as referred to in Article 27(1), point (b), of Regulation (EU) [CRM Act] at the time of the type-approval of the vehicle; | (e) parts and components, containing the critical raw materials as referred to in Article ~~*27(1)*~~***28(1)***, point (b), of Regulation (EU) ~~*[CRM Act]*~~***2024/1252*** at the time of the type-approval of the vehicle; | (e) parts and components, containing the critical raw materials as referred to in ***[...]*** Article ~~27(1),~~**28(1)** point (b)~~,~~ of Regulation (EU) ~~[CRM Act]~~**2024/1252** at the time of the type-approval of the vehicle; | |
| Article 11(1), point (f) | | | | |
| 318 | (f) digitally coded components and parts in a vehicle, where such coding prevents their repair, maintenance or replacement in another vehicle. | (f) digitally coded components and parts in a vehicle, where such coding prevents their repair, maintenance or replacement in another vehicle. | (f) digitally coded components and parts in a vehicle, where such coding prevents their repair, maintenance or replacement in another vehicle. | |
| Article 11(1a) | | | | |
| 318a | | ***1a. Manufacturers shall provide rescue and emergency response guidance information.*** | | |
| Article 11(2), first subparagraph | | | | |
| 319 | 2. Manufacturers shall ensure cooperation with the authorised treatment 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. | 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. | 2. Manufacturers shall ensure cooperation with the authorised treatment 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. | |
| Article 11(2), second subparagraph | | | | |

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| 320 | The manufacturers shall provide the information referred to in the first subparagraph free of charge. The manufacturers may collect charges from waste management operators and repair and maintenance operators to the amount necessary to cover the administrative costs for making the required information accessible through communication platforms. | 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. | The manufacturers shall provide the information referred to in the first subparagraph free of charge. The manufacturers may collect charges from waste management operators and repair and maintenance operators to the amount necessary to cover the administrative costs for making the required information accessible through communication platforms. | |
| Article 11(3) | | | | |
| 321 | 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. | *deleted* | *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. | |
| Article 12 | | | | |
| 322 | Article 12<br>Labelling of parts, components and materials present in vehicles | Article 12<br>Labelling of parts, components and materials present in vehicles | Article 12<br>Labelling of parts, components and materials present in vehicles | |
| Article 12(1) | | | | |
| 323 | 1. Manufacturers and their suppliers shall use the nomenclature of the component and material coding standards | 1. Manufacturers and their suppliers shall use the nomenclature of the component and material coding standards | 1. Manufacturers and their suppliers shall use the nomenclature of the component and material coding standards | |

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| | listed in points 1 to 3 of Annex VI for the labelling and identification of parts, components and materials of vehicles. | listed in points 1 to 3 of Annex VI for the labelling and identification of parts, components and materials of vehicles. | listed in points 1 to 3 of Annex VI for the labelling and identification of parts, components and materials of vehicles. | |
| Article 12(2) | | | | |
| 324 | 2. Manufacturers shall ensure that e-drive motors containing permanent magnets bear a conspicuous, clearly legible and indelible label indicating the information listed in point 4 of Annex VI. | 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***. | 2. **By 24 May 2029, [...]**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 of Article 28 of Regulation (EU) 2024/1252**. | |
| Article 12(3) | | | | |
| 325 | 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. | 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. | 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. | |
| Article 13 | | | | |
| 326 | Article 13<br>Circularity Vehicle Passport | Article 13<br>***Digital*** Circularity Vehicle Passport | Article 13<br>**Digital** Circularity Vehicle Passport | |
| Article 13(1) | | | | |

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| 327 | 1. From [OP: please insert a date = the first day of the month following 84 months after entry into force of the Regulation] each vehicle placed on the market shall have a circularity vehicle passport, which shall be aligned with and, where possible, integrated in other vehicle related environmental passports established under Union law. | 1. From [OP: please insert a date = the first day of the month following ~~84~~***72*** 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. | 1. From [~~OP: please insert a date = the first day of the month following 84 months after entry into force of the Regulation~~***OP: please insert a date = the first day of the month following [...]*** **72** ***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 ~~with~~**[...]** and, where possible, integrated ~~in~~**[...] with** other vehicle related environmental passports established under Union law**, in particular the passports referred to in Article 77 of Regulation (EU) 2023/1542 and in Article 3 point (68) of Regulation (EU) 2024/1257**.<br><br>**The digital circularity vehicle passport shall be aligned as appropriate with the requirements set out in Regulation (EU) 2024/1781 of the European Parliament and of the Council of 13 June 2024 establishing a framework for the setting of ecodesign requirements for sustainable products, in particular its Articles 11 to 13.** | |

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| Article 13(2) | | | | |
| 328 | 2. The circularity vehicle passport shall contain the information referred to in Article 11 of this Regulation in digital format and shall be accessible free of charge. | 2. The circularity vehicle passport shall contain the information referred to in Article ***5(2) and (3), and in Articles 10 and*** 11 of this Regulation in digital format and shall be accessible free of charge. | 2. The **digital** circularity vehicle passport ~~shall contain the information referred to in Article 11 of this Regulation in digital format and~~**of a vehicle that is being placed on the market** shall be accessible free of charge~~.~~ **and shall contain:** | |
| Article 13(2a) | | | | |
| 328a | | | **(a) the information referred to in Article 11 of this Regulation in digital format [...];** | |
| Article 13(2b) | | | | |
| 328b | | | **(b) information about parts containing lead, mercury, cadmium or hexavalent chromium content of the vehicle as refered to in the derogation set out in Article 5(3);[...]** | |
| Article 13(2c) | | | | |
| 328c | | | **(b1) declaration on the share of recycled content of plastic and the materials listed in Article 10(1) points a) to d);** | |
| Article 13(2d) | | | | |
| 328d | | | **(b2) the circularity strategy for the vehicle type concerned;[...]** | |
| Article 13(2e) | | | | |

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| 328e | | | **(b3) a reference to the catalogue of spare parts for the vehicle type concerned including the location of individual parts in the vehicle** | |
| Article 13(3) | | | | |
| 329 | 3. The manufacturer placing the vehicle on the market shall ensure that the information in the circular vehicle passport is accurate, complete and up to date. | 3. The manufacturer ***shall, at the time of*** placing the vehicle on the market ~~*shall*~~, ensure that the information in the circular vehicle passport is accurate, complete and up to date. | 3. The manufacturer placing the vehicle on the market shall ensure that the information in the ~~circular~~**digital circularity** vehicle passport is accurate, complete and up to date. | |
| Article 13(4) | | | | |
| 330 | 4. All information included in the circularity vehicle passport shall comply with the rules established by the Commission under paragraph 6 and shall be: | 4. All information included in the circularity vehicle passport shall comply with the rules established by the Commission under paragraph 6 and shall be: | 4. All information included in the **digital** circularity vehicle passport shall comply with the rules established by the Commission under paragraph 6 and shall be: | |
| Article 13(4), point (a) | | | | |
| G 331 | (a) based on open standards; | (a) based on open standards; | (a) based on open standards; | G |
| Article 13(4), point (b) | | | | |
| G 332 | (b) developed with an interoperable format; | (b) developed with an interoperable format; | (b) developed with an interoperable format; | G |
| Article 13(4), point (c) | | | | |
| G 333 | (c) transferable through an open interoperable data exchange network without vendor lock-in; | (c) transferable through an open interoperable data exchange network without vendor lock-in; | (c) transferable through an open interoperable data exchange network without vendor lock-in; | G |
| Article 13(4), point (d) | | | | |

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| 334 | (d) machine-readable, structured, and searchable. | (d) machine-readable, structured, and searchable. | (d) machine-readable, structured, and searchable. | |
| Article 13(5) | | | | |
| 335 | 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 destruction for that end-of-life vehicle was issued. | 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. | 5. The **digital** circularity vehicle passport of a vehicle that has become an end-of-life vehicle shall cease to exist at the earliest ~~6~~**[...]12** months after the certificate of destruction for that end-of-life vehicle was issued. | |
| Article 13(6), first subparagraph | | | | |
| 336 | 6. The Commission shall adopt implementing acts laying down rules on the following: | 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]*** the Commission shall adopt implementing acts laying down rules on the following: | 6. **By [48 months after entry into force of the Regulation], [...]**the Commission shall adopt implementing acts laying down rules on the following: | |
| Article 13(6), first subparagraph, point (a) | | | | |
| 337 | (a) the manner and technical specification of the solution to be used for accessing the circularity vehicle passport; | (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***; | (a) the manner and technical specification of the solution to be used for accessing the **digital** circularity vehicle passport; | |
| Article 13(6), first subparagraph, point (b) | | | | |
| 338 | (b) the technical design and operation requirements for the | (b) the technical design and operation requirements for the | (b) the technical design and operation requirements for the | |

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| | circularity vehicle passport, including rules on: | circularity vehicle passport, including rules on: | **digital** circularity vehicle passport, including rules on: | |
| Article 13(6), first subparagraph, point (b)(i) | | | | |
| 339 | (i) the interoperability of the circularity vehicle passport with other passports required by Union legislation; | (i) the interoperability ***and alignment*** of the circularity vehicle passport with other passports required by Union legislation; | (i) the **alignment and** interoperability of the **digital** circularity vehicle passport with other passports **and certificates** required by Union legislation**, as refered in paragraph 1 of this Article**; | |
| Article 13(6), first subparagraph, point (b)(ii) | | | | |
| 340 | (ii) the storage and processing of information included in the circularity vehicle passport; | (ii) the storage and processing of information included in the circularity vehicle passport; | (ii) the storage and processing of information included in the **digital** circularity vehicle passport; | |
| Article 13(6), first subparagraph, point (b)(iii) | | | | |
| 341 | (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; | (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; | (iii) the availability of the **digital** 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; | |
| Article 13(6), first subparagraph, point (c) | | | | |
| 342 | (c) the introduction, modification and updating of information included in the circularity vehicle passport by third parties other than the manufacturer; | (c) the introduction, modification and updating of information included in the circularity vehicle passport by third parties other than the manufacturer; | (c) the introduction, modification and updating of information included in the **digital** circularity vehicle passport by third parties other than the manufacturer; | |

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| Article 13(6), first subparagraph, point (ca) | | | | |
| 342a | | ***(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;*** | | |
| Article 13(6), first subparagraph, point (d) | | | | |
| 343 | (d) the location of the data carrier or other identifier enabling access to the circularity vehicle passport of the vehicle. | (d) the location of the data carrier or other identifier enabling access to the circularity vehicle passport of the vehicle. | (d) the location of the data carrier or other identifier enabling access to the **digital** circularity vehicle passport of the vehicle. | |
| Article 13(6), second subparagraph | | | | |
| 344 | 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. | 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. | 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. | |
| Article 13(6), third subparagraph | | | | |
| 345 | 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). | 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). | 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). | |
| CHAPTER IV | | | | |
| 346 | CHAPTER IV | CHAPTER IV | CHAPTER IV | |

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| | MANAGEMENT OF END-OF-LIFE OF VEHICLES | MANAGEMENT OF END-OF-LIFE OF VEHICLES | MANAGEMENT OF END-OF-LIFE OF VEHICLES | |
| SECTION 1 | | | | |
| 347 | SECTION 1 General provisions | SECTION 1 General provisions | SECTION 1 General provisions | |
| Article 14 | | | | |
| 348 | Article 14<br>Competent authority | Article 14<br>Competent authority | Article 14<br>Competent authority | |
| Article 14(1) | | | | |
| 349 | 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. | 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. | 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 **economic operators,** producers and producer responsibility organisations with their obligations as set out in Articles 15 to ~~36~~**[...]37 and Annex I.** | |
| Article 14(2) | | | | |
| 350 | 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. | 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. | 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. | |
| Article 14(3) | | | | |

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| 351 | 3. Member States shall lay down the details of the competent authorities' organisation and operation, including the administrative and procedural rules for: | 3. Member States shall lay down the details of the competent authorities' organisation and operation, including the administrative and procedural rules for: | 3. Member States shall lay down the details of the competent authorities' organisation and operation, including the administrative and procedural rules for: | |
| Article 14(3), point (a) | | | | |
| 352 | (a) the registration of producers in accordance with Article 17; | (a) the registration of producers in accordance with Article 17; | (a) the registration of producers in accordance with Article ~~17~~***[...]*** **19**; | |
| Article 14(3), point (b) | | | | |
| 353 | (b) the authorisation of producers and producer responsibility organisations in accordance with Article 19; | (b) the authorisation of producers and producer responsibility organisations in accordance with Article 19; | (b) the authorisation of producers and producer responsibility organisations in accordance with Article ~~19~~***[...]*** **18**; | |
| Article 14(3), point (c) | | | | |
| 354 | (c) the oversight of the implementation of extended producer responsibility obligations in accordance with Articles 16 and 20; | (c) the oversight of the implementation of extended producer responsibility obligations in accordance with Articles 16 and 20; | (c) the oversight of the implementation of extended producer responsibility obligations in accordance with Articles 16 and 20; | |
| Article 14(3), point (d) | | | | |
| 355 | (d) the collection of data on vehicles and end-of-life vehicles in accordance with Articles 17(12) and 49(6); | (d) the collection of data on vehicles and end-of-life vehicles in accordance with Articles 17(12) and 49(6); | (d) the collection of data on vehicles and end-of-life vehicles in accordance with Articles ~~17~~***[...]*** **19**(12) and 49(6); | |
| Article 14(3), point (e) | | | | |

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| 356 | (e) making information available in accordance with Article 49. | (e) making information available in accordance with Article 49. | (e) making information available in accordance with Article 49. | |
| Article 14(4) | | | | |
| 357 | 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. | 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. | 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~~***OP: Please insert the date = the last day of the month following [...] 12 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. | |
| Article 15 | | | | |
| 358 | Article 15<br>Authorised treatment facilities | Article 15<br>Authorised treatment facilities | Article 15<br>Authorised treatment facilities | |
| Article 15(1) | | | | |
| 359 | 1. Without prejudice to Directive 2010/75/EU, any establishment or undertaking that intends to carry out treatment operations on end-of-life vehicles | 1. Without prejudice to Directive 2010/75/EU, any establishment or undertaking that intends to carry out treatment operations on end-of-life vehicles | 1. Without prejudice to Directive 2010/75/EU, any establishment or undertaking that intends to carry out treatment operations on end-of-life vehicles | |

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| | 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. | 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. | 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. | |
| Article 15(2) | | | | |
| 360 | 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. | 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. | 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. | |
| Article 15(3) | | | | |
| 361 | 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. | 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. | 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. **Member States may provide in general that treatment facilities are competent to issue the certificate of destruction referred to in Article 25.** | |
| Article 15(3a) | | | | |
| 361a | | ***3a. Member States may adopt measures to require that*** | **3a. Producers or, where appointed in accordance with** | |

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| | | ***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.*** | **Article 17(1), producer responsibility organisations may conclude contracts with authorised treatment facilities for the purposes of implementing their producer responsibility obligations. Such contracts shall be fair, transparent and non-discriminatory and may be based on a model established by the Member State.** | |
| Article 15(4) | | | | |
| 362 | 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. | 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. | 4. ~~The competent authority~~**[...] Member States** 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**, in order to guarantee an effective integrated approach by all authorities competent for this procedure**. | |
| Article 15(5) | | | | |
| 362a | | ***4a. The Commission shall, by ... [OP: please enter the date = the last day of the month following*** | **5. The Commission is empowered to adopt an implementing act laying down** | |

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| | | ***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).*** | **detailed requirements applicable to the contracts referred to in paragraph 3a, with a view to ensuring fair, transparent and non-discriminatory terms and conditions. That implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2).** | |
| SECTION 2 | | | | |
| G 363 | SECTION 2 Extended Producer Responsibility | SECTION 2 Extended Producer Responsibility | SECTION 2 Extended Producer Responsibility | G |
| Article 16 | | | | |
| G 364 | Article 16<br>Extended producer responsibility | Article 16<br>Extended producer responsibility | Article 16<br>Extended producer responsibility | G |
| Article 16, first paragraph | | | | |
| 365 | 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 | 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 | 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~~***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 | |

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| | exercise that responsibility shall be consistent with Articles 8 and 8a of Directive 2008/98/EC and comply with the requirements of this Chapter. | 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. | available on the market for the first time within the territory of a Member State. The ~~scheme established by producers to exercise that~~**extended producer** responsibility **scheme** ***[...] [...]*** shall be consistent with Articles 8 and 8a of Directive 2008/98/EC and comply with the requirements of this Chapter. | |
| Article 16, second paragraph | | | | |
| 366 | The extended producer responsibility shall include the obligation for producers to ensure that: | The extended producer responsibility shall include the obligation for producers to ensure that: | The extended producer responsibility shall include the obligation for producers to ensure that: | |
| Article 16, second paragraph, point (a) | | | | |
| 367 | (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 | (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 | (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 | |
| Article 16, second paragraph, point (a)(i) | | | | |
| 368 | (i) collected in accordance with Article 23; | (i) collected in accordance with Article 23; | (i) collected in accordance with Article 23; | |
| Article 16, second paragraph, point (a)(ii) | | | | |
| 369 | (ii) treated in accordance with Article 27; | (ii) treated in accordance with Article 27; | (ii) treated in accordance with Article 27; | |
| Article 16, second paragraph, point (b) | | | | |

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| 370 | (b) the waste management operators treating end-of-life vehicles referred to in point (a) meet the targets laid down in Article 34. | (b) the waste management operators treating end-of-life vehicles referred to in point (a) meet the targets laid down in Article 34. | (b) the waste management operators treating end-of-life vehicles referred to in point (a) meet the targets laid down in Article 34. | |
| Article 16, second paragraph, point (ba) | | | | |
| 370a | | | **In the outermost regions, Member States may adapt producers' obligations in order to guarantee a service and cover the costs of managing end-of-life vehicles with regard to the characteristics of these regions.** | |
| Article 16, second paragraph, point (bb) | | | | |
| 370b | | | **In addition to the information referred to in Article 8a(3), point (e), of Directive 2008/98/EC, producers shall publish on their websites once a 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.** | |
| Article 17 | | | | |
| 371 | Article 17<br>Register of producers | Article 17<br>Register of producers | Article ~~17~~**19**<br>~~Register of producers~~<br>***Registration [...]*** | |

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| Article 17(1), first subparagraph | | | | |
| 372 | 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 which shall serve to monitor compliance of producers with the requirements of this Chapter. | 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. | 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 which shall serve to monitor compliance of producers with the requirements of this Chapter. | |
| Article 17(1), second subparagraph | | | | |
| 373 | The register shall provide links to other national registers of producers' websites to facilitate, in all Member States, registration of producers or appointed representatives for the extended producer responsibility. | 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. | 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 **and, if available, to the national websites containing information on the registration procedure**. | |
| Article 17(1), second subparagraph a | | | | |
| 373a | | ***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*** | **By [*P.O. insert date thirty months after the entry into force of this [...]Regulation*] the Commission shall establish a website which contains the links to all national registers to facilitate the registration of producers in all** | |

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| | | ***registers to facilitate the registration of producers in all Member States.*** | **Member States and, if available, to the national websites containing information on the registration procedure.** | |
| Article 17(2), first subparagraph | | | | |
| G 374 | 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. | 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. | 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. | G |
| Article 17(2), second subparagraph | | | | |
| G 375 | Producers shall submit the application for registration via an electronic data-processing system as referred to in paragraph 8, point (a). | Producers shall submit the application for registration via an electronic data-processing system as referred to in paragraph 8, point (a). | Producers shall submit the application for registration via an electronic data-processing system as referred to in paragraph 8, point (a). | G |
| Article 17(2), third subparagraph | | | | |
| 376 | Producers shall only make available vehicles on the market of a Member State, if they or, in case of authorisation, their appointed representatives for the extended producer responsibility, are registered in such Member State. | 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. | 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. | |
| Article 17(3) | | | | |

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| 377 | 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. | 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. | 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. | |
| Article 17(4) | | | | |
| 378 | 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. | 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. | 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.~~***[...]*** **18.** | |
| Article 17(5) | | | | |
| 379 | 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. | 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. | 5. Where a producer has appointed a producer responsibility organisation in accordance with Article ~~18~~***[...]*** **17**, the obligations under this Article shall be met by that organisation ~~mutatis mutandis~~***mutatis mutandis*** unless otherwise specified -by the Member State in which the vehicle has been made available on the market for the first time. | |
| Article 17(6) | | | | |

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| 380 | 6. The obligations under this Article may be fulfilled on a producer's behalf by an appointed representative for the extended producer responsibility. | 6. The obligations under this Article may be fulfilled on a producer's behalf by an ~~appointed~~***authorised*** representative for the extended producer responsibility. | 6. The obligations under this Article may be fulfilled on a producer's behalf by an ~~appointed~~***[...]*** **authorised** representative for the extended producer responsibility. | |
| Article 17(6a) | | | | |
| 380a | | ***6a. 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.*** | **If more than one producer is represented in a Member State by one authorised representative, that authorised representative shall provide the name and the contact details for each of the represented producers separately.** | |
| Article 17(7) | | | | |
| 381 | 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. | 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. | 7. Member States may decide that the registration procedure pursuant to this Article and the authorisation procedure pursuant to Article ~~19~~***[...]*** **18** constitute a single procedure, provided that the application for authorisation meets the requirements set out in paragraphs 3 to 6 of this Article. | |
| Article 17(8) | | | | |
| 382 | 8. The competent authority shall: | 8. The competent authority shall: | 8. The competent authority shall: | |
| Article 17(8), point (a) | | | | |

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| G | 383 | (a) make available on its website information about the application process via an electronic data-processing system; | (a) make available on its website information about the application process via an electronic data-processing system; | (a) make available on its website information about the application process via an electronic data-processing system; | | G |
| Article 17(8), point (b) | | | | | | |
| G | 384 | (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. | (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. | (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. | | G |
| Article 17(9) | | | | | | |
| G | 385 | 9. The competent authority may: | 9. The competent authority may: | 9. The competent authority may: | | G |
| Article 17(9), point (a) | | | | | | |
| G | 386 | (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; | (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; | (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; | | G |
| Article 17(9), point (b) | | | | | | |
| | 387 | (b) charge cost-based and proportionate fees to producers for the processing of the applications referred to in paragraph 2. | (b) charge cost-based and proportionate fees to producers for the processing of the applications referred to in paragraph 2. | (b) charge cost-based and proportionate fees to producers for the processing of the applications referred to in paragraph 2 **and in Article 18 paragraph 1**. | | |
| Article 17(10), first subparagraph | | | | | | |

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| G 388 | 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). | 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). | 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). | G |
| Article 17(10), second subparagraph | | | | |
| G 389 | The competent authority shall withdraw the producer's registration if the producer has ceased to exist. | The competent authority shall withdraw the producer's registration if the producer has ceased to exist. | The competent authority shall withdraw the producer's registration if the producer has ceased to exist. | G |
| Article 17(11) | | | | |
| 390 | 11. The producer, or, where applicable, the producer's appointed 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. | 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 | 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 | |

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| | | the Member State of the vehicles referred to in the registration. | the Member State of the vehicles referred to in the registration. | |
| Article 17(12) | | | | |
| 391 | 12. The producer or, where applicable, the producer's appointed 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. | 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.<br><br>***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 that information.*** | 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. | |
| Article 18 | | | | |
| 392 | Article 18<br>Producer Responsibility Organisation | Article 18<br>Producer Responsibility Organisation | Article ~~18~~**17**<br>Producer Responsibility Organisation | |
| Article 18(1) | | | | |
| 393 | 1. Producers may choose to fulfil their extended producer | 1. Producers may choose to fulfil their extended producer | 1. Producers may choose to fulfil their extended producer | |

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| | responsibility obligations either individually or may entrust a producer responsibility organisation authorised in accordance with Article 19 to fulfill the extended producer responsibility obligations on their behalf. | responsibility obligations either individually or may entrust a producer responsibility organisation authorised in accordance with Article 19 to fulfill the extended producer responsibility obligations on their behalf. | responsibility obligations either individually or may entrust a producer responsibility organisation authorised in accordance with Article ~~19~~***[...]*** **18** to fulfill the extended producer responsibility obligations on their behalf. | |
| Article 18(1a) | | | | |
| 393a | | | **Member States may adopt measures to require that producers entrust a producer responsibility organisation to fulfil their extended responsibility obligations laid down in Article 16.** | |
| Article 18(2) | | | | |
| 394 | 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 representatives for the extended producer responsibility. | 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. | 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. | |
| Article 18(3) | | | | |
| 395 | 3. In addition to the information referred to in Article 8a(3), point (e), of Directive | 3. In addition to the information referred to in Article 8a(3), point (e), of Directive | 3. In addition to the information referred to in Article 8a(3), point (e), of Directive | |

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| | 2008/98/EC, producer responsibility organisations 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. | 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***. | 2008/98/EC, producer responsibility organisations shall publish on their websites ~~at least each~~**[…]once a** 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. | |
| Article 18(3a) | | | | |
| 395a | | ***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.*** | | |
| Article 18(4) | | | | |
| 396 | 4. Producer responsibility organisations shall ensure a fair representation of producers and waste management operators in their governing bodies. | 4. Producer responsibility organisations shall ensure a ~~*fair*~~***proportionate*** representation of producers and waste management operators ***active in collection and*** | 4. Producer responsibility organisations shall ensure ~~a fair representation of producers and waste management operators in their governing bodies~~***[...]*** **regular** | |

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| | | ***treatment of end-of-life vehicles*** in their governing bodies, ***including in the executive and advisory boards***. | **dialogue between stakeholders according to Article 8.a. paragraph 6 of Directive 2008/98/EC**. | |
| Article 18(4a) | | | | |
| 396a | | ***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.*** | | |
| Article 19 | | | | |
| 397 | Article 19<br>Authorisation on fulfilment of extended producer responsibility | Article 19<br>Authorisation on fulfilment of extended producer responsibility | Article ~~19~~**18**<br>Authorisation on fulfilment of extended producer responsibility | |
| Article 19(1) | | | | |
| 398 | 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. | 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. | 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. | |
| Article 19(2) | | | | |

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| 399 | 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. | 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. | 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. | |
| Article 19(2a) | | | | |
| 399a | | | **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, can only be registered if they hold an authorization from the competent authority according to this Article. This is without prejudice to the possibility of** | |

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| | | | **combining the registration procedure pursuant to Article 19 and the authorisation procedure pursuant to this Article into a single procedure.** | |
| Article 19(3) | | | | |
| G | 400 | 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. | 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. | 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. | G |
| Article 19(4) | | | | |
| G | 401 | 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 | 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 | 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 | G |

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| | concern the terms of the authorisation or of the permanent cessation of operations. | concern the terms of the authorisation or of the permanent cessation of operations. | concern the terms of the authorisation or of the permanent cessation of operations. | |
| Article 19(5) | | | | |
| G 402 | 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 | 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 | 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 | G |

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| | implement the corrective action plan based on those observations. | implement the corrective action plan based on those observations. | implement the corrective action plan based on those observations. | |
| Article 19(6) | | | | |
| G 403 | 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. | 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. | 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. | G |
| Article 20 | | | | |
| G 404 | Article 20<br>Financial responsibility of producers | Article 20<br>Financial responsibility of producers | Article 20<br>Financial responsibility of producers | G |
| Article 20(1) | | | | |
| G 405 | 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: | 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: | 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: | G |
| Article 20(1), point (a) | | | | |

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| 406 | (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 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; | (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 are not covered by the*~~***taking into account any*** revenues of waste management operators ~~*linked to*~~***obtained from*** 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; | (a) the costs of the collection of end-of-life vehicles**[...]** that is necessary to meet the requirements in Articles 23 to 26 **and of their subsequent transport from the collection point to the authorized treatment facility which issued the certificate of destruction,** and the costs of the treatment of end-of-life vehicles that is necessary to meet the requirements in Articles 27 to ~~30~~***[...]*** **31**, 34 and**, *[...]*36**~~35~~, provided that**, *[...]* pursuant to Article 8.a, paragraph 4, points (a) to (c) of Directive 2008/98/EC, they take into account** ~~they 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; | |
| Article 20(1), point (b) | | | | |
| 407 | (b) the costs of conducting awareness raising campaigns aimed to improve collection of 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; | (b) the costs of conducting awareness raising campaigns aimed to improve collection of end-of-life vehicles; | |
| Article 20(1), point (c) | | | | |

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| 408 | (c) the costs of establishing notification system referred to in Article 25; | *deleted* | (c) the costs of establishing notification system referred to in Article 25~~;~~**.** | |
| Article 20(1), point (d) | | | | |
| 409 | (d) the costs of data gathering and reporting to the competent authorities. | (d) the ***administrative*** costs of ***making data available,*** ~~*data*~~ gathering and reporting to the competent authorities~~;~~**:** | (d) the costs of data gathering and reporting to the competent authorities. | |
| Article 20(1), point (da) | | | | |
| 409a | | | **For vehicles falling within the scope of Directive 2000/53/EC made available on the market before the entry into force of this Regulation and by way of derogation from the first sub-paragraph, point (a) and paragraph 1a of this Article, in Member States where, in accordance with Article 5(4), second subparagraph of Directive 2000/53/EC, the producers did not have to meet all but only a significant part of the costs, the financial contributions that the producer of these vehicles has to make shall correspond to a level constituting a significant part of the costs referred to therein.** | |
| Article 20(1a) | | | | |

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| 409b | | | **1a. The financial contributions paid by the producers who place the vehicle on the market shall also cover costs referred to in point (a) of paragraph 1 related to vehicles for which the producer cannot be identified or ceased to exist in the Member State where the vehicle became an ELV, in proportion to their respective share of the market.** | |
| Article 20(1), point (da) | | | | |
| 409c | | ***(da) average costs for transporting the end-of-life vehicles to the closest collection points or authorised treatment facility.*** | | |
| Article 20(2) | | | | |
| 410 | 2. The competent authority shall, in close cooperation with producers, producer responsibility organisations and waste management operators, monitor: | 2. The competent authority shall, in close cooperation with producers, producer responsibility organisations and waste management operators, monitor: | 2. The competent authority shall, in close cooperation with producers, producer responsibility organisations and waste management operators, monitor: | |
| Article 20(2), point (a) | | | | |
| 411 | (a) the average costs of collection, recycling and treatment operations and the revenues of waste management operators; | (a) the average costs of collection, recycling and treatment operations and the revenues of waste management operators; | (a) the average costs of collection, recycling and treatment operations and the revenues of waste management operators; | |
| Article 20(2), point (b) | | | | |

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| 412 | (b) the 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. | (b) the 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. | (b) the 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. | |
| Article 20(3) | | | | |
| 413 | 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. | 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. | 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. | |
| Article 20(4), first subparagraph | | | | |
| 414 | 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. | 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*** | 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. | |

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| | | ***permanent cessation of their operations or insolvency***. | | |
| Article 20(4), second subparagraph | | | | |
| 415 | 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 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 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. | |
| Article 20(4), third subparagraph | | | | |
| 416 | 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. | 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. | 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 financial guarantee or equivalent**~~a recycling~~ insurance ~~or a blocked bank account~~. | |
| Article 20(5) | | | | |
| 416a | | | **5. Without prejudice to Articles 107 and 108 TFEU, in the case of a state-run producer responsibility organisation, such guarantee may take the form of a public fund that is financed by producers' fees and for which the Member State running the organisation is jointly and severally liable.** | |
| Article 20(6) | | | | |

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| 416b | | | **6. The manufacturer of the base vehicle is considered to be the producer and may collect pro-rata contributions from the manufacturers of later stages of the type approval.** | |
| Article 21 | | | | |
| 417 | Article 21<br>Fee modulation | Article 21<br>Fee modulation | Article 21<br>Fee modulation | |
| Article 21(1) | | | | |
| 418 | 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 by taking into account the following: | 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: | 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 by taking into account **at least** the following: | |
| Article 21(1), point (a) | | | | |
| 419 | (a) the weight of the vehicle; | (a) the weight of the vehicle, ***excluding electric vehicle batteries***; | (a) the weight of the vehicle; | |
| Article 21(1), point (b) | | | | |
| 420 | (b) the type of drivetrain; | *deleted* | *(b)* the type of drivetrain; | |
| Article 21(1), point (c) | | | | |

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| 421 | (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; | (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; | (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; | |
| Article 21(1), point (d) | | | | |
| 422 | (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; | (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; | (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; | |
| Article 21(1), point (e) | | | | |
| 423 | (e) the share of materials and substances preventing a high-quality recycling process, such as adhesives, composite plastics, or carbon-reinforced materials; | (e) the share of materials and substances preventing a high-quality recycling process~~, such as adhesives, composite plastics, or carbon-reinforced materials~~; | (e) the share of materials and substances preventing a high-quality recycling process, such as adhesives, composite plastics, or carbon-reinforced materials; | |
| Article 21(1), point (f) | | | | |
| 424 | (f) the percentage of recycled content of materials listed in Articles 6 and 10 used in the vehicle; | (f) the percentage of recycled content of materials listed in Articles 6 and 10 used in the vehicle; | (f) the percentage of recycled content of materials listed in Articles 6 and 10 used in the vehicle; | |
| Article 21(1), point (g) | | | | |
| 425 | (g) the presence and amount of substances referred to in Article 5(2). | (g) the presence and amount of substances referred to in Article 5(2). | (g) the presence and amount of substances referred to in Article 5(2). | |

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| Article 21(2) | | | | |
| 426 | 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. | 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. | 2. The Commission is empowered to adopt ~~delegated acts~~***[...]*** **an implementing act** in accordance with Article ~~50 supplementing this Regulation by establishing~~***[...]*** **51(2) to [...] establish[...]** detailed rules on how the criteria provided for in paragraph 1 are to be applied. **That implementing act shall be adopted in accordance with the examination procedure referred to in Article 51(2).** | |
| Article 22 | | | | |
| 427 | Article 22<br>Cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State | Article 22<br>Cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State | Article 22<br>Cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State | |
| Article 22(1) | | | | |
| 428 | 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 | 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 | 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, **and no producer can be identified on the territory of the Member State where it becomes an end-of-life vehicle,** the producer ~~of~~**[...]who placed** that vehicle **on** | |

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| | management operations referred to in Article 20 incurred by waste management operators in other Member States are covered. | management operations referred to in Article 20 incurred by waste management operators in other Member States are covered. | **the market** or, where appointed in accordance with Article ~~18~~***[...]*** **17**, the producer responsibility organisation **referred to in paragraph 2 of this Article** 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. | |
| Article 22(2) | | | | |
| 429 | 2. A producer or, where appointed in accordance with Article 18, a producer responsibility organisation shall: | 2. A producer or, where appointed in accordance with Article 18, a producer responsibility organisation shall: | 2. A producer **placing a vehicle on the market** or, where appointed in accordance with Article ~~18~~***[...]*** **17**, a producer responsibility organisation **in the Member State where the producer placed that vehicle on the market** shall: | |
| Article 22(2), point (a) | | | | |
| 430 | (a) designate by a written mandate an appointed representative for the extended producer responsibility in each Member State; | (a) designate by a written mandate an ~~*appointed*~~***authorised*** representative ***to act on its behalf in relation to specified tasks with regard to the producer's obligations*** for the extended producer responsibility in each Member State; | (a) designate by a written mandate an ~~appointed~~***[...]*** **authorised** representative for the extended producer responsibility in each Member State; | |
| Article 22(2), point (b) | | | | |
| 431 | (b) establish cross-border cooperation mechanisms with the | (b) establish cross-border cooperation mechanisms with the | (b) establish cross-border cooperation mechanisms with the | |

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| | waste management operators carrying out waste management operations referred to in Article 20. | waste management operators carrying out waste management operations referred to in Article 20. | waste management operators carrying out waste management operations referred to in Article 20. | |
| Article 22(2), point (ba) | | | | |
| 431a | | | **2a. Member States may request vehicle owners to pay an administrative fee for used vehicles or vehicles for which no producer can be identified, that are registered in that Member State for the first time, to cover the costs of waste management operations as referred to in paragraph 1 of Article 20. The administrative fee shall not exceed the financial contribution pursuant to Article 20(1).** | |
| Article 22(1a), second subparagraph | | | | |
| 431b | | ***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.*** | | |
| Article 22(3) | | | | |

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| 432 | 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. | 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. | 3. The Member State where the vehicle became an end-of-life vehicle shall monitor producers' or, where appointed in accordance with Article ~~18~~***[...]*** **17**, 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~~***[...]*** **17**, 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. | |
| Article 22(4) | | | | |
| 433 | 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 | 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 | 4. Where necessary to ensure compliance with this Article and avoid distortion of the single market **and taking into account information provided by the Member States pursuant to the cooperation and monitoring activities referred to in paragraphs 2 and 3**, the Commission is empowered to | |

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| | the features of the mechanisms referred to in paragraph 1. | the features of the mechanisms referred to in paragraph 1. | 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. | |
| SECTION 3 | | | | |
| 434 | SECTION 3 Collection of end-of-life vehicles | SECTION 3 Collection of end-of-life vehicles | SECTION 3 Collection of end-of-life vehicles | |
| Article 23(4), first subparagraph -a | | | | |
| 434a | | | **4. In order to issue a permit, the competent authority shall verify that such establishment or undertaking has the capacity that is necessary to carry out the following obligations:** | |
| Article 23 | | | | |
| 435 | Article 23<br>Collection of end-of-life vehicles | Article 23<br>Collection of end-of-life vehicles | Article 23<br>Collection of end-of-life vehicles | |
| Article 23(1), first subparagraph -a | | | | |
| 435a | | ***-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.*** | | |
| Article 23(1), first subparagraph | | | | |

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| 436 | 1. 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, for all end-of-life vehicles belonging to vehicle categories that they have made available for the first time on the market in the territory of a Member State. | 1. ***To this end,*** 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~~, for all end-of-life vehicles belonging to vehicle categories that they have made available for the first time on the market in the territory of a Member State~~. | 1. The producers or, where appointed in accordance with Article ~~18~~***[...]*** **17**, producer responsibility organisations shall set up, or participate in the setting up of, collection systems~~, including collection points,~~**[...]** for all ~~end-of-life~~**[...]** vehicles ~~belonging to vehicle categories~~**[...]** that they have made available for the first time on the market in the territory of a Member State **and which have become end-of-life vehicles**. | |
| Article 23(1), second subparagraph | | | | |
| 437 | 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. | 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. | Member States shall adopt the necessary measures to ensure that producers or, where appointed in accordance with Article ~~18~~***[...]*** **17**, producer responsibility organisations set up collection systems for all end-of-life vehicles. | |
| Article 23(2) | | | | |
| 438 | 2. The producers or, where appointed in accordance with Article 18, producer responsibility organisations shall ensure that collection systems referred to in paragraph 1: | 2. The producers or, where appointed in accordance with Article 18, producer responsibility organisations shall ensure that collection systems referred to in paragraph 1: | 2. The producers or, where appointed in accordance with Article ~~18~~***[...]*** **17**, producer responsibility organisations shall ensure that collection systems referred to in paragraph 1: | |
| Article 23(2), point (a) | | | | |

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| 439 | (a) cover the whole territory of the Member State; | (a) cover the whole territory of the Member State; | (a) cover the whole territory of the Member State; | |
| Article 23(2), point (b) | | | | |
| 440 | (b) ensure adequate availability of authorised treatment facilities, 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; | (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; | (b) ~~ensure~~**[...] are provided with** adequate availability of authorised treatment facilities **or 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; | |
| Article 23(2), point (c) | | | | |
| 441 | (c) ensure collection of waste parts from repairs of vehicles; | *deleted* | *(c)* ensure collection of waste parts from repairs of vehicles; | |
| Article 23(2), point (d) | | | | |
| 442 | (d) enable collection of end-of-life vehicles of every brand, irrespective of their origin; | (d) enable collection of end-of-life vehicles ~~*of every brand*~~***that they have made available on the market***, irrespective of their origin; | (d) enable collection of end-of-life vehicles of every brand, irrespective of their origin; | |
| Article 23(2), point (e) | | | | |
| 443 | (e) enable the delivery of all end-of-life vehicles free of charge to authorised treatment facilities as provided in Article 24(2). | (e) 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). | (e) enable the ~~delivery~~**[...] acceptance** of all end-of-life vehicles free of charge to **collection points or** authorised treatment facilities as provided in Article 24(2). | |

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| Article 23(3) | | | | |
| 444 | 3. Producers or, where appointed in accordance with Article 18, producer responsibility organisations shall 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. | 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. | 3. Producers or, where appointed in accordance with Article ~~18~~***[...]*** **17**, 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~~**systems** for end-of-life vehicles and informing about environmental consequences of improper collection and handling of end-of-life vehicles. **Member States may require that the educational campaigns shall be coordinated within the Member State, in collaboration with both the producers or, where appointed in accordance with Article 17, producer responsibility organisations and competent authorities.** | |
| Article 23(4), first subparagraph | | | | |
| 445 | 4. Member States may authorise waste management operators other than authorised treatment facilities to set up collection points for end-of-life vehicles. | 4. ~~*Member States may authorise waste management operators*~~***Collection points*** other than authorised treatment facilities ~~*to set up collection points for*~~***may collect*** end-of-life vehicles. | 4. Member States may authorise ~~waste management operators~~**[...] collection points** other than authorised treatment facilities **[...] to collect**~~to set up collection points for~~ end-of-life vehicles. | |

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| Article 23(4), second subparagraph | | | | |
| 446 | The waste management operator operating the collection point shall: | The waste management operator operating the collection point shall: | ~~The waste management operator operating the collection point shall:~~**[...]** | |
| Article 23(4), second subparagraph a | | | | |
| 446a | | | **The collection points 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.** | |
| Article 23(4), second subparagraph, point (a) | | | | |
| 447 | (a) ensure that the collection point meets the conditions for storage of end-of-life vehicles, laid down in Part A of Annex VII; | (a) ensure that the collection point meets the conditions for storage of end-of-life vehicles, laid down in Part A of Annex VII; | (a) ~~ensure that the collection point meets the conditions for storage of~~**[...] collect the** end-of-life vehicles~~, laid down in~~ **and temporarly store them in accordance with[...]** Part A of Annex VII; | |
| Article 23(4), second subparagraph, point (b) | | | | |
| 448 | (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; | (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; | (b) ~~be authorised by the competent authorities referred to in Article 14 to collect~~**[...] prepare for the transfer of the collected** end-of-life vehicles ~~and be registered in the respective register~~**to authorised treatment facilities by preventing the accidental leakage of fluids and** | |

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| | | | **unauthorised access to the collection point**; | |
| Article 23(4), first subparagraph -a, point (ba) | | | | |
| 448a | | | **(ba) arrange for transport to an authorised treatment facility when eight or more end-of-life vehicles are stored at the same time at the collection point; and** | |
| Article 23(4), second subparagraph, point (ba) | | | | |
| 448b | | ***(ba) hold a permit in accordance with Article 23 of Directive 2008/98/EC;*** | | |
| Article 23(4), second subparagraph, point (bb) | | | | |
| 448c | | ***(bb) transfer the collected end-of-life vehicles to authorised treatment facilities;*** | | |
| Article 23(4), second subparagraph, point (c) | | | | |
| 449 | (c) guarantee that all collected end-of-life vehicles are transferred to an authorised treatment facility within one year from receipt of the end-of-life vehicle; and | (c) 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 | (c) guarantee that all collected end-of-life vehicles are transferred to an authorised treatment facility within one ~~year~~**[...] month** from receipt of the end-of-life vehicle~~;~~ ~~and~~**. [...]** | |
| Article 23(4), second subparagraph, point (d) | | | | |
| 450 | (d) meet all other applicable conditions for storage of waste laid down in national law. | (d) meet all other applicable conditions for storage of waste laid down in national law. | (d) ~~meet all other applicable conditions for storage of waste laid down in national law~~**[...]** | |
| Article 23(5) | | | | |

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| 451 | 5. 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. | 5. The ~~*waste management operators, including*~~***collection points or the*** 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. | 5. The ~~waste management operators, including authorised treatment facilities,~~**collection points [...]** 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. | |
| Article 23(5a) | | | | |
| 451a | | ***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.*** | | |
| Article 24 | | | | |
| 452 | Article 24<br>Delivery of end-of-life vehicles to authorised treatment facilities | Article 24<br>Delivery of end-of-life vehicles to authorised treatment facilities | Article 24<br>~~Delivery of end-of-life vehicles to authorised treatment facilities~~<br>***Delivery of end-of-life vehicles [...]*** | |
| Article 24(1) | | | | |

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| 453 | 1. All end-of-life vehicles shall be delivered for treatment to authorised treatment facilities. | 1. All end-of-life vehicles shall be delivered for treatment to authorised treatment facilities. | 1. ~~All~~**The vehicle owner, and any economic operator acting on behalf of the vehicle owner, of a vehicle that becomes an** end-of-life ~~vehicles~~**vehicle** shall ~~be delivered for treatment to~~**deliver it to an** authorised treatment ~~facilities~~**facility or to a collection point without undue delay**. **[...]** | |
| Article 24(2) | | | | |
| 454 | 2. Delivery of an end-of-life vehicle to an authorised treatment facility 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. | 2. Delivery of an end-of-life vehicle to an authorised treatment facility ***or a collection point*** 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. | 2. Delivery of an end-of-life vehicle ~~to an authorised treatment facility~~**, including spare or replacement parts following repair and maintenance of the vehicle, [...]** 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. | |
| Article 24, first subparagraph | | | | |
| 454a | | | **Essential parts for the purpose of this article are:** | |
| Article 24(2a) | | | | |
| 454b | | | **(a) e-drive motors, including their casings and any associated control units, wiring, and other** | |

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| | | | **parts, components and materials;** | |
| Article 24(2b) | | | | |
| 454c | | | **(b) electric vehicle batteries as defined in Article 3, point (14), of Regulation (EU) 2023/1542;** | |
| Article 24(2c) | | | | |
| 454d | | | **(c) engines;** | |
| Article 24(2d) | | | | |
| 454e | | | **(d) catalytic converters;** | |
| Article 24(2e) | | | | |
| 454f | | | **(e) gear boxes;** | |
| Article 24(f) | | | | |
| 454g | | | **(f) bodywork.** | |
| Article 24(2h) | | | | |
| 454h | | ***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.*** | **In case of a missing electric vehicle battery, the delivery of the end-of-life vehicle shall remain free of charge if the last vehicle owner provides documentation to proof that the battery has been handled by a professional operator in accordance with Regulation (EU) 2023/1542.** | |
| Article 24(3) | | | | |

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| 454i | | | **3. The requirements set out in paragraph 2 shall not apply for vehicles that have been declared as technical total loss by the insurance companies.** | |
| Article 25 | | | | |
| 455 | Article 25<br>Certificate of destruction | Article 25<br>Certificate of destruction | Article 25<br>Certificate of destruction | |
| Article 25(1) | | | | |
| 456 | 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. | 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. | 1. Authorised treatment facilities shall issue a certificate of destruction ~~for every treated~~**[...] to the last vehicle owner upon delivery of the** end-of-life vehicle to the ~~last owner of the end-of-life vehicle~~**authorised treatment facility**. The certificate of destruction shall ~~contain the information listed~~**[...] be issued in accordance with the template set out** in Annex IX. **This obligation shall not apply to vehicles in category L which are not subject to registration in the Member State concerned.** | |
| Article 25(2) | | | | |
| 457 | 2. The certificate of destruction shall be issued in an electronic format and provided through an electronic notification procedure to the relevant | 2. The certificate of destruction shall be issued in an electronic format and provided through an electronic notification procedure to the relevant | 2. The certificate of destruction shall be issued in an electronic format and provided through an electronic notification procedure to the relevant | |

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| | authorities of the Member State, including the competent authorities designated under Article 14. | authorities of the Member State, including the competent authorities designated under Article 14. | authorities of the Member State, including the competent authorities designated under Article 14. **The authorised treatment facility shall provide a copy of the electronic notification to the last vehicle owner and any economic operator acting on behalf of the vehicle owner.** | |
| Article 25(3) | | | | |
| 458 | 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. | 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. | 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~~**[...] relevant** authorities ~~of~~**[...] designated by** the Member State where the certificate of destruction was issued shall inform the relevant ~~vehicle registration~~**[...]** authorities ~~of~~**[...] designated by** the Member State where the vehicle is registered that a certificate of destruction has been issued for the vehicle in question. | |
| Article 25(4) | | | | |
| 459 | 4. The relevant authorities of a Member State shall cancel the registration of an end-of-life vehicle only after receiving the | 4. The relevant authorities of a Member State shall cancel the registration of an end-of-life vehicle only after receiving the | 4. The relevant **vehicle registration** authorities ~~of a Member State~~**[...]** shall cancel the registration of an end-of-life | |

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| | certificate of destruction for that vehicle. | certificate of destruction for that vehicle. | vehicle only after receiving the certificate of destruction for that vehicle. | |
| Article 25(5) | | | | |
| 460 | 5. Certificates of destruction issued in a Member State shall be recognised in all other Member States. | 5. Certificates of destruction issued in a Member State shall be recognised in all other Member States. | 5. Certificates of destruction issued in a Member State shall be recognised in all other Member States. | |
| Article 25(5a) | | | | |
| 460a | | ***5a. Member States that provide for a possibility of temporary de-registration of vehicles in their national legislation shall:***<br><br>***(a) set out a maximum period for which such de-registration may be granted, but not longer than four years;***<br><br>***(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.*** | | |
| Article 26 | | | | |
| 461 | Article 26<br>Obligations for the vehicle owner | Article 26<br>Obligations for the vehicle owner | *deleted* | |
| *Article 26, first paragraph* | | | | |

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| *462* | The owner of a vehicle that becomes an end-of-life vehicle shall: | The owner of a vehicle that becomes an end-of-life vehicle shall: | *deleted* | |
| *Article 26, first paragraph, point (a)* | | | | |
| *463* | *(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, points 1 and 2, of Annex I; | (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, ~~*points 1 and 2*~~***point 1***, of Annex I; | *deleted* | |
| *Article 26, first paragraph, point (b)* | | | | |
| *464* | *(b)* present a certificate of destruction to the relevant registration authority. | (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***. | *deleted* | |
| *Article 26, first paragraph a* | | | | |
| *464a* | | ***In the event that 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*** | | |

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| | | ***vehicle in accordance with part A of Annex I or provide a roadworthiness certificate.*** | | |
| Article 26, first paragraph b | | | | |
| 464b | | ***In the case of end-of-life vehicles, the economic operator shall ensure that those vehicles will only be transferred to an authorised treatment facility.*** | | |
| SECTION 4 | | | | |
| 465 | SECTION 4 Treatment of end-of-life vehicles | SECTION 4 Treatment of end-of-life vehicles | SECTION 4 Treatment of end-of-life vehicles | |
| Article 27 | | | | |
| 466 | Article 27<br>Obligations for authorised treatment facilities | Article 27<br>Obligations for authorised treatment facilities | Article 27<br>Obligations for authorised treatment facilities | |
| Article 27(1) | | | | |
| 467 | 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. | 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. | 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. | |
| Article 27(2) | | | | |

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| 468 | 2. Authorised treatment facilities shall ensure that all treatment for end-of-life vehicles comply, as a minimum, with Articles 28, 29, 30, 31, 34 and 35 and Annex VII of this Regulation, and shall apply best available techniques as defined in Article 3(10) of Directive 2010/75/EU. | 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, 35 and 36*** ~~34 and 35~~ and Annex VII of this Regulation, and shall apply best available techniques as defined in Article 3(10) of Directive 2010/75/EU. | 2. ~~Authorised treatment facilities shall ensure that all treatment for end-of-life vehicles comply, as a minimum, with Articles 28, 29, 30, 31, 34 and 35 and Annex VII of this Regulation, and shall apply best available techniques as defined in Article 3(10) of Directive 2010/75/EU~~**[...]** | |
| Article 27(3), first subparagraph | | | | |
| 469 | 3. Authorised treatment facilities shall: | 3. Authorised treatment facilities shall: | 3. Authorised treatment facilities shall: | |
| Article 27(3), first subparagraph, point (a) | | | | |
| 470 | (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; | (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; | (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; | |
| Article 27(3), first subparagraph, point (b) | | | | |
| 471 | (b) depollute all end-of-life vehicles, in compliance with Article 29 and the minimum requirements set out in Part B 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; | (b) depollute all end-of-life vehicles, in compliance with Article 29 and the minimum requirements set out in Part B of Annex VII; | |
| Article 27(3), first subparagraph, point (c) | | | | |
| 472 | (c) remove the parts and components listed in Part C of Annex VII from the end-of-life | (c) remove the parts and components listed in Part C of Annex VII from the end-of-life | (c) remove the parts and components listed in Part C of Annex VII from the end-of-life | |

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| | 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; | 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 need for the high quality of the scrap***; | 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 compliance with Article 30 and 31**; | |
| Article 27(3), first subparagraph, point (d) | | | | |
| 473 | (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. | (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.*~~ **;** | (d) treat all end-of-life vehicles and their parts, components and materials in accordance with **Articles 28, 29, 30, 31, 32, 35 and 36 and Annex VII of this Regulation,** 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~~**[...];** | |
| Article 27(3), first subparagraph, point (da) | | | | |
| 473a | | | **(e) ensure that all treatment for end-of-life vehicles referred to in paragraph 2 results in meeting the targets of Article 34, and shall apply best available** | |

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| | | | **techniques when applicable as defined in Article 3(10) of Directive 2010/75/EU.** | |
| Article 27(3), first subparagraph, point (da) | | | | |
| 473b | | ***(da) send all end-of-life vehicles after depollution and removal of parts to a facility where their shredding is carried out;*** | | |
| Article 27(3), first subparagraph, point (db) | | | | |
| 473c | | ***(db) treat the received end-of-life vehicle within 6 months of the delivery date.*** | | |
| Article 27(3), second subparagraph | | | | |
| 474 | 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. | 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. | 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 **all** the performed treatment operations**, referred to in points (a) to (e),** of end-of-life vehicles for 3 years, and be able to present this information, upon request by relevant national authorities. | |
| Article 27(4) | | | | |
| 475 | 4. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex VII by adapting the | 4. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex VII by adapting the | 4. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex VII by adapting the | |

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| | minimum treatment requirements for end-of-life vehicles to scientific and technical progress. | minimum treatment requirements for end-of-life vehicles to scientific and technical progress~~.~~ ***in treatment technologies, including:*** | minimum treatment requirements for end-of-life vehicles to scientific and technical progress~~.~~ **in treatment technologies, including:** | |
| Article 27(4), point a | | | | |
| 475a | | ***4a. by adding, deleting or revising the parts and components listed in Part C of Annex VII;*** | **(a) adding, deleting or revising the parts and components listed in Part C of Annex VII;** | |
| Article 27(4), point b | | | | |
| 475b | | ***4b. by amending or supplementing the requirements listed in of Part G of Annex VII.*** | **(b) revising the target values for the output fractions listed in point 2 of Part G of Annex VII;** | |
| Article 27(4), point c | | | | |
| 475c | | | **(c) expanding the list of aluminium alloy types listed in point 2b of Part G of Annex VII;** | |
| Article 27(4), point d | | | | |
| 475d | | | **(d) adding quality requirements to enhance the separation of recyclable plastics and target values for subsequent recycling technologies applicable to point 2 of Part G of Annex VII.** | |
| Article 27(5) | | | | |
| 476 | 5. Member States shall encourage authorised treatment | 5. Member States shall encourage authorised treatment | 5. Member States shall encourage authorised treatment | |

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| | facilities to introduce certified environmental management systems in accordance with Regulation (EC) No 1221/2009. | facilities to introduce certified environmental management systems ***and to conduct audits*** in accordance with Regulation (EC) No 1221/2009. | facilities to introduce certified environmental management systems in accordance with Regulation (EC) No 1221/2009. | |
| Article 28 | | | | |
| 477 | Article 28<br>General requirements for shredding | Article 28<br>General requirements for shredding | Article 28<br>General requirements for shredding | |
| Article 28(1) | | | | |
| 478 | 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 accompanied by the following: | 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: | 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 **carrying out shredding operations** shall request that end-of-life vehicles delivered to them for shredding ~~are accompanied by the following~~**, or large structural parts and components from the chassis or bodywork from end-of-life vehicles of categories N2, N3, M2, M3 and O delivered to them for shredding or cutting are [...]**: | |
| Article 28(1), point (a) | | | | |
| 479 | (a) documentation which includes the Vehicle Identification | (a) documentation which includes the Vehicle Identification | (a) ~~documentation which includes the Vehicle Identification Number (VIN) for the end-of-life~~ | |

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| | Number (VIN) for the end-of-life vehicle concerned; | Number (VIN) for the end-of-life vehicle concerned; | ~~vehicle concerned~~**[...] depolluted according to Article 29 and their parts and components removed according to Article 30**; **and** | |
| Article 28(1), point (b) | | | | |
| 480 | (b) a copy of the certificate of destruction that has been issued 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. | (b) **accompanied by** a copy of the certificate of destruction that has been issued for the end-of-life vehicle concerned. | |
| Article 28(2) | | | | |
| 481 | 2. Authorised treatment facilities and waste management operators receiving end-of-life vehicles not compliant with the requirements set out in paragraph 1 shall: | 2. Authorised treatment facilities and waste management operators receiving end-of-life vehicles not compliant with the requirements set out in paragraph 1 shall: | 2. Authorised treatment facilities and waste management operators **carrying out shredding operations and** receiving end-of-life vehicles not compliant with the requirements set out in paragraph 1 shall: | |
| Article 28(2), point (a) | | | | |
| 482 | (a) report the non-compliance to the competent authority; | (a) report the non-compliance to the competent authority; | (a) report the non-compliance to the competent authority**, including name and contact details of the natural or legal person who delivered the end-of-life vehicle to the authorised treatment facility or other waste management operator for shredding**; | |
| Article 28(2), point (b) | | | | |
| 483 | (b) refrain from using those end-of-life vehicles in their | (b) refrain from using those end-of-life vehicles in their | (b) refrain from using those end-of-life vehicles in their | |

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| | shredding operations unless the competent authority authorises such operations. | shredding operations unless the competent authority authorises such operations. | shredding operations unless the competent authority authorises such operations **or until the necessary steps to treat the end-of-life vehicle in accordance with Article 29 and 30 and to issue a certificate of destruction in accordance with Article 25 have been taken**. | |
| Article 28(3) | | | | |
| 484 | 3. Waste management operators conducting shredding of end-of-life vehicles shall not mix end-of-life vehicles, their parts, components and materials with packaging waste and waste electrical and electronic equipment. | 3. ***Authorised treatment facilities and*** waste management operators conducting shredding of end-of-life vehicles shall ~~not~~***be able to*** 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, the shredding process does not lower the quality of waste streams compared to separate treatment and that output complies with high quality standards***. | 3. **Authorised treatment facilities and** waste management operators conducting shredding of end-of-life vehicles shall ~~not mix~~**[...] only shred** end-of-life vehicles, their parts, components and materials **together with [...] other**~~with packaging waste and~~ waste ~~electrical and electronic equipment~~**if the criteria and limit values of Part G, point (1) and (2), of Annex VII are met**. | |
| Article 28(3a) | | | | |
| 484a | | ***3a. Waste management operators, while carrying out shredding, shall ensure that steel,*** | | |

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| | | ***aluminium and copper output complies with high quality standards as set out by the delegated act referred to in paragraph 3b (new).*** | | |
| Article 28(3b) | | | | |
| 484b | | ***3b. 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:***<br><br>***(a) the total copper content of the main steel fraction;***<br><br>***(b) aluminium cast alloys fraction and wrought alloy fraction;***<br><br>***(c) the necessary separation processes and the residue fraction of these processes.*** | | |
| Article 29 | | | | |
| 485 | Article 29<br>Depollution of end-of-life vehicles | Article 29<br>Depollution of end-of-life vehicles | Article 29<br>Depollution of end-of-life vehicles | |
| Article 29(1) | | | | |

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| 486 | 1. As soon as possible after 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. | 1. ~~*As soon as possible after*~~***Within 30 days 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. | 1. ~~As soon as possible~~**[...] Within 30 days** after 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. | |
| Article 29(2) | | | | |
| 487 | 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. | 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 of the European Parliament and of the Council[1a] and, where technically and economically feasible, recycled or reclaimed and reused.***<br>_____ | 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. | |

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| | | *1a. Regulation (EU) 2024/573 of the European Parliament and of the Council of 7 February 2024 on fluorinated greenhouse gases, amending Directive (EU) 2019/1937 and repealing Regulation (EU) No 517/2014 (OJ L, 2024/573, 20.2.2024, ELI: http://data.europa.eu/eli/reg/2024/573/oj).* | | |
| Article 29(3) | | | | |
| 488 | 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. | 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. | 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. | |
| Article 29(4) | | | | |
| 489 | 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]. | 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]. | 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~~**2023/1542 [...]**. | |
| Article 29(5) | | | | |
| 490 | 5. The parts, components and materials, that have been depolluted, shall be handled and labelled in accordance with | 5. The parts, components and materials, that have been depolluted, shall be handled and labelled in accordance with | 5. The parts, components and materials, that have been depolluted, shall be handled and labelled in accordance with | |

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| | Articles 18 and 19 of Directive 2008/98/EC. | Articles 18 and 19 of Directive 2008/98/EC. | Articles 18 and 19 of Directive 2008/98/EC. | |
| Article 29(6) | | | | |
| 491 | 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. | 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. | 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 **and report this information for each calendar year to the competent authority of the Member State where the end-of-life vehicles were collected, within six months of the end of the calendar year and in a format designated by the competent authority of the Member State**. | |
| Article 30 | | | | |
| 492 | Article 30<br>Mandatory removal of parts and components for reuse and recycling prior to shredding | Article 30<br>Mandatory removal of parts and components for reuse***, remanufacturing, repair,*** and recycling prior to shredding | Article 30<br>Mandatory removal of parts and components for reuse and recycling prior to shredding | |
| Article 30(1) | | | | |
| 493 | 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 | 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 | 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 | |

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| | and components listed in Part C of Annex VII, are removed from an end-of-life vehicle prior to shredding, after the depollution operations referred to in Article 29, have been completed. | 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. | and components listed in Part C of Annex VII, are removed from an end-of-life vehicle**,** prior to shredding **or compacting**, after the depollution operations referred to in Article 29, have been completed**, in a non-destructive way for parts and components with a reuse, remanufacturing or refurbishment potential according to Article 31**. | |
| Article 30(1a) | | | | |
| 493a | | ***1a. Authorised treatment facilities shall ensure that the parts and components removed in accordance with paragraph 1 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.*** | **Authorised treatment facilities shall ensure that the removed parts and components of the first subparagraph without a reuse, remanufacturing or refurbishment potential are sent for recycling according to the treatment requirements as indicated in Part F of Annex VII.** | |
| Article 30(2), first subparagraph | | | | |
| 494 | 2. 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, | 2. ~~*Paragraph 1*~~***Where parts and components do not have a market potential for reuse, remanufacturing and repair, it*** shall not ~~*apply*~~***be mandatory to remove them prior to shredding*** if | 2. ~~Paragraph 1 shall not apply~~**[...] Parts or components without a reuse, remanufacturing or refurbishing potential are not mandatory to remove prior to** | |

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| | entries 13 to19, of Annex VII, as efficiently as manual dismantling processes or semi-automated disassembly processes. | an authorised treatment facility demonstrates, that post-shredder technologies separates materials from parts and components listed in Part C, entries ***6, 13 to 19*** ~~13 to19~~, of Annex VII, as efficiently ***and delivers equivalent recycled material*** as manual dismantling processes or semi-automated disassembly processes. | **shredding** if an authorised treatment facility demonstrates, that post-shredder technologies ~~separates~~**[...]separate** materials from parts and components ~~listed in~~**[...] as designated in the second column of** Part C~~, entries 13 to19,~~**[...]** of Annex VII, as efficiently as manual dismantling processes or semi-automated disassembly processes **and that the criteria and limit values of Part G, points (1) and (2), of Annex VII are met**. | |
| Article 30(2), second subparagraph | | | | |
| | 495 For the purposes of the first subparagraph, the authorised treatment facility shall provide the information listed in Part G of Annex VII. | For the purposes of the first subparagraph, the authorised treatment facility shall ***comply with high quality shredding output as set out in the delegated act referred to in Article 28(4) and*** provide the information listed in Part G of Annex VII. | For the purposes of the first subparagraph, the authorised treatment facility shall provide the information listed in Part G**, point 3** of Annex VII. | |
| Article 30(3), first subparagraph | | | | |
| G | 496 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 | 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 | 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 | G |

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| | 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. | 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. | 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. | |
| Article 30(3), second subparagraph | | | | |
| 497 | 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). | 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). | 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). | |
| Article 31 | | | | |
| 498 | Article 31<br>Requirements concerning the removed parts and components | Article 31<br>Requirements concerning the removed parts and components | Article 31<br>Requirements concerning the removed parts and components | |
| Article 31(1), first subparagraph | | | | |
| 499 | 1. All parts and components that have been removed from an end-of-life vehicle pursuant to Article 30(1), shall be assessed to determine whether they are fit for: | 1. All parts and components that have been removed from an end-of-life vehicle pursuant to Article 30(1), shall be assessed to determine whether they are fit for: | 1. **Authorised treatment facilities shall assess [...]**all parts and components that have been removed from an end-of-life vehicle pursuant to Article 30(1), ~~shall be assessed~~**[...]** to determine whether they are fit for: | |
| Article 31(1), first subparagraph, point (a) | | | | |
| 500 | (a) reuse, in accordance with Part D, point 1(a), of Annex VII; | (a) reuse, in accordance with Part D, point 1(a), of Annex VII; | (a) reuse, in accordance with Part D, point 1(a), of Annex VII; | |
| Article 31(1), first subparagraph, point (b) | | | | |

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| 501 | (b) remanufacturing or refurbishment, in accordance with Part D, point 1(b), of Annex VII; | (b) remanufacturing or refurbishment, in accordance with Part D, point 1(b), of Annex VII; | (b) remanufacturing or refurbishment, in accordance with Part D, point 1(b), of Annex VII; | |
| Article 31(1), first subparagraph, point (c) | | | | |
| 502 | (c) recycling; or | (c) recycling; or | (c) recycling; or | |
| Article 31(1), first subparagraph, point (d) | | | | |
| 503 | (d) other treatment operations, taking into account the specific treatment requirements in Part F of Annex VII | (d) other treatment operations, taking into account the specific treatment requirements in Part F of Annex VII | (d) other treatment operations, taking into account the specific treatment requirements in Part F of Annex VII | |
| Article 31(1), second subparagraph | | | | |
| 504 | The parts and components that are fit for reuse, remanufacturing or refurbishment shall not be considered waste. | The parts and components that are fit for reuse, remanufacturing or refurbishment shall not be considered waste. | ~~The parts and components that are fit for reuse, remanufacturing or refurbishment shall not be considered waste~~**[...]** | |
| Article 31(1), second subparagraph a | | | | |
| 504a | | ***Parts and components 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.*** | | |
| Article 31(1), third subparagraph | | | | |
| 505 | The assessment shall be carried out taking into account in | The assessment shall be carried out taking into account in | The assessment shall be carried out taking into account in | |

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| | particular technical feasibility of conducting the processes referred to in the first subparagraph and vehicle safety requirements. | particular technical feasibility of conducting the processes referred to in the first subparagraph and vehicle safety requirements. | particular technical feasibility of conducting the processes referred to in the first subparagraph and vehicle safety requirements. | |
| Article 31(1), fourth subparagraph | | | | |
| 506 | 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. | 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. | ~~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~~**[...]** | |
| Article 31(2) | | | | |
| 507 | 2. The removed parts and components fit for reuse, remanufacturing or refurbishment shall be: | 2. The removed parts and components fit for reuse, remanufacturing or refurbishment shall be: | 2. ~~The removed parts and components fit for reuse, remanufacturing or refurbishment~~**[...] Authorised treatment facilities** shall ~~be~~: | |
| Article 31(2), point (a) | | | | |
| 508 | (a) labelled in compliance with Part D, point 2, of Annex VII; | (a) labelled in compliance with Part D, point 2, of Annex VII; | (a) ~~labelled~~**label[...] the removed parts and components fit for reuse, remanufacturing or refurbishment** in compliance with Part D, point 2, of Annex VII; | |
| Article 31(2), point (b) | | | | |
| 509 | (b) accompanied by a warranty, if the parts and | (b) accompanied by a warranty, if the parts and | (b) ~~accompanied by a warranty, if the parts and~~ | |

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| | components are transferred to or used by another person. | components are transferred to or used by another person. | ~~components are transferred to or used by another person~~**[...]** | |
| Article 31(2), point (ba) | | | | |
| 509a | | | **(b) ensure appropriate protection against damage during transportation, loading and unloading of the parts and components;** | |
| Article 31(2), point (bb) | | | | |
| 509b | | | **(c) provide a copy of the invoice or contract related to the transfer of the parts or components for reuse, remanufacturing or refurbishment.** | |
| Article 31(3) | | | | |
| 510 | 3. The parts and components listed in Part E of Annex VII shall not be reused. | 3. The parts and components listed in Part E of Annex VII shall not be reused. | 3. The parts and components listed in Part E of Annex VII shall not be reused **unless the conducted technical assessment confirms that the use of these parts and components complies with applicable vehicle requirements as set out in Regulation (EU) 2018/858. These replacement parts may only be transferred to another economic operator for reuse if they are to be installed by a qualified repair and maintenance operator.** | |
| Article 31(3a) | | | | |

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| 510a | | | **4. The parts and components that are assessed as fit for reuse, remanufacturing or refurbishment shall not be considered waste. Authorised treatment facilities shall make available, upon request, documentation confirming the conducted assessment to the relevant national authorities, including when the parts and components are transported for the purpose of reuse, remanufacturing or refurbishment.** | |
| Article 31(3b) | | | | |
| 510b | | | **5. The provisions set out in paragraph 4 shall not apply to batteries removed from an end-of life vehicle to which regulation 2023/1542 applies.** | |
| Article 32 | | | | |
| G 511 | Article 32<br>Trade of used, remanufactured or refurbished parts and components | Article 32<br>Trade of used, remanufactured or refurbished parts and components | Article 32<br>Trade of used, remanufactured or refurbished parts and components | Text Origin: Commission Proposal G |
| Article 32, first paragraph | | | | |
| 512 | 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 person trading | 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 ~~*person trading*~~ | **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~~***OP: Please insert the*** | |

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| | used, remanufactured or refurbished spare parts and components shall, at the point of sale: | ***economic operator selling*** used, remanufactured or refurbished spare parts and components shall~~, *at the point of sale*~~: | ***date = the first day of the month following 36 months after the date of entry into force of this Regulation***] any~~ person trading~~ **[...] economic operator [...] selling** used, remanufactured or refurbished spare parts and components shall~~, at the point of sale:~~ **[...]** | |
| Article 32, first paragraph, point (a) | | | | |
| 513 | (a) ensure that parts and components are labelled in compliance with Part D, point 2, of Annex VII; | (a) ensure that parts and components are labelled in compliance with Part D, point 2, of Annex VII; | ~~(a)~~ ensure that parts and components ~~are labelled in compliance with Part D~~**[...] contain the labelling in accordance with Article 31(2)**, point ~~2, of Annex VII;~~**(a).** | |
| Article 32, first paragraph, point (b) | | | | |
| 514 | (b) provide a warranty for the used, remanufactured or refurbished parts and components. | (b) provide a warranty for the used, remanufactured or refurbished parts and components. | (b) ~~provide a warranty for the used, remanufactured or refurbished parts and components~~**[...]** | |
| Article 32(2) | | | | |
| 514a | | | **2. In the case of selling the used, remanufactured or refurbished parts and components to consumers, the economic operators shall ensure that these parts and components are able to maintain their required functions and performance through normal** | |

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| | | | **use and comply with other requirements applicable to the goods sold in accordance with Directive (EU) 2019/771.** | |
| Article 32, first paragraph, point (ba) | | | | |
| 514b | | ***(ba) prove that the parts and components were sourced from an authorised economic operator.*** | | |
| Article 32(3) | | | | |
| 514c | | ***Those requirements on economic operators shall apply irrespective of the trading technique used, including online sales.*** | **3. These requirements shall apply irrespective of the trading technique used, including by means of online platforms as defined in Article 3, point (i), of Regulation (EU) 2022/2065.** | |
| Article 33 | | | | |
| G 515 | Article 33<br>Reuse, remanufacturing and refurbishment of parts and components | Article 33<br>Reuse, remanufacturing and refurbishment of parts and components | Article 33<br>Reuse, remanufacturing and refurbishment of parts and components | G |
| Article 33(1), first subparagraph | | | | |
| 516 | 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 and refurbishment of parts and | 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 | 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 and refurbishment of parts and | |

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| | components, whether removed during the use or end-of-life phase of a vehicle. | components, whether removed during the use or end-of-life phase of a vehicle. | components, whether removed during the use or end-of-life phase of a vehicle. | |
| Article 33(1), second subparagraph | | | | |
| 517 | The incentives referred to in the first subparagraph 1 may include: | The incentives referred to in the first subparagraph 1 may include: | The incentives referred to in the first subparagraph ~~1~~ may include: | |
| Article 33(1), second subparagraph, point (a) | | | | |
| 518 | (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; | (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; | (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; | |
| Article 33(1), second subparagraph, point (b) | | | | |
| 519 | (b) the use of economic incentives, including the establishment of a reduced rate of value added tax for used, remanufactured or refurbished spare parts and components. | (b) the use of economic incentives~~, including the establishment of a reduced rate of value added tax for~~ ***designed to reward manufacturers which exceed the minimum standards, so as to further stimulate the*** used, remanufactured or refurbished spare parts and components. | (b) the use of economic incentives~~, including the establishment of a reduced rate of value added tax for used, remanufactured or refurbished spare parts and components~~**[...]**. | |
| Article 33(1), second subparagraph a | | | | |

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| 519a | | ***Member States shall inform the Commission of the incentives adopted in accordance with this Article without undue delay.*** | | |
| Article 33(1), third subparagraph | | | | |
| 520 | The Commission shall facilitate the exchange of information and sharing of best practices among Member States on such incentives. | The Commission shall facilitate the exchange of information and sharing of best practices among Member States on such incentives. | The Commission shall facilitate the exchange of information and sharing of best practices among Member States on such incentives. | |
| Article 33(2) | | | | |
| 521 | 2. The Commission shall monitor the effectiveness of the incentives given by Member States. | 2. The Commission shall monitor the effectiveness of the incentives given by Member States. | 2. The Commission shall monitor the effectiveness of the incentives given by Member States. | |
| Article 34 | | | | |
| 522 | Article 34<br>Reuse, recycling and recovery targets | Article 34<br>Reuse, recycling and recovery targets | Article 34<br>Reuse, recycling and recovery targets | |
| Article 34(1) | | | | |
| 523 | 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 ensure that the following targets are met by the waste management operators: | 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: | 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 ~~ensure that~~**[...] adopt the necessary measures for the achievement by producers or, where appointed in accordance with Article *[...]* 17, producer responsibility organisations, of** | |

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| | | | the following targets ~~are~~**[...] to be** met by the waste management operators: | |
| Article 34(1), point (a) | | | | |
| 524 | (a) the reuse and recovery, as calculated together, shall be a minimum of 95 %, by average weight per vehicle, excluding batteries, and year; | (a) the reuse and recovery, as calculated together, shall be a minimum of 95 %, by average weight per vehicle, excluding batteries, and year; | (a) the reuse and recovery, as calculated together, shall be a minimum of 95 %, by average weight per vehicle, excluding batteries, and year; | |
| Article 34(1), point (b) | | | | |
| 525 | (b) the reuse and recycling, as calculated together, shall be a minimum of 85 %, 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. | (b) the reuse and recycling, as calculated together, shall be a minimum of 85 %, by average weight per vehicle, excluding batteries, and year. | |
| Article 34(2) | | | | |
| 526 | 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 vehicles delivered to the waste management operators. | 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 ~~%~~***percent*** of the total weight of plastics contained in the ***end-of-life*** vehicles ~~*delivered to the waste management operators*~~. | 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 **adopt the necessary measures for producers or, where appointed in accordance with Article *[...]* 17, producer responsibility organisations, to** ensure that waste management operators achieve a yearly target for the recycling of plastics of at least 30 % of the total **average** weight of plastics ~~contained in~~ | |

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| | | | ~~the~~**of end-of-life** vehicles ~~delivered to the waste management operators~~**[...]**. | |
| Article 34(2a) | | | | |
| 526a | | ***2a. 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.*** | **The weight of the plastic recycled and the total weight of plastics referred to in the first subparagraph shall exclude elastomers, thermosets other than polyurethane foams used for cushioning and plastics that contain or are contaminated by any substance referred to in Article 7 of Regulation (EU) 2019/1021 when the thresholds of Annex IV of that Regulation are exceeded.** | |
| Article 35 | | | | |
| G 527 | Article 35<br>Ban on landfilling of non-inert waste | Article 35<br>Ban on landfilling of non-inert waste | Article 35<br>Ban on landfilling of non-inert waste | G |
| Article 35, first paragraph | | | | |
| 528 | 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- | 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- | 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~~***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 shredder heavy** | |

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| | shredder technology, shall not be accepted in a landfill. | shredder technology, shall not be accepted in a landfill. | **and light** fractions from ~~shredded~~**[...]** end-of-life vehicles **remaining after treatment**, containing non-inert waste~~, that are not processed by the post-shredder technology,~~**[...]** shall not be accepted in a landfill **if they exceed the limit values set out in Part G, points 2(c) and 2(d) of Annex VII**. | |
| Article 36 | | | | |
| 529 | Article 36<br>Shipments of end-of-life vehicles | Article 36<br>Shipments of end-of-life vehicles | Article 36<br>Shipments of end-of-life vehicles | |
| Article 36(1) | | | | |
| 530 | 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 (EC) No 1013/2006. | 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 (~~EC~~***EU***) ~~No 1013/2006~~***2024/1157***. | 1. Treatment of end-of-life vehicles may be undertaken **outside the Member State concerned or** outside the Union, provided that the shipment of end-of-life vehicles **or waste produced in the process of their treatment** is in compliance with Regulation **[...]** (~~EC~~**EU**) ~~No 1013/2006~~**2024/1157**. | |
| Article 36(1a) | | | | |
| 530a | | | **1a. In order to distinguish between used vehicles and end-of-life vehicles, competent authorities of Member States may inspect shipments of used vehicles suspected to be end-of-** | |

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| | | | **life vehicles for compliance with the requirements set out in Article 37 and Annex I and monitor such shipments accordingly.** | |
| Article 36(1b) | | | | |
| 530b | | | **Where the competent authorities in a Member State establish that an intended shipment of a used vehicle involves one or more end-of-life vehicles, the costs of appropriate analyses, inspections and storage of the vehicles suspected to be end-of-life vehicles may be charged to the persons arranging the shipment.** | |
| Article 36(2) | | | | |
| 531 | 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 equivalent to the requirements laid down in this | 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 | 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 equivalent to the requirements laid down in this | |

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| | Regulation and to human health and environmental protection requirements laid down in other Union legislation. | down in this Regulation and to human health and environmental protection requirements laid down in other Union legislation. | Regulation and to human health and environmental protection requirements laid down in other Union legislation. | |
| Article 36(2a) | | | | |
| 531a | | ***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.***<br><br>***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.*** | | |
| CHAPTER V | | | | |
| 532 | CHAPTER V<br>USED VEHICLES AND THEIR EXPORT | CHAPTER V<br>USED VEHICLES AND THEIR EXPORT | CHAPTER V<br>**DISTINCTION BETWEEN** USED VEHICLES AND ~~THEIR EXPORT~~**END-OF-LIFE VEHICLES [...]** | |
| SECTION 1 | | | | |

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| 533 | SECTION 1 Status of used vehicles | *deleted* | SECTION 1 ~~Status of used vehicles~~**[…]** | |
| Article 37 | | | | |
| 534 | Article 37<br>Distinction between used vehicles and end-of-life vehicles | Article 37<br>Distinction between used vehicles and end-of-life vehicles ***for the purpose of export*** | Article 37<br>Distinction between used vehicles and end-of-life vehicles | |
| Article 37, first paragraph | | | | |
| 535 | For the purpose of transferring ownership of a used vehicle, the vehicle owner shall be able to demonstrate to any natural or legal person interested in acquiring ownership of the concerned vehicle or to the competent authorities that the vehicle is not an end-of-life vehicle. When assessing the status of a used vehicle, the vehicle owner, other economic operators and competent authorities 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. | For the purpose of ~~*transferring ownership of*~~***exporting*** a used vehicle, the vehicle owner shall be able to ~~*demonstrate to*~~***provide documentation 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. ~~*When assessing the status of a used vehicle*~~***That documentation shall consist of a valid roadworthiness certificate or, when such a certificate is not available, of an assessment carried out by*** the ~~*vehicle owner, other economic operators and*~~ competent authorities ~~*shall verify if*~~***responsible for the roadworthiness certificates based on*** the criteria laid down in Annex | For the purpose of transferring ownership of a used vehicle, the vehicle owner shall ~~be able to demonstrate~~**[...] present documentation** to any natural or legal person interested in acquiring ownership of the concerned vehicle ~~or to the competent authorities that the vehicle is not an end-of-life vehicle~~**[...] that [...** ~~When assessing the status of a used vehicle, the vehicle owner, other economic operators and competent authorities 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. **[...] This documentation shall consist of an assessment in accordance with Annex I, or a valid roadworthiness certificate.** | |

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| | | I ~~*are met in order to determine whether it*~~***. 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.<br><br>***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.*** | | |
| Article 37, first paragraph a | | | | |
| 535a | | | **The first subparagraph shall not apply when ownership of roadworthy vehicles is transferred by natural persons who are not economic operators, for sales other than those concluded by means of distance contracts or online platforms.** | |
| Article 37, first paragraph b | | | | |
| 535b | | | **When the ownership of the vehicle is transferred by an economic operator, that economic operator shall keep the documentation mentioned in the** | |

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| | | | **first subparagraph for at least two years from the date of the transfer of ownership.** | |
| Article 37, first paragraph c | | | | |
| 535c | | | **2. For the purpose of a transfer of ownership of a vehicle that has been declared as an economic total loss, the vehicle owner shall provide the following documentation in addition to the requirements set out in paragraph 1:** | |
| Article 37, first paragraph d | | | | |
| 535d | | | **(a) a copy of the damage history based on the assessment by the insurance company;** | |
| Article 37, first paragraph e | | | | |
| 535e | | | **(b) an estimate of the costs of the repairs that are necessary to repair the vehicle to a technical condition sufficient to pass the roadworthiness test in accordance with Directive 2014/45/EU.** | |
| Article 37, first paragraph f | | | | |
| 535f | | | **3. Without prejudice to the second subparagraph of paragraph 1, the requirements set out in paragraphs 1 and 2 shall apply irrespective of the** | |

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| | | | **trading technique used, including by means of dedicated auctions for economic operators, distance contracts or online platforms.** | |
| Article 37, first paragraph g | | | | |
| 535g | | | **4. When assessing the damage of an accidented vehicle, the insurance company or any other automotive expert conducting the assessment on its behalf shall also assess whether the vehicle is an end-of-life vehicle or not according to Annex I.** | |
| Article 37, first paragraph h | | | | |
| 535h | | | **Insurance companies shall [...] ensure that competent authorities are provided at least once a year with a list of:** | |
| Article 37, first paragraph i | | | | |
| 535i | | | **(a) vehicle identification numbers of all vehicles that have been declared as an economic total loss, including a specification of those which are considered end-of-life vehicles in accordance with Annex I;** | |
| Article 37, first paragraph j | | | | |

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| 535j | | | **(b) vehicle identification numbers of all vehicles that have been declared as a technical total loss.** | |
| Article 37, first paragraph k | | | | |
| 535k | | | **5. Competent authorities may require a vehicle owner, in case of doubt that a used vehicle may be an end-of-life vehicle, to present documentation that the vehicle concerned is not an end-of-life vehicle. This documentation shall consist of an assessment in accordance with Annex I or a new valid roadworthiness certificate.** | |
| Article 37, first paragraph l | | | | |
| 535l | | | **5a. When adopting the measures laying down the administrative and procedural requirements regarding the assessment in accordance with Annex I, Member States may also further specify the criteria for the assessment of the costs of repairs.** | |
| Article 37, first paragraph m | | | | |
| 535m | | | **6. The Commission is empowered to adopt delegated acts, in accordance with Article 50 of this Regulation, to amend** | |

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| | | | **the criteria listed in Part A, Part B and Part C, Section 1, point 1, of Annex I, to determine whether a used vehicle is an end-of-life vehicle, provided that technological progress in the area of traceability, repairability and safety justifies limiting the instances where the vehicle shall be considered an end-of-life vehicle.** | |
| SECTION 2 | | | | |
| 536 | SECTION 2 Export of used vehicles | SECTION 2 Export of used vehicles | SECTION 2 ~~Export of used vehicles~~<br>**CHAPTER Va**<br><br>**EXPORT OF USED VEHICLES TO THIRD COUNTRIES** | |
| Section 2a | | | | |
| 536a | | | ***Article 37a***<br>***Competent authority*** | |
| Article 37a(1) | | | | |
| 536b | | | **1. Member States shall designate one or more competent authorities responsible for the obligations under this Chapter.** | |
| Article 37b | | | | |

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| 536c | | | **2. By [OP: Please insert the date = the last day of the month following 12 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.** | |
| Article 38 | | | | |
| 537 | Article 38<br>Controls and requirements on the export of used vehicles | Article 38<br>Controls and requirements on the export of used vehicles | Article 38<br>Controls and requirements on the export of used vehicles | |
| Article 38(1) | | | | |
| 538 | 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] used vehicles to be exported shall be subject to the controls and requirements laid down in this Section. | 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. | 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] used vehicles to be exported shall be subject to the controls and requirements laid down in this ~~Section~~**[...] Chapter.** | |
| Article 38(2) | | | | |
| 539 | 2. This Section is without prejudice to any other provisions | 2. This Section is without prejudice to any other provisions | 2. This ~~Section~~**[...] Chapter** is without prejudice to any other | |

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| | 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. | 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. | 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. | |
| Article 38(3) | | | | |
| 540 | 3. Used vehicles may be exported only if they are: | 3. Used vehicles may be exported only if they are: | 3. Used vehicles may be exported only if they are: | |
| Article 38(3), point (a) | | | | |
| 541 | (a) not end-of-life vehicles based on the criteria listed in Annex I; | (a) not end-of-life vehicles ~~*based on the criteria listed in Annex I*~~***as determined in Article 37***; | (a) not end-of-life vehicles ~~based on the criteria listed in Annex I;~~**[...]; and** | |
| Article 38(3), point (b) | | | | |
| 542 | (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. | *deleted* | (b) ~~considered~~**[...]** roadworthy ~~in the Member State where the~~**at the date of lodging the export declaration, unless they have been recognised as** vehicles ~~were last registered,~~**of special cultural interest** in accordance with ~~Article 5(1), points (a) and (b), and Article 8 of Directive 2014/45/EU~~**part C of Annex I to this Regulation [...] [...].** | |
| Article 38(4) | | | | |
| 543 | 4. The following information shall be provided or made | 4. The following information shall be provided or made | 4. The following information shall be provided or made | |

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| | available to customs authorities for each used vehicle to be exported: | available to customs authorities for each used vehicle to be exported: | available to customs authorities for each used vehicle to be exported: | |
| Article 38(4), point (a) | | | | |
| 544 | (a) the Vehicle Identification Number (VIN) of the used vehicle and the identification of the Member State where the vehicle was last registered; | (a) the Vehicle Identification Number (VIN) of the used vehicle and the identification of the Member State where the vehicle was last registered; | (a) the Vehicle Identification Number (VIN) of the used vehicle and the identification of the Member State where the vehicle was last registered; | |
| Article 38(4), point (b) | | | | |
| 545 | (b) a statement confirming that the used vehicle fulfills the requirements set out in paragraph. | (b) a statement confirming that the used vehicle fulfills the requirements set out in paragraph. | (b) a statement confirming that the used vehicle fulfills the requirements set out in paragraph **3, or a certificate is provided as referred to in the last subparagraph of point 1 of Annex I Part C**. | |
| Article 38(5) | | | | |
| 546 | 5. In order to verify the compliance with this Section on allowing a used vehicle to be released for export: | 5. In order to verify the compliance with this Section on allowing a used vehicle to be released for export: | 5. In order to verify the compliance with this ~~Section~~**[...] Chapter** on allowing a used vehicle to be released for export: | |
| Article 38(5), point (a) | | | | |
| 547 | (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 | (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 | (a) until the interconnection referred to in Article 45(4) is operational, customs authorities ~~shall~~**[...] may** exchange information and cooperate with competent authorities in accordance with Article 44, and, where necessary, shall take into | |

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| | exchange of information and cooperation in order to allow a used vehicle to be released for export; | exchange of information and cooperation in order to allow a used vehicle to be released for export; | account such exchange of information and cooperation in order to allow a used vehicle to be released for export; | |
| Article 38(5), point (b) | | | | |
| G 548 | (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. | (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. | (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. | G |
| Article 38(6) | | | | |
| G 549 | 6. A used vehicle to be exported shall not: | 6. A used vehicle to be exported shall not: | 6. A used vehicle to be exported shall not: | G |
| Article 38(6), point (a) | | | | |
| 550 | (a) be placed under a customs procedure based on a simplified declaration pursuant to Article 166 of Regulation (EU) No 952/2013; | (a) be placed under a customs procedure based on a simplified declaration pursuant to Article 166 of Regulation (EU) No 952/2013; | (a) ~~be placed under a customs procedure based on a simplified declaration pursuant to Article 166 of Regulation (EU) No 952/2013;~~**[...]** | |
| Article 38(6), point (b) | | | | |
| G 551 | (b) be subject to an entry in the declarant's records pursuant to Article 182 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; | (b) be subject to an entry in the declarant's records pursuant to Article 182 of Regulation (EU) No 952/2013; | G |
| Article 38(6), point (c) | | | | |

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| 552 | (c) be subject to self-assessment pursuant to Article 185 of Regulation (EU) No 952/2013. | (c) be subject to self-assessment pursuant to Article 185 of Regulation (EU) No 952/2013. | (c) be subject to self-assessment pursuant to Article 185 of Regulation (EU) No 952/2013. | |
| Article 38(7) | | | | |
| 553 | 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. | *deleted* | 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~~**[...]** | |
| Article 39 | | | | |
| 554 | Article 39<br>Automated verification of the information on vehicle status | Article 39<br>Automated verification of the information on vehicle status | Article 39<br>Automated verification of the information on vehicle status | |
| Article 39(1) | | | | |
| 555 | 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 in accordance with Article 38(3), point (b). | 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 ~~*38(3), point (b)*~~***37***. | 1. Before releasing **a used vehicle[...]**~~used vehicles~~ for export, customs shall verify electronically and automatically via the electronic systems referred to in Article ~~45~~**45(4)**, that based on the Vehicle Identification Number and the information on the Member State of last registration, the vehicle is ~~considered~~**[...]** roadworthy **[...]. This obligation shall not apply with respect to vehicles which have been recognised as vehicles of special** | |

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| | | | **cultural interest** in accordance with ~~Article 38(3), point (b)~~**part C of Annex I to this Regulation**. | |
| Article 39(2) | | | | |
| 556 | 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 concerned thereof through these systems. | 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. | 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~~**[...] their** systems. | |
| Article 40 | | | | |
| 557 | Article 40<br>Risk management and customs controls | Article 40<br>Risk management and customs controls | Article 40<br>Risk management and customs controls | |
| Article 40(1) | | | | |
| 558 | 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 | 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 | 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~~**[...] the provisions on risk management and customs controls laid down under** | |

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| | primarily be based on risk analysis, as established in Article 46(2) of Regulation (EU) No 952/2013. | primarily be based on risk analysis, as established in Article 46(2) of Regulation (EU) No 952/2013. | 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. | |
| Article 40(2) | | | | |
| 559 | 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. | 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. | 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~~**[...] the[...]** electronic systems referred to in Article 45(1) **shall contain the information and customs shall automatically and electronically verify through the interconnection referred to in Article 45(4) [...]**~~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. | |
| Article 40(3) | | | | |
| 560 | 3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to supplement this Regulation by setting out the compliance | 3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to supplement this Regulation by setting out the compliance | 3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to supplement this Regulation by setting out the compliance | |

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| | conditions referred to in paragraph 2, including 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). | 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). | conditions referred to in paragraph 2, including 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). | |
| Article 40(3a) | | | | |
| 560a | | ***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.*** | | |
| Article 41 | | | | |
| 561 | Article 41<br>Suspension | Article 41<br>Suspension | Article 41<br>Suspension | |
| Article 41(1) | | | | |
| 562 | 1. Where there are reasonable grounds to believe that a used vehicle to be exported may not comply with the requirements of this Section, the customs | 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 | 1. Where there are reasonable grounds to believe that a used vehicle to be exported may not comply with the requirements of this ~~Section~~**[...] Chapter**, the | |

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| | authorities shall suspend the release for export of that used vehicle. 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. | 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. | customs authorities shall suspend the release for export of that used vehicle**,[**. ~~They shall also~~**..]** immediately notify the competent authorities **designated under Article 37a** of the suspension and transmit all relevant information needed **for the competent authorities** to determine whether the used vehicle complies with the requirements of this Regulation and may be released for export. | |
| Article 41(2) | | | | |
| G 563 | 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. | 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. | 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. | G |
| Article 42 | | | | |
| G 564 | Article 42<br>Release for export | Article 42<br>Release for export | Article 42<br>Release for export | G |

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| Article 42(1) | | | | |
| 565 | 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: | 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: | 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: | |
| Article 42(1), point (a) | | | | |
| 566 | (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 | (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 | (a) the competent authorities **designated under Article 37a** have not requested, within four working days from the beginning of the suspension, the customs authorities to maintain the suspension, or | |
| Article 42(1), point (b) | | | | |
| 567 | (b) the competent authorities have informed the customs authorities of their approval for release for export pursuant to this Section. | (b) the competent authorities have informed the customs authorities of their approval for release for export pursuant to this Section. | (b) the competent authorities **designated under Article 37a** have informed the customs authorities of their approval for release for export pursuant to this ~~Section~~**[...] Chapter.** | |
| Article 42(2) | | | | |
| 568 | 2. The release for export shall not be deemed proof of compliance with Union law and, in | 2. The release for export shall not be deemed proof of compliance with Union law and, in | 2. The release for export shall not be deemed proof of compliance with Union law and, in | |

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| | particular, with this Regulation or Regulation (EU) No 952/2013. | particular, with this Regulation or Regulation (EU) No 952/2013. | particular, with this Regulation or Regulation (EU) No 952/2013. | |
| Article 42(3) | | | | |
| 569 | 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. | 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.*** | 3. ~~After each release for export of a used vehicle,~~**[...]** Customs authorities shall **automatically** notify ~~that release for export~~**the exit of the vehicle from the Union through the interconnection referred to in Article 45(4) [...]** to the ~~competent~~**[...] vehicle registration** authority of the Member State ~~where~~**of last registration [...].** The vehicle **registration authority shall record in its national vehicle register that the vehicle was exported to the third country**~~in question was registered at the time of export~~. | |
| Article 43 | | | | |
| 570 | Article 43<br>Refusal to release for export | Article 43<br>Refusal to release for export | Article 43<br>Refusal to release for export | |
| Article 43(1) | | | | |
| 571 | 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 | 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 | 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~~**[...] Chapter**, they shall immediately require the | |

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| | authorities not to release it for export and notify them thereof. | authorities not to release it for export and notify them thereof. | customs authorities not to release it for export and notify them thereof. | |
| Article 43(2) | | | | |
| 572 | 2. Upon the notification from the competent authority pursuant to paragraph 1, the customs authorities shall not release the used vehicle for export. | 2. Upon the notification from the competent authority pursuant to paragraph 1, the customs authorities shall not release the used vehicle for export. | 2. Upon the notification from the competent authority pursuant to paragraph 1, the customs authorities shall not release the used vehicle for export. | |
| Article 43(3) | | | | |
| 572a | | | **3. Where the competent authority concludes that a suspended used vehicle is an end-of-life vehicle, Regulation (EU) 2024/1157 shall apply.** | |
| Article 44 | | | | |
| 573 | Article 44<br>Cooperation among authorities and exchange of information | Article 44<br>Cooperation among authorities and exchange of information | Article 44<br>Cooperation among authorities and exchange of information | |
| Article 44(1) | | | | |
| 574 | 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. | 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. | 1. **Competent authorities of** Member States shall mutually assist one another in the implementation of this ~~Section~~**[...] Chapter** 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 | |

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| | | | State in which it was previously registered. | |
| Article 44(2) | | | | |
| G | 575 | 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. | 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. | 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. |
| Article 44(3) | | | | |
| G | 576 | 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 | 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 | 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 |

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| | 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. | 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. | 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. | |
| Article 44(4) | | | | |
| 577 | 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. | 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. | 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. | |
| Article 44(5) | | | | |
| 578 | 5. Risk-related information shall be exchanged as follows: | 5. Risk-related information shall be exchanged as follows: | 5. Risk-related information shall be exchanged as follows: | |
| Article 44(5), point (a) | | | | |
| 579 | (a) between customs authorities in accordance with Article 46(5) of Regulation (EU) No 952/2013; | (a) between customs authorities in accordance with Article 46(5) of Regulation (EU) No 952/2013; | (a) between customs authorities in accordance with Article 46(5) of Regulation (EU) No 952/2013; | |
| Article 44(5), point (b) | | | | |
| 580 | (b) between customs authorities and the Commission in accordance with Article 47(2) 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; | (b) between customs authorities and the Commission in accordance with Article 47(2) of Regulation (EU) No 952/2013; | |
| Article 44(5), point (c) | | | | |

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| 581 | (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. | (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. | (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 | | | | |
| 582 | Article 45<br>Electronic systems | Article 45<br>Electronic systems | Article 45<br>Electronic systems | |
| Article 45(1) | | | | |
| 583 | 1. The MOVE-HUB electronic system developed by the Commission shall be used for exchanging 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. | 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. | 1. The MOVE-HUB electronic system developed by the Commission shall be used for exchanging 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~~**[...] Chapter.** | |
| Article 45(2) | | | | |
| 584 | 2. The MOVE-HUB electronic system, referred to in | 2. The MOVE-HUB electronic system, referred to in | 2. The MOVE-HUB electronic system, referred to in | |

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| | paragraph 1 shall provide at least the following functionalities: | paragraph 1 shall provide at least the following functionalities: | paragraph 1 shall provide at least the following functionalities: | |
| Article 45(2), point (a) | | | | |
| 585 | (a) exchange the data in real-time with the national vehicle registers, national electronic systems on roadworthiness of the Member States interconnected with it; | (a) exchange the data in real-time with the national vehicle registers, national electronic systems on roadworthiness of the Member States interconnected with it; | (a) exchange the data in real-time with the national vehicle registers, national electronic systems on roadworthiness of the Member States interconnected with it; | |
| Article 45(2), point (b) | | | | |
| 586 | (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; | (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; | (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; | |
| Article 45(2), point (c) | | | | |
| 587 | (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 | (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 | (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 | |

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| | information referred to in Articles 39(1) and Article 40(2), as well as support the notifications referred to in Articles 41 to 43; | information referred to in Articles 39(1) and Article 40(2), as well as support the notifications referred to in Articles 41 to 43; | information referred to in Articles 39(1) and Article 40(2), as well as support the notifications referred to in Articles 41 to 43; | |
| Article 45(2), point (d) | | | | |
| 588 | (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. | (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. | (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. | |
| Article 45(3) | | | | |
| 589 | 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. | 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. | 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. | |
| Article 45(3a) | | | | |
| 589a | | ***3a. The obligation laid down in paragraph 1 shall be met if Member States use the European Car and Driving Licence*** | | |

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| | | ***Information System (EUCARIS) to connect to the MOVE-HUB electronic system.*** | | |
| Article 45(4) | | | | |
| 590 | 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. | 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. | 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. | |
| Article 45(5), first subparagraph | | | | |
| 591 | 5. The Commission shall 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 | 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, | 5. 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 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 | |

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| | data to be transmitted by the national systems and the format for the transmission of that data through the interconnected national systems. | 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. | 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. | |
| Article 45(5), second subparagraph | | | | |
| 592 | The implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2). | The implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2). | The implementing ~~acts~~**act[...]** shall be adopted in accordance with the examination procedure referred to in Article 51(2). | |
| CHAPTER VI | | | | |
| 593 | CHAPTER VI<br>ENFORCEMENT | CHAPTER VI<br>ENFORCEMENT | CHAPTER VI<br>ENFORCEMENT **AND COMPLIANCE** | |
| Article 45a | | | | |
| 593a | | | **Article 45a**<br>***Obligations for certain online platforms*** | |
| Article 45a(13) | | | | |
| 593b | | | **13. For the purpose of compliance with Article 30, paragraph 1, points (d) and (e) of Regulation (EU) 2022/2065, providers of online platforms, falling within the scope of** | |

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| | | | **Section 4 of Chapter III of Regulation (EU) 2022/2065, allowing consumers to conclude distance contracts with producers, shall obtain the following information from producers offering vehicles to consumers located in the Union, prior to allowing them to use their services:** | |
| Article 45c | | | | |
| 593c | | | **(a) information on the registration pursuant to Article 19 of the producers in the Member State where the consumer is located and the registration number(s) of the producer in that register;** | |
| Article 45d | | | | |
| 593d | | | **(b) a self-certification by the producer committing to only offer products or services that comply with the applicable rules of Union law, including a self-certification by the producer confirming that it only offers vehicles with regard to which the extended producer responsibility requirements referred to in Article 16 of this Regulation are complied with in** | |

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| | | | **the Member State where the consumer is located.** | |
| Article 46 | | | | |
| 594 | Article 46<br>Inspections | Article 46<br>Inspections | Article 46<br>Inspections | |
| Article 46(0) | | | | |
| 594a | | | **0. Member States shall, for the purpose of enforcing this Regulation, establish inspection strategies aimed at detecting illegal activities in the area of collection, and treatment and export of end-of-life vehicles and their parts and components. These strategies shall provide for the actions referred to in paragraphs 1, 2 and 3 of this Article.** | |
| Article 46(1) | | | | |
| 595 | 1. Member States shall, for the purpose of enforcing this Regulation, inspect: | 1. Member States shall, for the purpose of enforcing this Regulation, inspect: | 1. Member States shall, for the purpose of enforcing this Regulation, inspect: | |
| Article 46(1), point (a) | | | | |
| 596 | (a) authorised treatment facilities; | (a) authorised treatment facilities; | (a) authorised treatment facilities; | |
| Article 46(1), point (aa) | | | | |
| 596a | | ***(aa) collection points;*** | | |
| Article 46(1), point (b) | | | | |

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| 597 | (b) repair and maintenance operators; | (b) repair and maintenance operators; | (b) ~~repair and maintenance operators~~***[...]*****collection points**; | |
| Article 46(1), point (c) | | | | |
| 598 | (c) other facilities and economic operators, which may treat end-of-life vehicles. | (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 vehicles***. | (c) other facilities and economic operators, which ~~may treat~~**[...]might be involved in the collection, treatment and export of** end-of-life vehicles**, or selling used spare parts and components**. | |
| Article 46(2) | | | | |
| 599 | 2. The inspections shall cover at least 10 % of the operators listed in paragraph 1, points (a) and (c), in each calendar year. | 2. The inspections shall cover at least 10 % of the operators listed in paragraph 1, points (a) and (c), in each calendar year. | 2. The ~~inspections~~**[...] total number of suspected illegal activities and legally operating entities that** shall ~~cover~~**be subject to inspection each calendar year shall be calculated as** at least 10 % of the operators listed in paragraph 1, points (a) and ~~(c), in each calendar year~~**([...]b[...].** | |
| Article 46(3) | | | | |
| 600 | 3. Member States shall also carry out inspections concerning export of used vehicles in order to verify compliance with Article 38. | 3. Member States shall also carry out ***regular*** inspections concerning export of used vehicles in order to verify compliance with Article 38. | 3. Member States shall also carry out inspections concerning export of used vehicles in order to verify compliance with ~~Article~~**Articles 36 and** 38. | |
| Article 46(3a) | | | | |
| 600a | | ***3a. Member States shall develop an inspection plan to*** | | |

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| | | ***identify and monitor the illegal treatment of end-of-life vehicles.*** | | |
| Article 47 | | | | |
| 601 | Article 47<br>Enforcement cooperation at national level and between Member States | Article 47<br>Enforcement cooperation at national level and between Member States | Article 47<br>Enforcement cooperation at national level and between Member States | |
| Article 47(1) | | | | |
| 602 | 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 as well as prevention of illegal treatment of end-of-life vehicles. | 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. | 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 as well as prevention of illegal treatment of end-of-life vehicles. | |
| Article 47(2), first subparagraph | | | | |
| 603 | 2. Member States shall cooperate, bilaterally and multilaterally, with one another in | 2. Member States shall cooperate, bilaterally and multilaterally, with one another in | 2. Member States shall cooperate, bilaterally and multilaterally, with one another in | |

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| | order to facilitate the prevention and detection of illegal treatment of end-of-life 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. | 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. | order to facilitate the prevention and detection of illegal treatment of end-of-life 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. | |
| Article 47(2), second subparagraph | | | | |
| G 604 | 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 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 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 | G |

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| | the enforcement of this Regulation. | the enforcement of this Regulation. | the enforcement of this Regulation. | |
| Article 47(3) | | | | |
| 605 | 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. | 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. | 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. | |
| Article 47(3a) | | | | |
| 605a | | ***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.*** | | |
| Article 47(3b) | | | | |
| 605b | | ***3b. The Coordination Network shall promote the exchange of best practices, facilitate the uniform interpretation and enforcement of this Regulation, exchange information about the*** | | |

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| | | ***enforcement activities, develop an electronic information exchange procedure and initiate joint enforcement actions.*** | | |
| Article 48 | | | | |
| 606 | Article 48<br>Penalties | Article 48<br>Penalties | Article 48<br>Penalties | |
| Article 48, first paragraph | | | | |
| 607 | 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. | 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. | 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~~***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)~~***[...]*****18(1)**, Article 22(1) and (2), Articles 23 and 24, Article 25(1) and (2), Articles ~~26~~**27** 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 | |

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| | | | those measures and shall notify it, without delay, of any subsequent amendment affecting them. | |
| Article 49 | | | | |
| 608 | Article 49<br>Reporting to the Commission | Article 49<br>Reporting to the Commission | Article 49<br>Reporting to the Commission | |
| Article 49(1), first subparagraph | | | | |
| 609 | 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: | 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: | 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: | |
| Article 49(1), first subparagraph, point (a) | | | | |
| 610 | (a) the number of vehicles registered in the Member State; | (a) the number of vehicles registered in the Member State; | (a) the number of vehicles registered in the Member State; | |
| Article 49(1), first subparagraph, point (b) | | | | |
| 611 | (b) the number of vehicles made available on the market for the first time in the territory of the Member State; | (b) the number of vehicles made available on the market for the first time in the territory of the Member State; | (b) the number of vehicles made available on the market for the first time in the territory of the Member State; | |

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| Article 49(1), first subparagraph, point (c) | | | | |
| 612 | (c) the number and weight of end-of-life vehicles collected and depolluted in the Member State; | (c) the number and weight of end-of-life vehicles collected and depolluted in the Member State; | (c) the number and weight of end-of-life vehicles collected and depolluted in the Member State; | |
| Article 49(1), first subparagraph, point (d) | | | | |
| 613 | (d) the number and weight of end-of-life vehicles recycled in the territory of the Member State; | (d) the number and weight of end-of-life vehicles recycled in the territory of the Member State; | (d) the number and weight of end-of-life vehicles recycled in the territory of the Member State; | |
| Article 49(1), first subparagraph, point (e) | | | | |
| 614 | (e) the number and weight of end-of-life vehicles exported or shipped for further treatment to another Member State or a third country; | (e) the number and weight of end-of-life vehicles exported or shipped for further treatment to another Member State or a third country; | (e) the number and weight of end-of-life vehicles exported or shipped for further treatment to another Member State or a third country; | |
| Article 49(1), first subparagraph, point (ea) | | | | |
| 614a | | ***(ea) the number and weight of end-of-life vehicles imported or shipped for further treatment from another Member State or a third country;*** | | |
| Article 49(1), first subparagraph, point (eb) | | | | |
| 614b | | ***(eb) the number of used vehicles released for export or imported from third country;*** | | |
| Article 49(1), first subparagraph, point (f) | | | | |
| 615 | (f) the number of certificates of destruction issued; | (f) the number of certificates of destruction issued; | (f) the number of certificates of destruction issued; | |
| Article 49(1), first subparagraph, point (g) | | | | |

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| 616 | (g) the total amount and weight of parts, components and materials removed from end-of-life vehicles for purpose of; | (g) the total amount and weight of parts, components and materials removed from end-of-life vehicles for purpose of; | (g) the total ~~amount and~~***[...]*** weight **and, where relevant, the amount** of parts, components and materials removed from end-of-life vehicles for purpose of; | |
| Article 49(1), first subparagraph, point (g)(i) | | | | |
| 617 | (i) reuse; | (i) reuse; | (i) reuse; | |
| Article 49(1), first subparagraph, point (g)(ii) | | | | |
| 618 | (ii) remanufacturing or refurbishment; | (ii) remanufacturing or refurbishment; | (ii) remanufacturing or refurbishment; | |
| Article 49(1), first subparagraph, point (g)(iii) | | | | |
| 619 | (iii) recycling; | (iii) recycling; | (iii) recycling; | |
| Article 49(1), first subparagraph, point (g)(iv) | | | | |
| 620 | (iv) recovery, including energy recovery; | (iv) recovery, including energy recovery; | (iv) recovery, including energy recovery; | |
| Article 49(1), first subparagraph, point (g)(v) | | | | |
| 621 | (v) disposal; | (v) disposal; | (v) disposal; | |
| Article 49(1), first subparagraph, point (h) | | | | |
| 622 | (h) the amount and weight of end-of-life vehicles treated in a different manner than indicated in point (d); | (h) the amount and weight of end-of-life vehicles treated in a different manner than indicated in point (d); | (h) the amount and weight of end-of-life vehicles treated in a different manner than indicated in point (d); | |
| Article 49(1), first subparagraph, point (i) | | | | |
| 623 | (i) the amount and weight of end-of-life-vehicles used for backfilling; | (i) the amount and weight of end-of-life-vehicles used for backfilling; | (i) the amount and weight of end-of-life-vehicles used for backfilling; | |
| Article 49(1), first subparagraph, point (j) | | | | |

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| 624 | (j) the rates of the targets laid down in Article 34 attained by all waste management operators that are active in the Member State; | (j) the rates of the targets laid down in Article 34 attained by all waste management operators that are active in the Member State; | (j) the rates of the targets laid down in Article 34 attained by all waste management operators that are active in the Member State; | |
| Article 49(1), first subparagraph, point (k) | | | | |
| 625 | (k) use of the exemption provided for in Article 30(2), and how it was monitored by the reporting Member State; | (k) use of the exemption provided for in Article 30(2), and how it was monitored by the reporting Member State; | (k) use of the exemption provided for in Article 30(2), and how it was monitored by the reporting Member State; | |
| Article 49(1), first subparagraph, point (l) | | | | |
| 626 | (l) data on the producer responsibility organisations, including the names of the legal persons they represent; | (l) data on the producer responsibility organisations, including the names of the legal persons they represent; | (l) data on the producer responsibility organisations, including the names of the legal persons they represent; | |
| Article 49(1), first subparagraph, point (m) | | | | |
| 627 | (m) data on the implementation of Article 21. | (m) data on the implementation of Article 21. | (m) data on the implementation of Article 21. | |
| Article 49(1), first subparagraph, point (ma) | | | | |
| 627a | | ***(ma) the quantities of critical raw materials removed and recovered from end-of-life vehicles.*** | | |
| Article 49(1), second subparagraph | | | | |
| 628 | 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 | 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 | 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 | |

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| | 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. | 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. | 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. | |
| Article 49(1), third subparagraph | | | | |
| 629 | The first reporting period shall be the first calendar year after the adoption of the implementing act referred to in paragraph 5. | The first reporting period shall be the first calendar year after the adoption of the implementing act referred to in paragraph 5. | The first reporting period shall be the first calendar year after the adoption of the implementing act referred to in paragraph 5. | |
| Article 49(2) | | | | |
| 630 | 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. | 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. | 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. | |
| Article 49(3), first subparagraph | | | | |
| 631 | 3. Member States shall every 5 years draw up a report summarising: | 3. Member States shall every 5 years draw up a report summarising: | 3. Member States shall every 5 years draw up a report summarising: | |
| Article 49(3), first subparagraph, point (a) | | | | |
| 632 | (a) incentives introduced to promote the reuse, remanufacturing and refurbishment of parts and | (a) incentives introduced to promote the reuse, remanufacturing and refurbishment of parts and | (a) incentives introduced to promote the reuse, remanufacturing and refurbishment of parts and | |

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| | | components in accordance with Article 33; | components in accordance with Article 33 ***and their impact***; | components in accordance with Article 33; | |
| | | Article 49(3), first subparagraph, point (b) | | | |
| G | 633 | (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; | (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; | (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; | G |
| | | Article 49(3), first subparagraph, point (c) | | | |
| G | 634 | (c) results of inspections carried out in accordance with Article 46; | (c) results of inspections carried out in accordance with Article 46; | (c) results of inspections carried out in accordance with Article 46; | G |
| | | Article 49(3), first subparagraph, point (d) | | | |
| G | 635 | (d) the manner of application of definitions of 'end-of-life vehicle' and 'used vehicle', including practical difficulties encountered in that context. | (d) the manner of application of definitions of 'end-of-life vehicle' and 'used vehicle', including practical difficulties encountered in that context. | (d) the manner of application of definitions of 'end-of-life vehicle' and 'used vehicle', including practical difficulties encountered in that context. | G |
| | | Article 49(3), second subparagraph | | | |
| G | 636 | 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 | 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 | 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 | G |

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| | entry into force of this Regulation]. | entry into force of this Regulation]. | entry into force of this Regulation]. | |
| Article 49(3), third subparagraph | | | | |
| 637 | The Commission shall review the reports submitted by the Member States and, if appropriate, draw up reports on the received information in order to facilitate the exchange of information on best practices applied in the Member States. | 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. | The Commission shall review the reports submitted by the Member States and, if appropriate, draw up reports on the received information in order to facilitate the exchange of information on best practices applied in the Member States. | |
| Article 49(4) | | | | |
| 638 | 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. | 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. | 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. | |
| Article 49(5), first subparagraph | | | | |
| 639 | 5. The Commission shall adopt implementing acts laying down: | 5. The Commission shall adopt implementing acts laying down: | 5. The Commission shall adopt implementing acts laying down: | |
| Article 49(5), first subparagraph, point (a) | | | | |
| 640 | (a) the methodology and rules for the calculation, verification and reporting of data in accordance with paragraph 1, including: | (a) the methodology and rules for the calculation, verification and reporting of data in accordance with paragraph 1, including: | (a) the methodology and rules for the calculation, verification and reporting of data in accordance with paragraph 1, including: | |

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| Article 49(5), first subparagraph, point (a)(i) | | | | |
| 641 | (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); | (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), ***(i) and (ma)*** ~~*and (i)*~~; | (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); | |
| Article 49(5), first subparagraph, point (a)(ii) | | | | |
| 642 | (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; | (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; | (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; | |
| Article 49(5), first subparagraph, point (a)(iii) | | | | |
| 643 | (iii) the methodology for calculation and verification of the attainment of the reuse, recycling and recovery targets referred to in Article 34. | (iii) the methodology for calculation and verification of the attainment of the reuse, recycling and recovery targets referred to in Article 34. | (iii) the methodology for calculation and verification of the attainment of the reuse, recycling and recovery targets referred to in Article 34**, including the case of combined shredding of end-of-life vehicles with other wastes referred to in Article 28 and Part G, point 1 of Annex VII**. | |
| Article 49(5), first subparagraph, point (b) | | | | |
| 644 | (b) the format for the reporting to the Commission referred to in paragraph 1, as well as the format for the quality check report. | (b) the format for the reporting to the Commission referred to in ~~*paragraph 1*~~***paragraphs 1, 2, and 3***, as well | (b) the format for the reporting to the Commission referred to in paragraph 1, as well as the format for the quality check report. | |

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| | | as the format for the quality check report. | | |
| Article 49(5), second subparagraph | | | | |
| 645 | Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 51(2). | 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). | Those implementing acts shall be adopted **by [OP: Please insert the date = the last day of the month following 30 months after the date of entry into force of this Regulation],** in accordance with the examination procedure referred to in Article 51(2). | |
| Article 49(6) | | | | |
| 646 | 6. Producers, producer responsibility organisations, waste management operators and other relevant economic operators provide competent authorities with accurate and reliable data allowing Member States to fulfil their reporting obligations under this Article. | 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. | 6. Producers, producer responsibility organisations, waste management operators and other relevant economic operators provide competent authorities with accurate and reliable data allowing Member States to fulfil their reporting obligations under this Article. | |
| CHAPTER VII | | | | |
| 647 | CHAPTER VII<br>DELEGATED POWERS AND COMMITTEE PROCEDURE | CHAPTER VII<br>DELEGATED POWERS AND COMMITTEE PROCEDURE | CHAPTER VII<br>DELEGATED POWERS AND COMMITTEE PROCEDURE | |
| Article 50 | | | | |
| 648 | Article 50<br>Exercise of the delegation | Article 50<br>Exercise of the delegation | Article 50<br>Exercise of the delegation | |
| Article 50(1) | | | | |

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| 649 | 1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article. | 1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article. | 1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article. | |
| Article 50(2) | | | | |
| 650 | 2. The power to adopt delegated acts referred to in Articles 5(4), 6(3), 6(4), 7(3), 9(7), 11(3), 12(3), 21(2), 22(4), 27(4), 38(7) and 40(3) 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. | 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. | 2. The power to adopt delegated acts referred to in Articles **5(2b), 5(4), 6(2b)**~~5(4)~~, 6(3), 6(4), 7(3), 9(7), 11(3), 12(3), ~~21(2)~~***[...]***, 22(4), ~~27(4), 38(7) and 40(3)~~**27(4*[...]*), [37(6)]** ***[...]*****, [...] 40(3) and 55(2a)** 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~~***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. | |
| Article 50(3) | | | | |

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| 651 | 3. The delegation of power referred to in Articles 5(4), 6(3), 6(4), 7(3), 9(7), 11(3), 12(3), 21(2), 22(4), 27(4), 38(7) and 40(3) 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. | 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. | 3. The delegation of power referred to in Articles **5(2b), 5(4), 6(2b)**~~5(4)~~, 6(3), 6(4), 7(3), 9(7), 11(3), 12(3), ~~21(2)~~***[...]***, 22(4), ~~27(4), 38(7) and 40(3)~~**27(4*[...]*), [37(6)] *[...]*, [...] 40(3) and 55(2a)** 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. | |
| Article 50(4) | | | | |
| G 652 | 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. | 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. | 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. | G |
| Article 50(5) | | | | |
| G 653 | 5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to | 5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to | 5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to | G |

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| | the European Parliament and to the Council. | the European Parliament and to the Council. | the European Parliament and to the Council. | |
| Article 50(6) | | | | |
| 654 | 6. A delegated act adopted pursuant to Articles 5(4), 6(3), 6(4), 7(3), 9(7), 11(3), 12(3), 21(2), 22(4), 27(4), 38(7) and 40(3) 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. | 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. | 6. A delegated act adopted pursuant to Articles **Articles (2b), 5(4), 6(2b)**~~5(4)~~, 6(3), 6(4), 7(3), 9(7), 11(3), 12(3), ~~21(2)~~***[...]***, 22(4), ~~27(4), 38(7) and 40(3)~~**27(4*[...]*), [37(6)] *[...]*, [...] 40(3) and 55(2a)** 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 | | | | |
| 655 | Article 51<br>Committee procedure | Article 51<br>Committee procedure | Article 51<br>Committee procedure | |
| Article 51(1) | | | | |
| 656 | 1. The Commission shall be assisted by the committee established by Article 39 of | 1. The Commission shall be assisted by the committee established by Article 39 of | 1. The Commission shall be assisted by ~~the committee established by Article 39 of~~ | |

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| | Directive 2008/98/EC. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011. | Directive 2008/98/EC. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011. | ~~Directive 2008/98/EC. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.~~ | |
| Article 51(1a) | | | | |
| 656a | | | **a) the committee established by Article 39 of Directive 2008/98/EC;** | |
| Article 51(1b) | | | | |
| 656b | | | **b) the Technical Committee on Motor Vehicles, when the implementing act concerns the manufacturer;** | |
| Article 51(1c) | | | | |
| 656c | | | **c) the Roadworthiness Committee, when the implementing act concerns the connection of national vehicle registers and national roadworthiness registers.** | |
| Article 51(1d) | | | | |
| 656d | | | **These committees shall be committees within the meaning of Regulation (EU) No 182/2011.** | |
| Article 51(2) | | | | |
| 657 | 2. Where reference is made to this paragraph, Article 5 of | 2. Where reference is made to this paragraph, Article 5 of | 2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 | |

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| | Regulation (EU) No 182/2011 shall apply. | Regulation (EU) No 182/2011 shall apply. | shall apply. **Where the committee delivers no opinion, the Commission shall not adopt the implementing act and Article 5(4), third subparagraph, of Regulation (EU) No 182/2011 shall apply.** | |
| CHAPTER VIII | | | | |
| 658 | CHAPTER VIII<br>AMENDMENTS | CHAPTER VIII<br>AMENDMENTS | CHAPTER VIII<br>AMENDMENTS | |
| Article 51a | | | | |
| 658a | | | **Article 52**<br>***Amendments to Regulation (EU) 2023/1542*** | |
| Article 51b | | | | |
| 658b | | | **Annex I to Regulation (EU) 2023/1542 is amended in accordance with Annex XII to this Regulation. Entries 5(a), 5(b)(i), 5(b)(ii) and 16 of Annex II of Directive 2000/53/EC shall not apply.** | |
| Article 53 | | | | |
| 659 | Article 53<br>Amendments to Regulation (EU) 2019/1020 | Article 53<br>Amendments to Regulation (EU) 2019/1020 | Article 53<br>Amendments to Regulation (EU) 2019/1020 **and to Regulation (EU) 2024/1252** | |
| Article 53, first paragraph | | | | |

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| 660 | In Regulation (EU) 2019/1020, Annex II, points 10 and 11 are deleted. | In Regulation (EU) 2019/1020, Annex II, points 10 and 11 are deleted. | **1.** In Regulation (EU) 2019/1020, Annex II, points 10 and 11 are deleted. | |
| Article 53, first paragraph a | | | | |
| 660a | | | **2. Regulation (EU) 2024/1252 shall be amended as follows:** | |
| Article 53, first paragraph b | | | | |
| 660b | | | **(1) Article 2(43) is deleted** | |
| Article 53, first paragraph c | | | | |
| 660c | | | **(2) Article 2(44) is amended as follows:** | |
| Article 53, first paragraph d | | | | |
| 660d | | | **"'light means of transport' means any light wheeled vehicle that can be powered by the electric motor alone or by a combination of motor and human power, including electric scooters, electric bicycles and type-approved vehicles [...] of categories $L_{1e}$ and $L_{2e}$, excluding type-approved vehicles of categories $L_{3e}$ to $L_{7e}$ as defined in Regulation 168/2013"** | |
| Article 53, first paragraph e | | | | |
| 660e | | | **(3) Article 28(1) is amended as follows:** | |
| Article 53, first paragraph f | | | | |

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| 660f | | | **"1. From two years after the date of entry into force of the implementing act referred to in paragraph 2, any natural or legal person that places on the market magnetic resonance imaging devices, wind energy generators, industrial robots, [...] light means of transport, cooling generators, heat pumps, electric motors, including where electric motors are integrated in other products, automatic washing machines, tumble driers, microwaves, vacuum cleaners or dishwashers shall ensure that those products bear a conspicuous, clearly legible and indelible label indicating"** | |
| Article 53, first paragraph g | | | | |
| 660g | | | **(4) Article 28(10) is amended as follows:** | |
| Article 53, first paragraph h | | | | |
| 660h | | | **"10. From 24 May 2029, this Article shall apply to magnetic resonance imaging devices, [...]and light means of transport [...]including[...]type-approved vehicles of categories $L_{1e}$ and $L_{2e}$ as defined in Regulation 168/2013."** | |

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| Article 53, first paragraph i | | | | |
| 660i | | | **(5) Article 28(11) is amended as follows:** | |
| Article 53, first paragraph j | | | | |
| 660j | | | **"This Article shall not apply to the vehicle categories specified in the [*OP: insert ELV Regulation*]:** | |
| Article 53, first paragraph k | | | | |
| 660k | | | **(6) Article 29(6) is amended as follows:** | |
| Article 53, first paragraph l | | | | |
| 660l | | | **"For magnetic resonance imaging devices, [...]and light means of transport [...]including[...]type-approved vehicles of categories $L_{1e}$ and $L_{2e}$ as defined in Regulation 168/2013, the requirements set out in paragraphs 1 and 5 shall apply from five years after the date of entry into force of the delegated act referred to in paragraph 2."** | |
| Article 53, first paragraph m | | | | |
| 660m | | | **(7) Article 29(7) is amended as follows:** | |
| Article 53, first paragraph n | | | | |

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| 660n | | | **"This Article shall not apply to the vehicle categories specified in the [*OP: insert ELV Regulation*]:** | |
| Article 53, first paragraph o | | | | |
| 660o | | | **(8) Articles 40 and 41 and Article 49(2) are deleted.** | |
| Article 54 | | | | |
| 661 | Article 54<br>Amendments to Regulation (EU) 2018/858 | Article 54<br>Amendments to Regulation (EU) 2018/858 | Article 54<br>~~Amendments to Regulation (EU) 2018/858~~***Amendments to Regulation (EU) 2018/858*** **and to Regulation (EU) 168/2013** | |
| Article 54, first paragraph | | | | |
| 662 | Annex II to Regulation (EU) 2018/858 is amended in accordance with Annex X to this Regulation. | Annex II to Regulation (EU) 2018/858 is amended in accordance with Annex X to this Regulation. | Annex II to Regulation (EU) 2018/858 ~~is~~**and Annex II to Regulation (EU) 168/2013 are[...]** amended in accordance with Annex X to this Regulation. | |
| CHAPTER IX | | | | |
| G 663 | CHAPTER IX<br>FINAL PROVISIONS | CHAPTER IX<br>FINAL PROVISIONS | CHAPTER IX<br>FINAL PROVISIONS | G |
| Article 55 | | | | |
| G 664 | Article 55<br>Review | Article 55<br>Review | Article 55<br>Review | G |
| Article 55(1) | | | | |
| 665 | 1. By 31 December 203*<br>[OP: Please insert the date = the | 1. By 31 December 203*<br>[OP: Please insert the date = the | 1. By 31 December 203*<br>[OP: Please insert the date = the | |

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| | 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. | 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.*** | 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. | |
| Article 55(2) | | | | |
| 666 | 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: | 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: | 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: | |
| Article 55(2), point (a) | | | | |
| 667 | (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 $L_3$e, $L_4$e, $L_5$e, $L_6$e and | (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 ~~$L_3$e, $L_4$e, $L_5$e, $L_6$e and~~ | (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 $L_3$e, $L_4$e, $L_5$e, $L_6$e and~~ | |

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| | $L_7$e as defined in Article 4(2), points (c) to (g), of the Regulation (EU) 168/2013 and vehicles of categories $M_2$, $M_3$, $N_2$, $N_3$ and O as defined in Article 4(1) of Regulation (EU) 2018/858; | ~~$L_7$e~~***L1e, L2e, 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 $M_2$, $M_3$, $N_2$, $N_3$ and O as defined in Article 4(1) of Regulation (EU) 2018/858; | ~~$L_7$e as defined in Article 4(2), points (c) to (g), of the Regulation (EU) 168/2013 and~~***[...]*** **to** vehicles of categories $M_2$, $M_3$, $N_2$, $N_3$ and O as defined in Article 4(1) of Regulation (EU) 2018/858**, $L_1$e, $L_2$e, $L_3$e, $L_4$e, $L_5$e, $L_6$e and $L_7$e as defined in Article 4(2), points (c) to (g), of [...] Regulation (EU) 168/2013 and special purpose vehicles of categories $M_2$, $M_3$, $N_2$, and $N_3$ *[...]* as defined in Article *[...]*3 point (31) of Regulation (EU) 2018/858**; | |
| Article 55(2), point (a1) | | | | |
| 667a | | | **(a1) the need to extend the scope of this Regulation, in particular provisions of Chapters V*a* to vehicles of categories $L_3$e, $L_4$e, $L_5$e, $L_6$e and $L_7$e, as defined in Article 4(2), points (c) to (g), of Regulation (EU) 168/2013.** | |
| Article 55(2), point (aa) | | | | |
| 667b | | ***(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;*** | | |
| Article 55(2), point (b) | | | | |

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| 668 | (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; | (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; | (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; | |
| Article 55(2), point (c) | | | | |
| 669 | (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; | (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; | (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; | |
| Article 55(2), point (ca) | | | | |
| 669a | | | **(c1) the need to extend the scope of this Regulation with regard to recycling target levels, as laid down in Article 34, to the vehicle categories to which Article 34 does not apply under this Regulation;** | |
| Article 55(2), point (d) | | | | |
| 670 | (d) infringements and the effectiveness, proportionality and dissuasiveness of penalties as set out in Article 48; | (d) infringements and the effectiveness, proportionality and dissuasiveness of penalties as set out in Article 48; | (d) infringements and the effectiveness, proportionality and dissuasiveness of penalties as set out in Article 48; | |
| Article 55(2), point (e) | | | | |

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| 671 | (e) the need to amend Article 5 of this Regulation. | (e) the need to amend Article 5 of this Regulation. | (e) the need to amend Article 5 of this Regulation. | |
| Article 55(2), point (ea) | | | | |
| 671a | | | **(f) the extent to which the issue of the missing vehicles has been solved and the need to include further measures addressing the issue of the traceability of vehicles;** | |
| Article 55(2), point (ea) | | | | |
| 671b | | ***(ea) 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;*** | | |
| Article 55(2), point (eb) | | | | |
| 671c | | | **(g) the requirements for plastic recycled content, including targets and obligations for recycling installations in and outside the Union as laid down in article 6(1c) and (2), and the need for revision on that basis. This assessment shall also consider developments for steel and aluminium as laid down in article 6(3) and under other relevant EU legislations, such as** | |

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| | | | **Regulation (EU) 2025/40 or Regulation (EU) 2024/1781, to ensure coherence and alignment.** | |
| Article 55(2), point (eb) | | | | |
| 671d | | ***(eb) the measures concerning provisions on processes that may affect high-quality recycling of vehicles at their end-of-life;*** | | |
| Article 55(2), point (ec) | | | | |
| 671e | | | **(h) the measure regarding the cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State laid down in article 22 and the need for their revision;** | |
| Article 55(2), point (ec) | | | | |
| 671f | | ***(ec) the impact of differences in the national roadworthiness criteria to the used vehicles exports and the internal market.*** | | |
| Article 55(2), point (ed) | | | | |
| 671g | | | **2a. 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 the state of technological development and environmental performance of bio-based plastic** | |

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| | | | **content in vehicles, taking into consideration the sustainability criteria laid down in Article 29 of Directive (EU) 2018/2001;** | |
| Article 55(2), point (ee) | | | | |
| 671h | | | **2b. Where appropriate, and based on that review, the Commission shall present a legislative proposal in order to:** | |
| Article 55(2), point (ef) | | | | |
| 671i | | | **(i) lay down sustainability requirements for bio-based feedstock in plastic used in vehicles;** | |
| Article 55(2), point (eg) | | | | |
| 671j | | | **(ii) lay down targets to increase the use of bio-based feedstock in plastic used in vehicles;** | |
| Article 55(2), point (eh) | | | | |
| 671k | | | **(iii) assess to which extent this may be combined with or added to the targets set out in paragraph 1 of Article 6;** | |
| Article 55(2), point (ei) | | | | |
| 671l | | | **(iv) modify, where appropriate, the definition of bio-based plastic set out in Article 3(1)(43).** | |

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| Article 55(2), point (ej) | | | | |
| 671m | | | **This shall be without prejudice to Article 7a of Regulation (EU) 2019/631.** | |
| Article 55(2a) | | | | |
| 671n | | ***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:***<br><br>***(a) the availability of suitable plastic recycling technologies;***<br><br>***(b) the sufficient availability of recycled plastic;***<br><br>***(c) the level of quality of recycled plastic comparing to the level of safety required and;***<br><br>***(d) technical and economic difficulties to reach the target.***<br><br>***On the basis of the assessment, the Commission may, where*** | | |

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| | | ***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 | | | | |
| 672 | Article 56<br>Repeal and transitional provisions | Article 56<br>Repeal and transitional provisions | Article 56<br>Repeal and transitional provisions | |
| Article 56(1), first subparagraph | | | | |
| 673 | 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]. | 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]. | 1. Directive 2000/53/EC is repealed with effect from [OP: Please insert the date = the first day of the month following ~~12~~**[...]24** months after the date of entry into force of this Regulation]. | |
| Article 56(1), second subparagraph | | | | |
| 674 | However, the following provisions of Directive 2000/53/EC shall continue to apply: | However, the following provisions of Directive 2000/53/EC shall continue to apply: | However, the following provisions of Directive 2000/53/EC shall continue to apply: | |
| Article 56(1), second subparagraph, point (a) | | | | |
| 675 | (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]; | (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]; | (a) **Notwithstanding Article 52 of this Regulation,** 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]; | |

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| Article 56(1), second subparagraph, point (b) | | | | |
| 676 | (b) Article 5(4), second subparagraph, Article 6(3), second sub-paragraph, 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]; | (b) Article 5(4), second subparagraph, Article 6(3), second sub-paragraph, 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]; | (b) Article 5(4), second subparagraph, Article 6(3), second sub-paragraph, 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]; | |
| Article 56(1), second subparagraph, point (ba) | | | | |
| 676a | | | **(b1) Article 6(3) first sub-paragraph and Annex I, until [OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of the Regulation];** | |
| Article 56(1), second subparagraph, point (c) | | | | |
| 677 | (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]; | (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]; | (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]; | |
| Article 56(1), second subparagraph, point (d) | | | | |
| 678 | (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]; | (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]; | (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~~ ***the last day of the month following*** 35 months after | |

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| | | | the date of entry into force of this Regulation]; | |
| Article 56(1), second subparagraph, point (e) | | | | |
| 679 | (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]. | (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]. | (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]. | |
| Article 56(2), first subparagraph | | | | |
| 680 | 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]. | 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]. | 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]. | |
| Article 56(2), second subparagraph | | | | |
| 681 | 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]. | 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]. | 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~~***OP: Please insert the date = the last day of the month following 35 months after the date of entry into force of this Regulation***]. | |
| Article 56(3) | | | | |
| 682 | 3. References to the repealed Directives shall be construed as | 3. References to the repealed Directives shall be construed as | 3. References to the repealed Directives shall be construed as | |

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| | references to this Regulation and shall be read in accordance with the correlation tables in Annex XI. | references to this Regulation and shall be read in accordance with the correlation tables in Annex XI. | references to this Regulation and shall be read in accordance with the correlation tables in Annex XI. | |
| Article 56(3a) | | | | |
| 682a | | | **4. By way of derogation from Article 8(2), until [72 months after entry into force of this Regulation], where this provision refers to Article 4, such a reference shall be construed as a reference to Article 5 of Directive 2005/64.** | |
| Article 56(3b) | | | | |
| 682b | | | **By way of derogation from Article 8(2), until [72 months after entry into force of this Regulation], where this provision refers to Article 5, such a reference shall be construed as a reference to Article 6 (2) of Directive 2005/64.** | |
| Article 56(3c) | | | | |
| 682c | | | ***Article 56a Applicability to and in the United Kingdom in respect of Northern Ireland*** | |
| Article 56(3d) | | | | |
| 682d | | | **1. Articles 15-30, 33-35 and 36(2) shall not apply to and in** | |

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| | | | **the United Kingdom in respect of Northern Ireland.** | |
| Article 56(3e) | | | | |
| 682e | | | **2. Article 14 shall apply only in respect of Articles 31-32 and 36(1) to and in the United Kingdom in respect of Northern Ireland.** | |
| Article 56(3f) | | | | |
| 682f | | | **3. Articles 46(1)(a) and 46(2) shall not apply to and in the United Kingdom in respect of Northern Ireland.** | |
| Article 56(3g) | | | | |
| 682g | | | **4. Articles 47(1) and 47(2) shall not apply as regards the prevention of illegal treatment of end-of-life vehicles to and in the United Kingdom in respect of Northern Ireland.** | |
| Article 56(3h) | | | | |
| 682h | | | **5. Article 47(2) shall not apply as regards the exchange of relevant information on authorised treatment facilities to and in the United Kingdom in respect of Northern Ireland.** | |
| Article 56(3i) | | | | |

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| 682i | | | **6. Article 48 shall not apply to and in the United Kingdom in respect of Northern Ireland as regards Articles 15(1), 16, 19(1), 22(1) and (2), 23, 24, 25(1) and (2), 26-30, 34 and 35** | |
| Article 56(3j) | | | | |
| 682j | | | **7. Articles 49(1)(c), (d), (f), (g)(iii), (g)(iv), (g)(v), (h), (i), (j), (k), (l) and (m) and 49(3)(n) shall not apply to and in the United Kingdom in respect of Northern Ireland.** | |
| Article 57 | | | | |
| 683 | Article 57<br>Entry into force and application | Article 57<br>Entry into force and application | Article 57<br>Entry into force and application | |
| Article 57(1) | | | | |
| 684 | 1. This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union. | 1. This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union. | 1. This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union. | |
| Article 57(2), first subparagraph | | | | |
| 685 | 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]. | 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]. | 2. It shall apply from [OP: Please insert the date = the first day of the month following ~~12~~**[...]24** months after the date of entry into force of this Regulation]. | |
| Article 57(2), second subparagraph | | | | |

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| 686 | 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]. | 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]. | However, Article 54 shall apply from [~~OP: Please insert the date = the first day of the month~~ ***OP: Please insert the date = the first day of the month*** following ~~72~~***[...]*** **36** months~~ after the date of entry into force of this Regulation~~ ***after the date of entry into force of this Regulation***]. | |
| Article 57(2), third subparagraph | | | | |
| 687 | This Regulation shall be binding in its entirety and directly applicable in the Member States. | This Regulation shall be binding in its entirety and directly applicable in the Member States. | This Regulation shall be binding in its entirety and directly applicable in the Member States. | |
| Formula | | | | |
| 688 | Done at Brussels, | Done at Brussels, | Done at Brussels, | |
| Formula | | | | |
| 689 | For the European Parliament | For the European Parliament | For the European Parliament | |
| Formula | | | | |
| 690 | The President | The President | The President | |
| Formula | | | | |
| 691 | For the Council | For the Council | For the Council | |
| Formula | | | | |
| 692 | The President | The President | The President | |
| ANNEX I | | | | |
| 693 | ANNEX I | ANNEX I | ANNEX I | |
| ANNEX I, first paragraph | | | | |

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| 694 | CRITERIA FOR DETERMINATION WHETHER A USED VEHICLE IS AN END-OF-LIFE VEHICLE | CRITERIA FOR DETERMINATION WHETHER A USED VEHICLE IS AN END-OF-LIFE VEHICLE | CRITERIA FOR DETERMINATION WHETHER A ~~USED~~**[...]** VEHICLE IS AN END-OF-LIFE VEHICLE | |
| ANNEX I, first paragraph a | | | | |
| 694a | | | **This Annex establishes the criteria determining whether a vehicle is an end-of-life vehicle, and shall be applied as follows:** | |
| ANNEX I, first paragraph b | | | | |
| 694b | | | **1. Part A lays down the criteria to assess the irreparability of a vehicle. If one or more of these criteria are met, the vehicle shall be considered an end-of-life vehicle.** | |
| ANNEX I, first paragraph c | | | | |
| 694c | | | **To determine whether the vehicle is an end-of-life vehicle or not, an independent automotive expert shall assess if the vehicle meets the criteria of Annex I, Part A. Member States may establish an exhaustive list of independent automotive experts to carry out these assessments.** | |
| ANNEX I, first paragraph d | | | | |
| 694d | | | **2. If none of the criteria of Part A apply, the vehicle shall** | |

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| | | | **also be assessed against the criteria of Part B. If one or more of the criteria of Part B apply, further analysis is required to determine whether the vehicle can be sufficiently repaired, within two years after the assessment, to obtain a roadworthiness certificate in accordance with Directive 2014/45/EU in the Member State where the vehicle was registered before repair.** | |
| ANNEX I, first paragraph e | | | | |
| 694e | | | **If the assessment determines that the vehicle cannot be repaired within this period, it shall be considered an end-of-life vehicle. If the assessment determines that the vehicle can be repaired within this period, it shall not be considered an end-of-life vehicle. If within two years following that technical assessment, the vehicle owner does not provide a roadworthiness certificate to the competent authority in accordance with Directive 2014/45/EU, the vehicle shall be considered an end-of-life vehicle.** | |
| ANNEX I, first paragraph f | | | | |

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| 694f | | | **To determine whether the vehicle is an end-of-life vehicle or not, an independent automotive expert shall assess the vehicle according to the first subparagraph of paragraph two. Member States may establish a list of independent automotive experts to carry out these assessments.** | |
| ANNEX I, first paragraph g | | | | |
| 694g | | | **3. A vehicle that fulfils the criteria of Part A or Part B is not an end-of-life vehicle as long as it meets the criteria of Part C.** | |
| ANNEX I, Part I | | | | |
| 695 | Part I PART A | Part I PART A | Part I PART A | |
| ANNEX I, second paragraph | | | | |
| 696 | CRITERIA FOR ASSESSMENT OF REPARABILITY OF VEHICLES | CRITERIA FOR ASSESSMENT OF REPARABILITY OF VEHICLES | CRITERIA FOR ASSESSMENT OF ~~REPARABILITY OF~~**[...] END OF LIFE** VEHICLES | |
| ANNEX I, point 1. | | | | |
| 697 | 1. A vehicle is technically irreparable if it meets one or more of the following criteria: | 1. A vehicle is ~~*technically*~~ irreparable ~~*if*~~***when*** it meets one or more of the following criteria: | 1. A vehicle is ~~technically irreparable if~~**[...] [...] [...] an end of life vehicle when** it meets one or more of the following criteria: | |
| ANNEX I, point 1.(a) | | | | |
| 698 | (a) it has been cut into pieces or stripped; | (a) it has been cut into pieces or ~~*stripped*~~***dismantled for reuse of*** | (a) **(a)** it has been cut into pieces ~~or stripped~~**[...] [...] [...]**; | |

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| | | ***its parts or is no longer used as a vehicle***; | | |
| ANNEX I, point 1.(b) | | | | |
| 699 | (b) it has been welded up or closed by insulating foam; | *deleted* | (b) it has ~~been~~**one or more entry points [...]** welded up or closed by insulating foam; | |
| ANNEX I, point 1.(c) | | | | |
| 700 | (c) it has been completely burnt to the point where the engine compartment or passenger compartment is destroyed; | (c) it has been ~~*completely*~~ burnt to the point where the engine compartment~~–~~ or passenger compartment is ***completely*** destroyed; | (c) it has been ~~completely~~**[...]** burnt to the point where the engine compartment~~–~~ or passenger compartment is **completely** destroyed; | |
| ANNEX I, point 1.(d) | | | | |
| 701 | (d) it has been been submerged in water to a level above the dashboard; | (d) it has~~ *been*~~ been submerged in water to a level above the dashboard; | (d) it has been been submerged in water to a level above the dashboard; | |
| ANNEX I, point 1.(e) | | | | |
| 702 | (e) one or several of the following components of the vehicle cannot be repaired or replaced: | (e) one or several of the following components of the vehicle ~~*cannot be*~~***can, from a technical point of view, be neither*** repaired ~~*or*~~***nor*** replaced: | (e) one or several of the following components of the vehicle ~~cannot be repaired or replaced~~**are not technically reparable or replaceable [...]**: | |
| ANNEX I, point 1.(e)(i) | | | | |
| 703 | (i) ground coupling components (such as tyres and wheels), suspension, steering, braking, and their control components; | (i) ground coupling components (such as tyres and wheels), suspension, steering, braking, and their control components; | (i) ground coupling components (such as tyres and wheels), suspension, steering, braking, and their control components; | |
| ANNEX I, point 1.(e)(ii) | | | | |

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| 704 | (ii) seat fixings and joints; | (ii) seat fixings and joints; | (ii) seat fixings and joints; | |
| ANNEX I, point 1.(e)(iii) | | | | |
| 705 | (iii) airbags, pre-tensioners, safety belts, and their peripheral operating components; | (iii) airbags, pre-tensioners, safety belts, and their peripheral operating components; | (iii) airbags, pre-tensioners, safety belts, and their peripheral operating components; | |
| ANNEX I, point 1.(e)(iv) | | | | |
| 706 | (iv) the vehicle's hull and chassis; | (iv) the vehicle's hull and chassis; | (iv) the vehicle's hull and chassis; | |
| ANNEX I, point 1.(f) | | | | |
| 707 | (f) its structural and safety components have technical defects that are irreversible and turn them non-replaceable, such as metal aging, multiple breaks in primers, or excessive perforating corrosion; | (f) its structural and safety components have technical defects that are irreversible and ~~*turn them non-replaceable, such as metal aging, multiple breaks in primers, or excessive perforating corrosion,*~~***where the damage is so extensive that repair or replacement is not technically feasible without compromising the lasting structural integrity of the vehicle or road safety.*** | (f) its structural and safety components have technical defects that are irreversible and turn them non-replaceable, such as metal aging, multiple breaks in primers, or excessive perforating corrosion; | |
| ANNEX I, point 1.(g) | | | | |
| 708 | (g) its repair requires the replacement of the engine, gearbox, shell, or chassis assembly, resulting in the loss of the vehicle's original identity. | *deleted* | (g) its repair requires the replacement of the ~~engine, gearbox,~~**[...]** shell, or chassis assembly, resulting in the loss of the vehicle's original identity. | |
| ANNEX I, point 1.(ga) | | | | |

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| 708a | | | **(h) it was handed over for treatment to an authorised collection point or an authorised treatment facility or a certificate of destruction was issued for it;** | |
| ANNEX I, point 1.(gb) | | | | |
| 708b | | | **(i) it has been declared as a total technical loss by an insurance company, based on the technical assessment carried out by an automotive expert.** | |
| ANNEX I, point 1.(gc) | | | | |
| 708c | | | **(j) it lacks means allowing it to be identified, in particular the Vehicle Identification Number.** | |
| ANNEX I, point 2. | | | | |
| 709 | 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. | *deleted* | 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~~**[...]** | |
| ANNEX I, point 3., first subparagraph | | | | |
| 710 | 3. A vehicle may be considered technically irreparable when: | *deleted* | 3. ~~A vehicle may be considered technically irreparable when:~~**[...]** | |

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| ANNEX I, point 3., first subparagraph, point (a) | | | | |
| 711 | (a) it has been submerged in water to a level below the dashboard, and damaged the engine or electrical system; | *deleted* | (a) ~~it has been submerged in water to a level below the dashboard, and damaged the engine or electrical system;~~**[...]** | |
| ANNEX I, point 3., first subparagraph, point (b) | | | | |
| 712 | (b) its doors are not attached to it; | *deleted* | (b) ~~its doors are not attached to it;~~**[...]** | |
| ANNEX I, point 3., first subparagraph, point (c) | | | | |
| 713 | (c) its fuel or fuel vapours are discharged posing a risk of fire and explosion; | *deleted* | (c) ~~its fuel or fuel vapours are discharged posing a risk of fire and explosion;~~**[...]** | |
| ANNEX I, point 3., first subparagraph, point (d) | | | | |
| 714 | (d) gas has leaked from its liquid gas system posing a risk of fire and explosion; | *deleted* | (d) ~~gas has leaked from its liquid gas system posing a risk of fire and explosion;~~**[...]** | |
| ANNEX I, point 3., first subparagraph, point (e) | | | | |
| 715 | (e) its operating liquids (fuel, brake fluid, anti-freeze liquid, battery acid, coolant liquid) have been discharged posing a risk of water pollution; or | *deleted* | (e) ~~its operating liquids (fuel, brake fluid, anti-freeze liquid, battery acid, coolant liquid) have been discharged posing a risk of water pollution; or~~**[...]** | |
| ANNEX I, point 3., first subparagraph, point (f) | | | | |
| 716 | (f) its brakes and steering components are excessively worn. | *deleted* | (f) ~~its brakes and steering components are excessively worn~~**[...]** | |
| ANNEX I, point 3., second subparagraph | | | | |

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| 717 | 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. | *deleted* | ~~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~~**[...]** | |
| ANNEX I, Part II | | | | |
| 718 | Part II PART B | Part II PART B | Part II PART B | |
| ANNEX I, third paragraph | | | | |
| 719 | INDICATIVE LIST OF CRITERIA FOR END-OF-LIFE VEHICLES | INDICATIVE LIST OF CRITERIA FOR END-OF-LIFE VEHICLES | **[...] LIST OF** INDICATIVE ~~LIST OF~~ CRITERIA FOR END-OF-LIFE VEHICLES | |
| ANNEX I, fourth paragraph | | | | |
| 720 | The following criteria may also be used as additional justification to determine if a used vehicle is an end-of-life vehicle: | 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: | The following criteria ~~may also be used as additional justification to determine if a used vehicle is an end-of-life vehicles~~**shall be assessed [...]**: | |
| ANNEX I, fourth paragraph, point (a) | | | | |
| 721 | (a) absence of means allowing to identify a vehicle, in particular the Vehicle Identification Number; | (a) absence of means allowing to identify a vehicle, in particular the Vehicle Identification Number; | | |
| ANNEX I, fourth paragraph, point (b) | | | | |

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| 722 | (b) its owner is unknown; | (b) ~~its~~***it is impossible to establish who is the*** owner ~~***is unknown***~~; | (b) ~~its~~**[...][...] the vehicle** owner is unknown **or the vehicle is abandoned**; | |
| ANNEX I, fourth paragraph, point (c) | | | | |
| 723 | (c) it has not had its required national technical roadworthiness test for more than two years from the date when this was last required; | *deleted* | (c) it has not had its required national technical roadworthiness test for more than two years from the date when this was last required **or it has not been insured for at least two years**; | |
| ANNEX I, fourth paragraph, point (d) | | | | |
| 724 | (d) it is not appropriately protected against damage during storage, transportation, loading and unloading; or | (d) it is not appropriately protected against damage during storage, transportation, loading and unloading; ~~***or***~~ | (d) it is not appropriately protected against damage during storage, transportation, loading and unloading; ~~or~~**[...]** | |
| ANNEX I, fourth paragraph, point (e) | | | | |
| 725 | (e) it was handed over for treatment to an authorised collection point or an authorised waste treatment facility. | (e) it was handed over for treatment to an authorised collection point or an authorised waste treatment facility~~.~~**;** | (e) **[...] it has been declared as a total economic loss by an insurance company;**~~it was handed over for treatment to an authorised collection point or an authorised waste treatment facility.~~ | |
| ANNEX I, fourth paragraph, point (ea) | | | | |
| 725a | | | **(f) the repair costs necessary to repair that vehicle to a technical condition that would be sufficient to obtain a roadworthiness certificate in accordance with Directive 2014/45/EU and its current** | |

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| | | | **value exceed its estimated market value after repair;** | |
| ANNEX I, fourth paragraph, point (eb) | | | | |
| 725b | | ***(ea) it has been submerged in water to a level below the dashboard, and damaged the engine or electrical system;*** | **(g) it has been submerged in water to a level below the dashboard, and damaged the engine or electrical system;** | |
| ANNEX I, fourth paragraph, point (ec) | | | | |
| 725c | | | **(h) one or more of its doors are not attached to it;** | |
| ANNEX I, fourth paragraph, point (ed) | | | | |
| 725d | | ***(eb) its fuel or fuel vapours are discharged posing a risk of fire and explosion;*** | **(i) its fuel or fuel vapours are discharged posing a risk of fire and explosion;** | |
| ANNEX I, fourth paragraph, point (ee) | | | | |
| 725e | | ***(ec) gas has leaked from its liquid gas system posing a risk of fire and explosion; or*** | **(j) gas has leaked from its liquid gas system posing a risk of fire and explosion;** | |
| ANNEX I, fourth paragraph, point (ef) | | | | |
| 725f | | ***(ed) its operating liquids (fuel, brake fluid, anti-freeze liquid, battery acid, coolant liquid) have been discharged posing a risk of water pollution.*** | **(k) its operating liquids (fuel, brake fluid, anti-freeze liquid, battery acid electrolyte solution, coolant liquid) have been discharged posing a risk of water pollution;** | |
| ANNEX I, fourth paragraph, point (eg) | | | | |

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| 725g | | | **(l) its brakes and steering components are excessively worn; [...]** | |
| ANNEX I, fourth paragraph, point (eh) | | | | |
| 725h | | | **(m) its repair requires the replacement of the engine or gearbox.; or** | |
| ANNEX I, fourth paragraph, point (ei) | | | | |
| 725i | | | **(n) it has been dismantled.** | |
| ANNEX I, fourth paragraph, point (ej) | | | | |
| 725j | | | **PART C** | |
| ANNEX I, fourth paragraph, point (ek) | | | | |
| 725k | | | **CRITERIA FOR EXEMPTIONS OF END-OF-LIFE VEHICLES** | |
| ANNEX I, fourth paragraph, point (el) | | | | |
| 725l | | | **SECTION 1** | |
| ANNEX I, fourth paragraph, point (em) | | | | |
| 725m | | | **VEHICLES OF SPECIAL CULTURAL INTEREST** | |
| ANNEX I, fourth paragraph, point (en) | | | | |
| 725n | | | **1. Competent authorities in the Member State of registration of a vehicle, or one of its appointed authorising bodies, may recognise a vehicle as** | |

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| | | | **having a special cultural interest when it meets all of the following criteria:** | |
| ANNEX I, fourth paragraph, point (eo) | | | | |
| 725o | | | **(a) its unique historical or cultural value or status has been documented by the vehicle owner or by the competent authorities of the Member State where a vehicle is registered or it is a single modified or custom-built vehicle which has been individually approved in accordance with Regulation (EU) 2018/858 or national law;** | |
| ANNEX I, fourth paragraph, point (ep) | | | | |
| 725p | | | **(b) the vehicle owner is known and can be identified;** | |
| ANNEX I, fourth paragraph, point (eq) | | | | |
| 725q | | | **(c) the parts of the vehicle can be identified by a serial number, or other identification provided by the manufacturer or assigned by the competent authority;** | |
| ANNEX I, fourth paragraph, point (er) | | | | |
| 725r | | | **(d) the vehicle can be identified by the Vehicle Identification Number (VIN), or serial number, or other** | |

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| | | | **identification provided by the manufacturer or assigned by a competent authority;** | |
| ANNEX I, fourth paragraph, point (es) | | | | |
| 725s | | | **Upon request by the vehicle owner for the purpose of and prior to any export, competent authorities in the Member State of registration shall issue a certificate recognising a vehicle as having a special cultural interest where the abovementioned criteria are fulfilled.** | |
| ANNEX I, fourth paragraph, point (et) | | | | |
| 725t | | | **2. The vehicle owner shall ensure that:** | |
| ANNEX I, fourth paragraph, point (eu) | | | | |
| 725u | | | **(a) the vehicle is appropriately protected against damage during storage, transportation, loading and unloading;** | |
| ANNEX I, fourth paragraph, point (ev) | | | | |
| 725v | | | **(b) the vehicle is kept and handled in an appropriate environmentally sound manner according to Union or national law.** | |
| ANNEX I, fourth paragraph, point (ew) | | | | |

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| 725w | | | **(c) the certificate referred to in paragraph 1 shall be provided or made available to customs authorities upon request.** | |
| ANNEX I, fourth paragraph, point (ex) | | | | |
| 725x | | | **3. The compliance of the vehicle with the criteria of paragraph 1 and paragraph 2 shall be verified at least every five years, or in case of a change in ownership.** | |
| ANNEX I, fourth paragraph, point (ey) | | | | |
| 725y | | | **SECTION 2 OTHER EXEMPTIONS** | |
| ANNEX I, fourth paragraph, point (ez) | | | | |
| 725z | | | **1. Competent authorities in the Member State of registration of a vehicle, or one of its appointed authorising bodies, may exempt a vehicle that is considered as an end-of-life vehicle in accordance with Part A or Part B, when the vehicle concerned is subject to restoration, upon request by a vehicle owner.** | |
| ANNEX I, fourth paragraph, point (eaa) | | | | |
| 725aa | | | **The vehicle owner shall submit a restoration plan to the competent authorities, including** | |

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| | | | **the specification of the necessary technical and financial capacities, to repair the vehicle to a technical condition sufficient to obtain a roadworthiness certificate in accordance with Directive 2014/45/EU. The restoration plan shall be approved by an independent automotive expert.** | |
| ANNEX I, fourth paragraph, point (eab) | | | | |
| 725ab | | | **Competent authorities may grant the exemption if the vehicle can be restored within five years to a technical condition that is sufficient to pass the roadworthiness test in accordance with Directive 2014/45/EU. If competent authorities consider that the restoration plan does not provide sufficient information demonstrating that the vehicle can be restored to the required condition, competent authorities may request the vehicle owner to revise the restoration plan.** | |
| ANNEX I, fourth paragraph, point (eac) | | | | |
| 725ac | | | **2. The vehicle owner shall ensure that:** | |
| ANNEX I, fourth paragraph, point (ead) | | | | |

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| 725ad | | | **(a) the vehicle is appropriately protected against damage during storage, transportation, loading and unloading;** | |
| ANNEX I, fourth paragraph, point (eae) | | | | |
| 725ae | | | **(b) the vehicle is kept and handled in an appropriate environmentally sound manner according to Union or national law.** | |
| ANNEX I, fourth paragraph, point (eaf) | | | | |
| 725af | | | **3. If within five years following the submission of the restoration plan, the vehicle owner does not provide a roadworthiness certificate to the competent authority in accordance with Directive 2014/45/EU, the competent authority shall declare that vehicle as an end-of-life vehicle and request the vehicle owner to deliver it to an authorised treatment facility or to a collection point without undue delay. Competent authorities may extend the restoration period for successive terms of five years. Each extension shall be based on an updated restoration plan which shall be** | |

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| | | | **approved by an independent automotive expert.** | |
| ANNEX I, fourth paragraph, point (eag) | | | | |
| 725ag | | | **4. The costs related to the restoration and the assessments carried out by the independent automotive experts shall be borne by the vehicle owner.** | |
| ANNEX II | | | | |
| 726 | ANNEX II | ANNEX II | ANNEX II | |
| ANNEX II, first paragraph | | | | |
| 727 | CALCULATION OF THE RATES OF REUSABILITY, RECYCLABILITY AND RECOVERABILITY | CALCULATION OF THE RATES OF REUSABILITY, RECYCLABILITY AND RECOVERABILITY | CALCULATION OF THE RATES OF REUSABILITY, RECYCLABILITY AND RECOVERABILITY | |
| ANNEX II, second paragraph | | | | |
| 728 | 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. | 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. | 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. | |
| ANNEX II, Part I | | | | |
| 729 | Part I PART A | Part I PART A | Part I PART A | |

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| ANNEX II, point 1. | | | | |
| 730 | 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. | 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. | 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. | |
| ANNEX II, point 2. | | | | |
| 731 | 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: | 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: | 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: | |
| ANNEX II, point 2.(a) | | | | |
| 732 | (a) if the figure following the decimal point is between 0 and 4, the total is rounded down; | (a) if the figure following the decimal point is between 0 and 4, the total is rounded down; | (a) if the figure following the decimal point is between 0 and 4, the total is rounded down; | |
| ANNEX II, point 2.(b) | | | | |
| 733 | (b) if the figure following the decimal point is between 5 and 9, the total is rounded up. | (b) if the figure following the decimal point is between 5 and 9, the total is rounded up. | (b) if the figure following the decimal point is between 5 and 9, the total is rounded up. | |
| ANNEX II, point 3. | | | | |
| 734 | 3. For the purposes of the selection of the reference vehicles, account shall be taken of the following criteria: | 3. For the purposes of the selection of the reference vehicles, account shall be taken of the following criteria: | 3. For the purposes of the selection of the reference vehicles, account shall be taken of the following criteria: | |
| ANNEX II, point 3.(a) | | | | |
| 735 | (a) the type of bodywork; | (a) the type of bodywork; | (a) the type of bodywork; | |

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| ANNEX II, point 3.(b) | | | | |
| 736 | (b) the available trim levels; | (b) the available trim levels; | (b) the available trim levels; | |
| ANNEX II, point 3.(c) | | | | |
| 737 | (c) the available optional equipment which can be fitted under the manufacturer's responsibility. | (c) the available optional equipment which can be fitted under the manufacturer's responsibility. | (c) the available optional equipment which can be fitted under the manufacturer's responsibility. | |
| ANNEX II, point 4. | | | | |
| 738 | 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: | 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: | 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: | |
| ANNEX II, point 4.(a) | | | | |
| 739 | (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 $M_1$ vehicles; | (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 $M_1$ vehicles; | (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 $M_1$ vehicles; | |
| ANNEX II, point 4.(b) | | | | |
| 740 | (b) each 'type of bodywork', i.e., van, chassis-cab, pick-up, etc., in the case of $N_1$ vehicles. | (b) each 'type of bodywork', i.e., van, chassis-cab, pick-up, etc., in the case of $N_1$ vehicles. | (b) each 'type of bodywork', i.e., van, chassis-cab, pick-up, etc., in the case of $N_1$ vehicles. | |
| ANNEX II, point 5. | | | | |
| 741 | 5. For the purposes of checks of the materials and masses of | 5. For the purposes of checks of the materials and masses of | 5. For the purposes of checks of the materials and masses of | |

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| | component parts, the manufacturer shall make available vehicles and component parts as deemed necessary by the type-approval authority. | component parts, the manufacturer shall make available vehicles and component parts as deemed necessary by the type-approval authority. | component parts, the manufacturer shall make available vehicles and component parts as deemed necessary by the type-approval authority. | |
| ANNEX II, Part II | | | | |
| 742 | Part II PART B | Part II PART B | Part II PART B | |
| ANNEX II, point 6. | | | | |
| 743 | 6. In order to be counted as reusable, components or parts shall be removable in a readily and non-destructive manner. | 6. In order to be counted as reusable, components or parts shall be removable in a readily and non-destructive manner. | ~~6~~**1**. In order to be counted as reusable, components or parts shall be removable in a readily and non-destructive manner. | |
| ANNEX II, point 7. | | | | |
| 744 | 7. The total mass of reusable parts, components and materials shall be considered as 100 % reusable, recyclable and recoverable. | 7. The total mass of reusable parts, components and materials shall be considered as 100 % reusable, recyclable and recoverable. | ~~7~~**2**. The total mass of reusable parts, components and materials shall be considered as 100 % reusable, recyclable and recoverable. | |
| ANNEX II, point 8. | | | | |
| 745 | 8. 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 | 8. 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 | ~~8~~**3**. 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 | |

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| | 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. | 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. | 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. | |
| ANNEX II, point 9. | | | | |
| 746 | 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. | 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. | ~~9~~**94**. 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. | |
| ANNEX III | | | | |
| G 747 | ANNEX III | ANNEX III | ANNEX III | G |
| ANNEX III, first paragraph | | | | |
| G 748 | CONDITIONS AND MAXIMUM CONCENTRATION VALUES FOR THE PRESENCE OF LEAD, MERCURY, CADMIUM AND HEXAVELENT CHROMIUM IN MATERIALS, PARTS AND COMPONENTS | CONDITIONS AND MAXIMUM CONCENTRATION VALUES FOR THE PRESENCE OF LEAD, MERCURY, CADMIUM AND HEXAVELENT CHROMIUM IN MATERIALS, PARTS AND COMPONENTS | CONDITIONS AND MAXIMUM CONCENTRATION VALUES FOR THE PRESENCE OF LEAD, MERCURY, CADMIUM AND HEXAVELENT CHROMIUM IN MATERIALS, PARTS AND COMPONENTS | G |
| ANNEX III, second paragraph | | | | |
| G 749 | 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 | 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 | 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 | G |

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| | weight in homogeneous material for cadmium shall be tolerated. | weight in homogeneous material for cadmium shall be tolerated. | weight in homogeneous material for cadmium shall be tolerated. | |
| ANNEX III, third paragraph | | | | |
| 750 | 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. | 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. | 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 **this** Regulation. | |
| ANNEX III, Table 1 | | | | |
| 751 | Table 1 | Table 1 | Table 1 | |
| ANNEX III, fourth paragraph | | | | |
| 752 | Notes to the table: | Notes to the table: | Notes to the table: | |
| ANNEX III, fifth paragraph | | | | |
| 753 | 1. This exemption shall be reviewed in 2024. | 1. This exemption shall be reviewed in 2024. | 1. This exemption shall be reviewed in ~~2024~~**2030 in accordance with Article 54(2)**. | |
| ANNEX III, 2 paragraph | | | | |
| 754 | 2. Applies to aluminium alloys where lead is not intentionally introduced, but is present due to the use of recycled aluminium. | 2. Applies to aluminium alloys where lead is not intentionally introduced, but is present due to the use of recycled aluminium. | 2. Applies to aluminium alloys where lead is not intentionally introduced, but is present due to the use of recycled aluminium. | |
| ANNEX III, 3 paragraph | | | | |
| 755 | 3. This exemption shall be reviewed in 2025. | 3. This exemption shall be reviewed in 2025. | 3. ~~This exemption shall be reviewed in 2025.~~***[...]*** | |

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| ANNEX III, 4 paragraph | | | | |
| 756 | 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). | 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). | 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).~~**]** | |
| ANNEX III, 5 paragraph | | | | |
| 757 | 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. | 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. | ~~5~~**3**. 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. | |
| ANNEX III, 6 paragraph | | | | |
| 758 | 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 | 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 | ~~6~~**4**. 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 | |

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| | production line shall not be taken into account. | production line shall not be taken into account. | production line shall not be taken into account. | |
| ANNEX IV | | | | |
| 759 | ANNEX IV | ANNEX IV | ANNEX IV | |
| ANNEX IV, first paragraph | | | | |
| 760 | CIRCULARITY STRATEGY | CIRCULARITY STRATEGY | CIRCULARITY STRATEGY | |
| ANNEX IV, Part I | | | | |
| 761 | Part I PART A | Part I PART A | Part I PART A | |
| ANNEX IV, second paragraph | | | | |
| 762 | ELEMENTS OF THE CIRCULARITY STRATEGY | ELEMENTS OF THE CIRCULARITY STRATEGY | ELEMENTS OF THE CIRCULARITY STRATEGY | |
| ANNEX IV, point 1. | | | | |
| 763 | 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. | 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. | 1. A non-technical description of the actions planned to ensure that the vehicles belonging to the vehicle ~~type~~**category** continue to meet the legal requirements referred to in Articles 4 to 7 throughout their production. | |
| ANNEX IV, point 2. | | | | |
| 764 | 2. A non-technical description of procedures implemented by the manufacturer to: | 2. A non-technical description of procedures implemented by the manufacturer to: | 2. A non-technical description of procedures implemented by the manufacturer to: | |
| ANNEX IV, point 2.(a) | | | | |

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| 765 | (a) collect the relevant data through the full supply chain; | (a) collect the relevant data through the full supply chain; | (a) collect the relevant data through the full supply chain; | |
| ANNEX IV, point 2.(b) | | | | |
| 766 | (b) check and verify the information received from suppliers; | (b) check ~~*and verify*~~ the ***completeness of*** information received from suppliers; | (b) check and verify the information received from suppliers; | |
| ANNEX IV, point 2.(c) | | | | |
| 767 | (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. | *deleted* | *(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. | |
| ANNEX IV, point 3. | | | | |
| 768 | 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. | 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.*~~**;** | 3. Information on the assumptions on end-of-life **vehicle** treatment technologies in place**, on dissmantling and on reuse of parts and components**, relevant technological progress in end-of-life **vehicle** 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. | |
| ANNEX IV, point 4. | | | | |

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| 769 | 4. Information on the share of recycled content in vehicles as referred to in Articles 6 and 10. | 4. Information on the share of recycled content in vehicles as referred to in Articles 6 and 10. | 4. Information on the share of recycled content in vehicles as referred to in Articles 6 and 10. | |
| ANNEX IV, point 5. | | | | |
| 770 | 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: | 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: | 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~~**[...] category** concerned is carried out in accordance with this Regulation, with a particular focus on: | |
| ANNEX IV, point 5.(a) | | | | |
| 771 | (a) measures designed to facilitate removal of parts indicated in Annex VII Part C; | (a) measures designed to facilitate ***a non-destructive*** removal of parts indicated in Annex VII Part C; | (a) measures designed to facilitate removal of parts indicated in Annex VII Part C; | |
| ANNEX IV, point 5.(b) | | | | |
| 772 | (b) measures contributing to the development of recycling technologies for materials used in vehicles, for which such technologies are not widely available at commercial scale at the moment of submission of application for type-approval; | (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*~~; | (b) measures contributing to the development of recycling technologies for materials used in vehicles, for which such technologies are not widely available at commercial scale at the moment of submission of application for type-approval; | |
| ANNEX IV, point 5.(c) | | | | |

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| 773 | (c) the monitoring on how parts, components and materials contained in vehicles belonging to the vehicle type are reused, recycled and recovered in practice; | *deleted* | (c) the monitoring on how parts, components and materials contained in vehicles belonging to the vehicle ~~type~~***[...]*** **category** are reused, recycled and recovered in practice; | |
| ANNEX IV, point 5.(d) | | | | |
| 774 | (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; | (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*~~; | (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; | |
| ANNEX IV, point 5.(e) | | | | |
| 775 | (e) measures to promote the reuse of parts and components. | (e) measures to promote the reuse of parts and components. | (e) measures to promote the reuse of parts and components. | |
| ANNEX IV, point 5.(ea) | | | | |
| 775a | | ***(ea) research and development activities conducted in order to implement the actions referred to in points (a) to (e).*** | | |
| ANNEX IV, point 6. | | | | |
| 776 | 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 | *deleted* | *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 | |

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| | how it has been cooperating with waste management operators involved in reuse, recycling and recovery of vehicles and removal of their parts. | | how it has been cooperating with waste management operators involved in reuse, recycling and recovery of vehicles and removal of their parts. | |
| ANNEX IV, point 7., first subparagraph | | | | |
| 777 | 7. A description of the manner in which the effectiveness of the actions referred to in point 6 will be assessed. | *deleted* | *7.* A description of the manner in which the effectiveness of the actions referred to in point 6 will be assessed. | |
| ANNEX IV, point 7., second subparagraph | | | | |
| 778 | 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. | 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*~~. | 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. | |
| ANNEX IV, Part II | | | | |
| G 779 | Part II PART B | Part II PART B | Part II PART B | G |
| ANNEX IV, third paragraph | | | | |
| G 780 | FOLLOW-UP AND UPDATE OF THE CIRCULARITY STRATEGY | FOLLOW-UP AND UPDATE OF THE CIRCULARITY STRATEGY | FOLLOW-UP AND UPDATE OF THE CIRCULARITY STRATEGY | G |
| ANNEX IV, point 8. | | | | |

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| 781 | 8. The manufacturers shall provide an update of the circularity strategy at least every 5 years. | ~~8~~**1**. The manufacturers shall provide an update of the circularity strategy ~~at least~~ every 5 years. | ~~8~~**1**. The manufacturers shall provide an update of the circularity strategy at least every 5 years. | |
| ANNEX IV, point 9. | | | | |
| 782 | 9. The updated circularity strategy shall include the following: | ~~9~~**2**. The updated circularity strategy shall include the ***relevant new changes and in particular the*** following: | ~~9~~**2**. The updated circularity strategy shall include the following: | |
| ANNEX IV, point 9.(a) | | | | |
| 783 | (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; | (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; | (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; | |
| ANNEX IV, point 9.(b) | | | | |
| 784 | (b) an assessment of the effectiveness of the actions referred to in point 6 of Part A; | (b) an assessment of the effectiveness of the actions referred to ~~in point 6 of~~ Part A; | (b) an assessment of the effectiveness of the actions referred to in point 6 of Part A; | |
| ANNEX IV, point 9.(c) | | | | |
| 785 | (c) 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. | (c) ~~a description of how the actions referred to in point 6 of Part A have been or will be taken into account~~***information about the significant changes*** in the design ***and production undertaken by the manufacturer to improve the*** | (c) 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. | |

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| | | ***circularity of vehicles*** ~~*of new vehicle types*~~. | | |
| ANNEX IV, point 10. | | | | |
| 786 | 10. In case of significant changes in the design and production of the vehicle type, the updated circularity strategy shall have a particular focus on the following: | *deleted* | ~~10~~**3**. In case of significant changes in the design and production of the vehicle type, the updated circularity strategy shall have a particular focus on the following: | |
| ANNEX IV, point 10.(a) | | | | |
| 787 | (a) changes in the use of parts and components in new vehicles which are easy to dismantle for reuse or for high quality recycling; | *deleted* | *(a)* changes in the use of parts and components in new vehicles which are easy to dismantle for reuse or for high quality recycling; | |
| ANNEX IV, point 10.(b) | | | | |
| 788 | (b) changes in the use of materials in new vehicles which are easy to recycle; | *deleted* | *(b)* changes in the use of materials in new vehicles which are easy to recycle; | |
| ANNEX IV, point 10.(c) | | | | |
| 789 | (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; | *deleted* | *(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; | |
| ANNEX IV, point 10.(d) | | | | |

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| 790 | (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 | *deleted* | *(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 | |
| ANNEX IV, point 10.(e) | | | | |
| 791 | (e) changes in the use of substances referred to in Article 5 in new vehicles. | *deleted* | *(e)* changes in the use of substances referred to in Article 5 in new vehicles. | |
| ANNEX V | | | | |
| 792 | ANNEX V | ANNEX V | ANNEX V | |
| ANNEX V, first paragraph | | | | |
| 793 | INFORMATION REQUIREMENTS ON REMOVAL AND REPLACEMENT | INFORMATION REQUIREMENTS ON REMOVAL AND REPLACEMENT | INFORMATION REQUIREMENTS ON REMOVAL AND REPLACEMENT | |
| ANNEX V, point 1. | | | | |
| 794 | 1. Electric vehicle batteries incorporated in the vehicle: | 1. Electric vehicle ***batteries and light means of transport*** batteries incorporated in the vehicle: | 1. Electric vehicle **batteries and Light Means Transport (LMT)** batteries incorporated in the vehicle: | |
| ANNEX V, point 1.(a) | | | | |
| 795 | (a) number; | (a) ***original equipment*** number; | (a) number; | |
| ANNEX V, point 1.(b) | | | | |
| 796 | (b) location; | (b) location; | (b) location; | |

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| ANNEX V, point 1.(c) | | | | |
| 797 | (c) weight; | (c) weight; | (c) weight; | |
| ANNEX V, point 1.(d) | | | | |
| 798 | (d) type of battery chemistry; | (d) type of battery chemistry; | (d) type of battery chemistry; | |
| ANNEX V, point 1.(e) | | | | |
| 799 | (e) instructions for safe discharging of the battery; | (e) instructions for safe discharging of the battery; | (e) instructions for safe discharging of the battery; | |
| ANNEX V, point 1.(f) | | | | |
| 800 | (f) technical instructions on removal and replacement, including the sequence of all steps and types of joining, fastening, sealing techniques; | (f) technical instructions on removal and replacement, including the sequence of all steps and types of joining, fastening, sealing techniques; | (f) technical instructions on removal and replacement, including the sequence of all steps and types of joining, fastening, sealing techniques; | |
| ANNEX V, point 1.(g) | | | | |
| 801 | (g) tools or technologies required for the access, removal and replacement of the electric vehicle batteries. | (g) tools or technologies required for the access, removal and replacement of the electric vehicle batteries. | (g) tools or technologies required for the access, removal and replacement of the electric vehicle batteries. | |
| ANNEX V, point 1.(ga) | | | | |
| 801a | | ***(ga) 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.*** | | |
| ANNEX V, point 2. | | | | |
| 802 | 2. E-drive motors incorporated in the vehicle: | 2. E-drive motors incorporated in the vehicle: | 2. E-drive motors incorporated in the vehicle: | |
| ANNEX V, point 2.(a) | | | | |

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| 803 | (a) number; | (a) ***original equipment*** number; | (a) number; | |
| ANNEX V, point 2.(b) | | | | |
| 804 | (b) location; | (b) location; | (b) location; | |
| ANNEX V, point 2.(c) | | | | |
| 805 | (c) weight; | (c) weight; | (c) weight; | |
| ANNEX V, point 2.(d) | | | | |
| 806 | (d) types of permanent magnets present in e-drive motors, if they belong to the following types: | (d) types of permanent magnets present in e-drive motors, if they belong to the following types: | (d) types of permanent magnets present in e-drive motors, if they belong to the following types: | |
| ANNEX V, point 2.(d)(i) | | | | |
| 807 | (i) Neodymium-Iron-Boron; | (i) Neodymium-Iron-Boron; | (i) Neodymium-Iron-Boron; | |
| ANNEX V, point 2.(d)(ii) | | | | |
| 808 | (ii) Samarium-Cobalt; | (ii) Samarium-Cobalt; | (ii) Samarium-Cobalt; | |
| ANNEX V, point 2.(d)(iii) | | | | |
| 809 | (iii) Aluminium-Nickel-Cobalt; | (iii) Aluminium-Nickel-Cobalt; | (iii) Aluminium-Nickel-Cobalt; | |
| ANNEX V, point 2.(d)(iv) | | | | |
| 810 | (iv) Ferrite. | (iv) Ferrite. | (iv) Ferrite. | |
| ANNEX V, point 2.(e) | | | | |
| 811 | (e) technical instructions on removal and replacement, including the sequence of all steps and types of joining, fastening, sealing techniques; | (e) technical instructions on removal and replacement, including the sequence of all steps and types of joining, fastening, sealing techniques; | (e) technical instructions on removal and replacement, including the sequence of all steps and types of joining, fastening, sealing techniques; | |

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| ANNEX V, point 2.(f) | | | | |
| 812 | (f) tools or technologies required for the access, removal and replacement of the e-drive motors. | (f) tools or technologies required for the access, removal and replacement of the e-drive motors. | (f) tools or technologies required for the access, removal and replacement of the e-drive motors. | |
| ANNEX V, point 3. | | | | |
| 813 | 3. Components, parts and materials listed in Part B of Annex VII: | 3. Components, parts and materials listed in Part B of Annex VII: | | |
| ANNEX V, point 3.(a) | | | | |
| 814 | (a) presence of the substances listed in Article 5(2), which need to be labelled as referred to in Annex III in a vehicle; | (a) presence of the substances listed in Article 5(2), which need to be labelled as referred to in Annex III in a vehicle; | | |
| ANNEX V, point 3.(b) | | | | |
| 815 | (b) number; | (b) ***original equipment*** number; | (b) number; | |
| ANNEX V, point 3.(c) | | | | |
| 816 | (c) location; | (c) location; | (c) location; | |
| ANNEX V, point 3.(d) | | | | |
| 817 | (d) weight; | (d) weight; | (d) weight; | |
| ANNEX V, point 3.(e) | | | | |
| 818 | (e) technical instructions on removal, including the sequence of all steps; | (e) technical instructions on removal, including the sequence of all steps; | (e) technical instructions on removal, including the sequence of all steps; | |
| ANNEX V, point 3.(f) | | | | |

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| G | 819 | (f) availability of best treatment techniques. | (f) availability of best treatment techniques. | (f) availability of best treatment techniques. | G |
| | ANNEX V, point 4. | | | | |
| G | 820 | 4. Components, parts and materials listed in Part C of Annex VII: | 4. Components, parts and materials listed in Part C of Annex VII: | 4. Components, parts and materials listed in Part C of Annex VII: | G |
| | ANNEX V, point 4.(a) | | | | |
| | 821 | (a) number; | (a) ***original equipment*** number; | (a) number; | |
| | ANNEX V, point 4.(b) | | | | |
| G | 822 | (b) location; | (b) location; | (b) location; | G |
| | ANNEX V, point 4.(c) | | | | |
| G | 823 | (c) technical instructions on removal and replacement, including the sequence of all steps. | (c) technical instructions on removal and replacement, including the sequence of all steps. | (c) technical instructions on removal and replacement, including the sequence of all steps. | G |
| | ANNEX V, point 4.(ca) | | | | |
| | 823a | | ***(ca) information, specifications, tools and processes, including software updates, required for remanufacturing and refurbishment.*** | | |
| | ANNEX V, point 5. | | | | |
| G | 824 | 5. Digitally coded components and parts in a vehicle: | 5. Digitally coded components and parts in a vehicle: | 5. Digitally coded components and parts in a vehicle: | G |
| | ANNEX V, point 5.(a) | | | | |
| G | 825 | (a) Number; | (a) Number; | (a) Number; | G |

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| ANNEX V, point 5.(b) | | | | |
| 826 | (b) Location; | (b) Location; | (b) Location; | |
| ANNEX V, point 5.(c) | | | | |
| 827 | (c) technical instructions on access, removal and replacement, including - coding and software necessary to activate spare parts and components to function in another vehicle; | (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***; | (c) technical instructions on access, removal and replacement, including - coding and software necessary to activate spare parts and components to function in another vehicle; | |
| ANNEX V, point 5.(d) | | | | |
| 828 | (d) description on functionality, interchangeability and compatibility with specific parts and components of other makes and models; | (d) description on functionality, interchangeability and compatibility with specific parts and components of other makes and models; | (d) description on functionality, interchangeability and compatibility with specific parts and components of other makes and models; | |
| ANNEX V, point 5.(e) | | | | |
| 829 | (e) contact point of the manufacturer for technical assistance. | (e) contact point of the manufacturer for technical assistance. | (e) contact point of the manufacturer for technical assistance. | |

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| ANNEX VI | | | | |
| 830 | ANNEX VI | ANNEX VI | ANNEX VI | |
| ANNEX VI, first paragraph | | | | |
| 831 | LABELLING REQUIREMENTS | LABELLING REQUIREMENTS | LABELLING REQUIREMENTS | |
| ANNEX VI, point 1. | | | | |
| 832 | 1. Vehicle plastic parts, components and materials having a weight of more than 100 grams: | 1. Vehicle plastic parts, components and materials having a weight of more than 100 grams: | 1. Vehicle plastic parts, components and materials having a weight of more than 100 grams: | |
| ANNEX VI, point 1.(a) | | | | |
| 833 | (a) ISO 1043-1 Plastics - symbols and abbreviated terms. Part 1: Basic polymers and their special characteristics; | (a) ISO 1043-1 Plastics - symbols and abbreviated terms. Part 1: Basic polymers and their special characteristics; | (a) ISO 1043-1 Plastics - symbols and abbreviated terms. Part 1: Basic polymers and their special characteristics; | |
| ANNEX VI, point 1.(b) | | | | |
| 834 | (b) ISO 1043-2 Plastics - symbols and abbreviated terms. Part 2: Fillers and reinforcing materials; | (b) ISO 1043-2 Plastics - symbols and abbreviated terms. Part 2: Fillers and reinforcing materials; | (b) ISO 1043-2 Plastics - symbols and abbreviated terms. Part 2: Fillers and reinforcing materials; | |
| ANNEX VI, point 1.(c) | | | | |
| 835 | (c) ISO 11469 Plastics - Generic identification and marking of plastic products. | (c) ISO 11469 Plastics - Generic identification and marking of plastic products. | (c) ISO 11469 Plastics - Generic identification and marking of plastic products. | |
| ANNEX VI, point 2. | | | | |
| 836 | 2. Vehicle elastomer parts, components and materials having a weight of more than 200 grams, except tyres: ISO 1629 Rubbers and latices - Nomenclature. | 2. Vehicle elastomer parts, components and materials having a weight of more than 200 grams, except tyres: ISO 1629 Rubbers and latices - Nomenclature. | 2. Vehicle elastomer parts, components and materials having a weight of more than 200 grams, except tyres: ISO 1629 Rubbers and latices - Nomenclature. | |

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| ANNEX VI, point 3. | | | | |
| 837 | 3. The symbols "[" or "]" used in the ISO standards, can be substituted by brackets. | 3. The symbols "[" or "]" used in the ISO standards, can be substituted by brackets. | 3. The symbols "[" or "]" used in the ISO standards, can be substituted by brackets. | |
| ANNEX VI, point 4. | | | | |
| 838 | 4. Information on the label of e-drive motors containing permanent magnet materials: | *deleted* | 4. Information on the label of ~~e-drive motors~~***[...]*****vehicle parts and components** containing permanent magnet materials~~:~~ **shall be provided in accordace of, Article 28 of the Regulation (EU) 2024/1252.** | |
| ANNEX VI, point 4.(a) | | | | |
| 839 | (a) an indication that those products incorporate one or more permanent magnets; | *deleted* | (a) ~~an indication that those products incorporate one or more permanent magnets;~~***[...]*** | |
| ANNEX VI, point 4.(b) | | | | |
| 840 | (b) an indication whether those magnets belong to any of the following types: | *deleted* | (b) ~~an indication whether those magnets belong to any of the following types:~~***[...]*** | |
| ANNEX VI, point 4.(b)(i) | | | | |
| 841 | (i) Neodymium-Iron-Boron; | *deleted* | (i) ~~Neodymium-Iron-Boron;~~***[...]*** | |
| ANNEX VI, point 4.(b)(ii) | | | | |
| 842 | (ii) Samarium-Cobalt; | *deleted* | (ii) ~~Samarium-Cobalt;~~***[...]*** | |
| ANNEX VI, point 4.(b)(iii) | | | | |

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| 843 | (iii) Aluminium-Nickel-Cobalt; | *deleted* | (iii) ~~Aluminium-Nickel-Cobalt;~~***[...]*** | |
| ANNEX VI, point 4.(b)(iv) | | | | |
| 844 | (iv) Ferrite; | *deleted* | (iv) ~~Ferrite;~~***[...]*** | |
| ANNEX VI, point 4.(c) | | | | |
| 845 | (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: | *deleted* | (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:~~***[...]*** | |
| ANNEX VI, point 4.(c)(i) | | | | |
| 846 | (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; | *deleted* | (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;~~***[...]*** | |
| ANNEX VI, point 4.(c)(ii) | | | | |
| 847 | (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; | *deleted* | (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;~~***[...]*** | |
| ANNEX VI, point 4.(c)(iii) | | | | |

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| 848 | (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. | *deleted* | (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.~~***[...]*** | |
| ANNEX VII | | | | |
| 849 | ANNEX VII | ANNEX VII | ANNEX VII | |
| ANNEX VII, first paragraph | | | | |
| 850 | TREATMENT REQUIREMENTS | TREATMENT REQUIREMENTS | TREATMENT REQUIREMENTS | |
| ANNEX VII, Part I | | | | |
| 851 | Part I PART A | Part I PART A | Part I PART A | |
| ANNEX VII, second paragraph | | | | |
| 852 | MINIMUM REQUIREMENTS FOR STORAGE SITES AND TREATMENT SITES | MINIMUM REQUIREMENTS FOR STORAGE SITES AND TREATMENT SITES | MINIMUM REQUIREMENTS FOR STORAGE SITES AND TREATMENT SITES | |
| ANNEX VII, point 1. | | | | |
| 853 | 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: | 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: | 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: | |
| ANNEX VII, point 1.(a) | | | | |

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| 854 | (a) have impermeable surfaces with spillage collection facilities, decanters and cleanser-degreasers; | (a) have impermeable surfaces with spillage collection facilities, decanters and cleanser-degreasers; | (a) have impermeable surfaces with spillage collection facilities, decanters and cleanser-degreasers; | |
| ANNEX VII, point 1.(b) | | | | |
| 855 | (b) be equipped for the treatment of water, including rainwater, in compliance with health and environmental requirements. | (b) be equipped for the treatment of water, including rainwater, in compliance with health and environmental requirements. | (b) be equipped for the treatment of water, including rainwater, in compliance with health and environmental requirements. | |
| ANNEX VII, point 1.(c) | | | | |
| 855a | | | **(c) have appropriate storage of end-of-life vehicles and only stack depolluted end-of-life vehicles, unless stacking racks are used, to an appropriate height;** | |
| ANNEX VII, point 1.(d) | | | | |
| 855b | | | **(d) (immediately remove fluids and liquids of leaking end-of-life vehicles and collect leaked fluids and liquids with absorption material.** | |
| ANNEX VII, point 2. | | | | |
| 856 | 2. Storage shall be organised so as to avoid damage to: | 2. Storage shall be organised so as to avoid damage to: | 2. Storage shall be organised so as to avoid damage to: | |
| ANNEX VII, point 2.(a) | | | | |
| 857 | (a) components and parts containing the liquids and fluids | (a) components and parts containing the liquids and fluids | (a) components and parts containing the liquids and fluids | |

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| | listed in points 1 and 2 of Part B of this Annex VII; | listed in points 1 and 2 of Part B of this Annex VII; | listed in points 1 and 2 of Part B of this Annex VII; | |
| ANNEX VII, point 2.(b) | | | | |
| 858 | (b) components, parts and materials listed in Part C of this Annex VII. | (b) components, parts and materials listed in Part C of this Annex VII. | (b) components, parts and materials listed in Part C of this Annex VII. | |
| ANNEX VII, point 3. | | | | |
| 859 | 3. The sites where end-of-life vehicles and their components, parts and materials are treated shall have: | 3. The sites where end-of-life vehicles and their components, parts and materials are treated shall have: | 3. The sites where end-of-life vehicles and their components, parts and materials are treated shall have: | |
| ANNEX VII, point 3.(a) | | | | |
| 860 | (a) impermeable surfaces for appropriate areas with the provision of spillage collection facilities, decanters and cleanser-degreasers; | (a) impermeable surfaces for appropriate areas with the provision of spillage collection facilities, decanters and cleanser-degreasers; | (a) impermeable surfaces for appropriate areas with the provision of spillage collection facilities, decanters and cleanser-degreasers; | |
| ANNEX VII, point 3.(b) | | | | |
| 861 | (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; | (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; | (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; | |
| ANNEX VII, point 3.(c) | | | | |
| 862 | (c) appropriate containers for storage of batteries (with electrolyte neutralisation on site or | (c) appropriate containers for storage of batteries (with electrolyte neutralisation on site or | (c) appropriate containers for storage of batteries (with electrolyte neutralisation on site or | |

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| | elsewhere), filters and PCB/PCT-containing condensers; | elsewhere), filters and PCB/PCT-containing condensers; | elsewhere), filters and PCB/PCT-containing condensers; | |
| ANNEX VII, point 3.(d) | | | | |
| 863 | (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, | (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, | (d) appropriate separate storage tanks for the segregated storage of end-of-life vehicle fluids: ~~fuel,~~ **[...] fuels, oils (**motor oil, gearbox **oil, power steering** oil, transmission oil, hydraulic oil**), oil filters**, cooling liquids, antifreeze, brake fluids, ~~battery acids, air-conditioning system fluids~~**[...] refrigereants, diesel exhaust fluid** and any other ~~fluid~~**[...] fluids or gases** contained in the end-of-life vehicle~~,~~**;** | |
| ANNEX VII, point 3.(e) | | | | |
| G 864 | (e) equipment for the treatment of water, including rainwater, in compliance with health and environmental regulations; | (e) equipment for the treatment of water, including rainwater, in compliance with health and environmental regulations; | (e) equipment for the treatment of water, including rainwater, in compliance with health and environmental regulations; | G |
| ANNEX VII, point 3.(f) | | | | |
| G 865 | (f) appropriate storage for used tyres, taking into account the need to prevent fire hazards and excessive stockpiling. | (f) appropriate storage for used tyres, taking into account the need to prevent fire hazards and excessive stockpiling. | (f) appropriate storage for used tyres, taking into account the need to prevent fire hazards and excessive stockpiling. | G |
| ANNEX VII, point 4. | | | | |
| 866 | 4. Authorised treatment facilities that are permitted to treat | 4. Authorised treatment facilities that are permitted to treat | 4. Authorised treatment facilities that are permitted to treat | |

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| | electric vehicles shall comply with the requirements set out in Annex XII of Regulation 2023/ [Batteries and Waste Batteries. | electric vehicles shall comply with the requirements set out in Annex XII of Regulation 2023/ [Batteries and Waste Batteries. | electric vehicles shall comply with the requirements set out in Annex XII of ~~Regulation 2023/ [~~**Regulation (EU) 2023/1542 [...]. Authorised Treatment Facilities accepting electric vehicles with suspected damage to the electric vehicle battery shall assess these** batteries **within 24 hours after delivery. Such vehicles and batteries shall be stored separately in a quarantined area as referred to in paragraph 1. The quarantined area shall be equipped with appropriate installations to prevent, detect and contain electric vehicle battery fires from spreading to other areas, other electric vehicles and other**~~and Waste~~ batteries. | |
| ANNEX VII, Part II | | | | |
| 867 | Part II PART B | Part II PART B | Part II PART B | |
| ANNEX VII, third paragraph | | | | |
| 868 | MINIMUM REQUIREMENTS FOR DEPOLLUTION | MINIMUM REQUIREMENTS FOR DEPOLLUTION | MINIMUM REQUIREMENTS FOR DEPOLLUTION | |
| ANNEX VII, point 5., first subparagraph | | | | |
| 869 | 1. The following fluids and liquids shall be removed from the end-of-life vehicle, unless they are | 1. The following fluids and liquids shall be removed from the end-of-life vehicle, unless they are | 1. The following fluids and liquids shall be removed from the end-of-life vehicle, unless they are | |

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| | necessary for the re-use of the parts concerned: | necessary for the re-use of the parts concerned: | necessary for the re-use of the parts concerned: | |
| ANNEX VII, point 5., first subparagraph, point (a) | | | | |
| 870 | (a) fuel; | (a) fuel; | (a) fuel; | |
| ANNEX VII, point 5., first subparagraph, point (b) | | | | |
| 871 | (b) motor oil; | (b) motor oil; | (b) motor oil; | |
| ANNEX VII, point 5., first subparagraph, point (c) | | | | |
| 872 | (c) transmission oil; | (c) transmission oil; | (c) transmission oil; | |
| ANNEX VII, point 5., first subparagraph, point (d) | | | | |
| 873 | (d) gearbox oil; | (d) gearbox oil; | (d) gearbox oil; | |
| ANNEX VII, point 5., first subparagraph, point (da) | | | | |
| 873a | | | **(da) power steering oil;** | |
| ANNEX VII, point 5., first subparagraph, point (e) | | | | |
| 874 | (e) hydraulic oil; | (e) hydraulic oil; | (e) hydraulic oil; | |
| ANNEX VII, point 5., first subparagraph, point (f) | | | | |
| 875 | (f) cooling liquids; | (f) cooling liquids; | (f) cooling liquids; | |
| ANNEX VII, point 5., first subparagraph, point (g) | | | | |
| 876 | (g) antifreeze; | (g) antifreeze; | (g) antifreeze; | |
| ANNEX VII, point 5., first subparagraph, point (h) | | | | |
| 877 | (h) brake fluids; | (h) brake fluids; | (h) brake fluids; | |
| ANNEX VII, point 5., first subparagraph, point (i) | | | | |
| 878 | (i) air-conditioning system fluids; and | (i) air-conditioning system fluids; and | (i) ~~air-conditioning system fluids; and~~ **[...] refrigerants; [...]** | |
| ANNEX VII, point 5., first subparagraph, point (ia) | | | | |

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| 878a | | | **(ia) diesel exhaust fluids; and** | |
| ANNEX VII, point 5., first subparagraph, point (j) | | | | |
| 879 | (j) any other fluid contained in the end-of-life vehicle. | (j) any other fluid contained in the end-of-life vehicle. | (j) any other ~~fluid~~**[...] fluids or gases** contained in the end-of-life vehicle. | |
| ANNEX VII, point 5., second subparagraph | | | | |
| 880 | 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. | 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. | **After removal of the fluids and liquids, drain plugs are applied to prevent leakage of remains.** 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. | |
| ANNEX VII, point 5., second subparagraph a | | | | |
| 880a | | | **1a. The following components, parts and materials shall be neutralised:** | |
| ANNEX VII, point 5., second subparagraph b | | | | |
| 880b | | | **(a) e-call system** | |
| ANNEX VII, point 5., second subparagraph c | | | | |
| 880c | | | **(b) pyrotechnic parts of airbags;** | |
| ANNEX VII, point 5., second subparagraph d | | | | |

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| 880d | | | **(c) pyrotechnic parts of seat belts;** | |
| ANNEX VII, point 5., second subparagraph e | | | | |
| 880e | | | **(d) any other pyrotechnic parts;** | |
| ANNEX VII, point 6., first subparagraph | | | | |
| 881 | 2. The following components, parts and materials shall be removed from end-of-life vehicles: | 2. The following components, parts and materials shall be removed from end-of-life vehicles: | 2. The following components, parts and materials shall be removed from end-of-life vehicles: | |
| ANNEX VII, point 6., first subparagraph, point (a) | | | | |
| 882 | (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; | (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; | (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; | |
| ANNEX VII, point 6., first subparagraph, point (aa) | | | | |
| 882a | | | **(a1) oil filters;** | |
| ANNEX VII, point 6., first subparagraph, point (b) | | | | |
| 883 | (b) air conditionings systems and refrigerants shall be treated in accordance with Regulation (EU) No 517/2014; | (b) air conditionings systems and refrigerants shall be treated in accordance with Regulation (EU) ~~*No 517/2014*~~***No 2024/573***; | (b) ~~air conditionings systems and~~**[...]** refrigerants shall be treated in accordance with Regulation (EU) ~~No 517/2014~~**No [...] 2024/573**; | |
| ANNEX VII, point 6., first subparagraph, point (c) | | | | |

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| 884 | (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; | (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; | (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; | |
| ANNEX VII, point 6., first subparagraph, point (d) | | | | |
| 885 | (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. | (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. | (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. | |
| ANNEX VII, point 6., second subparagraph | | | | |
| 886 | 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. | 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. | 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. | |

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| ANNEX VII, point 7. | | | | |
| 887 | 7. The following information on the depollution of the end-of-life vehicles shall be recorded: | 7. The following information on the depollution of the end-of-life vehicles shall be recorded: | ~~7~~**3**. The following information on the depollution of the end-of-life vehicles shall be recorded: | |
| ANNEX VII, point 7.(a) | | | | |
| 888 | (a) date and time of depollution operations; | (a) date and time of depollution operations; | (a) ~~date and time of depollution operations~~**[...] total number of treated end-of-life vehicles**; | |
| ANNEX VII, point 7.(b) | | | | |
| 889 | (b) type of depollution operations carried out; | (b) type of depollution operations carried out; | (b) ~~type of~~**[...] the average weight of the end-of-life vehicles before and after** depollution ~~operations carried out~~**and removal**; | |
| ANNEX VII, point 7.(c) | | | | |
| 890 | (c) quantity and nature of depolluted waste, including materials and pollutants removed or neutralized; | (c) quantity and nature of depolluted waste, including materials and pollutants removed or neutralized; | (c) **total** quantity ~~and nature~~**[...] of each type** of depolluted ~~waste, including~~**[...] fluids, parts, components or** materials ~~and pollutants removed or neutralized~~**[...]**; | |
| ANNEX VII, point 7.(d) | | | | |
| 891 | (d) name and contact details of the waste transporter, if applicable; | (d) name and contact details of the waste transporter, if applicable; | (d) name and contact details of the waste transporter, if applicable; | |
| ANNEX VII, point 7.(e) | | | | |
| 892 | (e) contact information of the final disposal site for the waste | (e) contact information of the final disposal site for the waste | (e) **name,** contact information **and achieved percentage of** | |

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| | collected during the depollution process. | collected during the depollution process. | **reuse, recovery, recycling, energy recovery, incineration or disposal** of the final ~~disposal~~**[...] treatment** site for the ~~waste~~**[...] fluids, parts, components or materials** collected during the depollution process. | |
| ANNEX VII, Part III | | | | |
| 893 | Part III PART C | Part III PART C | Part III PART C | |
| ANNEX VII, fourth paragraph | | | | |
| 894 | MANDATORY REMOVAL OF PARTS AND COMPONENTS FROM END-OF-LIFE VEHICLES | MANDATORY REMOVAL OF PARTS AND COMPONENTS FROM END-OF-LIFE VEHICLES | MANDATORY REMOVAL OF PARTS AND COMPONENTS FROM END-OF-LIFE VEHICLES | |
| ANNEX VII, point 8. | | | | |
| 895 | 8. Electric vehicle batteries; | ~~8~~*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 electric vehicles, and casing or housing, if present***; | ~~8~~**1a**. Electric vehicle batteries**, as defined in Article 3 point (14) of Regulation (EU) 2023/1542, including their battery management systems, onboard chargers *[...]*, casings or housings if present**; | |
| ANNEX VII, point 8a. | | | | |
| 895a | | | **1b. LMT batteries, as defined in Article 3 point (11) of Regulation (EU) 2023/1542, including their battery management systems, onboard** | |

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| | | | **chargers for EVs, casings or housings if present;** | |
| ANNEX VII, point 9. | | | | |
| 896 | 9. E-drive motors, including their casings and any associated control units, wiring, and other parts, components and materials;; | ~~9~~**2**. E-drive motors, including their casings and any associated control units, wiring, and other parts, components and materials;; | 9. ~~E-drive motors, including their casings and any associated control units, wiring, and other parts, components and materials;;~~**[...]** | |
| ANNEX VII, point 10. | | | | |
| 897 | 10. SLI batteries as defined in Article 3, point (12), of Regulation (EU) 2023/****[on batteries and waste batteries]; | ~~10~~**3**. SLI batteries as defined in Article 3, point (12), of Regulation (EU) ~~*2023/****[on*~~***2023/1542 and portable*** batteries ~~*and waste batteries]*~~***as defined in Article 3, point (9), of Regulation (EU) 2023/1542***; | ~~10~~**2**. SLI batteries as defined in Article 3, point (12), of Regulation (EU) ~~2023/****~~**2023/1542** [~~on batteries and waste batteries~~**...**]; | |
| ANNEX VII, point 10a. | | | | |
| 897a | | | **2a. Portable batteries as defined in article 3 point (9) of regulation (EU) 2023/1542** | |
| ANNEX VII, point 10b. | | | | |
| 897b | | | **3. E-drive motors, including their casings, generators, alternators and cooling fan motors if present, [...]** | |
| ANNEX VII, point 11. | | | | |
| 898 | 11. Engines; | ~~11~~**4**. Engines; | ~~11~~**4**. **Combustion [...]**engines~~;~~ **blocks** | |

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| ANNEX VII, point 12. | | | | |
| 899 | 12. Catalytic converters; | ~~12~~**5**. Catalytic converters; | ~~12~~**5**. Catalytic converters; | |
| ANNEX VII, point 13. | | | | |
| 900 | 13. Gear boxes; | ~~13~~**6**. Gear boxes; | ~~13~~**6**. Gear boxes**, including control units**; | |
| ANNEX VII, point 14. | | | | |
| 901 | 14. Windshields, rear and side windows made of glass; | ~~14~~**7**. Windshields, rear and side windows made of glass; | ~~14~~**7**. **At least 70% of the total glass from** windshields, rear and side windows made of glass**, including rooftop glass installations**; | |
| ANNEX VII, point 15. | | | | |
| 902 | 15. Wheels; | ~~15~~**8**. Wheels; | ~~15~~**8**. ~~Wheels~~**Rims**; | |
| ANNEX VII, point 16. | | | | |
| 903 | 16. Tyres; | ~~16~~**9**. Tyres; | ~~16~~**9**. **Rubber** tyres; | |
| ANNEX VII, point 17. | | | | |
| 904 | 17. Dashboards; | *deleted* | ~~17~~**10**. ~~Dashboards;~~**[...]** | |
| ANNEX VII, point 18. | | | | |
| 905 | 18. Directly accessible parts of the infotainment system, including sound, navigation, and multimedia controllers, including displays of a surface greater than 100 square centimetres; | ~~18~~**11**. Directly accessible parts of the infotainment system~~,~~ ~~*including sound, navigation, and multimedia controllers, including displays of a surface greater than 100 square centimetres*~~;~~ | ~~18~~**11**. Directly accessible parts of the infotainment system, including sound, navigation**, including radar or lidar control units and sensors if present**, and multimedia controllers, including displays of a surface greater than 100 square centimetres; | |

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| ANNEX VII, point 19. | | | | |
| 906 | 19. Headlights, including their actuators; | ~~19~~**12**. Headlights, including their actuators; | ~~19~~**12**. ~~Headlights~~**Head- and taillights**, including their actuators; | |
| ANNEX VII, point 20. | | | | |
| 907 | 20. Wire harnesses; | *deleted* | ~~20~~**13**. **Main** wire harnesses**, including internal and external charging cables if present**; | |
| ANNEX VII, point 21. | | | | |
| 908 | 21. Bumpers; | ~~21~~**14**. Bumpers; | ~~21~~**14**. ~~Bumpers~~**Crash management system, including bumper[...] covers, beams and crash boxes**; | |
| ANNEX VII, point 22. | | | | |
| 909 | 22. Fluid containers; | ~~22~~**15**. ~~Fluid~~**Fuel** containers; | ~~22.~~ ~~Fluid containers;~~**Plastic fuel tanks** | |
| ANNEX VII, point 23. | | | | |
| 910 | 23. Heat exchangers; | ~~23~~**16**. Heat exchangers; | ~~23~~**16**. Heat exchangers; | |
| ANNEX VII, point 24. | | | | |
| 911 | 24. Any other mono-material metal components, heavier than 10 kg; | *deleted* | ~~24. Any other mono-material metal components, heavier than 10 kg;~~**[...]** | |
| ANNEX VII, point 25. | | | | |
| 912 | 25. Any other mono-material plastic components, heavier than 10 kg; | *deleted* | ~~25. Any other mono-material plastic components, heavier than 10 kg;~~**[...]** | |
| ANNEX VII, point 25a. | | | | |

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| 912a | | | **19. [...]Parts of carbon fibre reinforced plastics** | |
| ANNEX VII, point 26. | | | | |
| 913 | 26. Electrical and electronic components: | ~~26~~**19**. Electrical and electronic components: | ~~26~~**20**. Electrical and electronic components: | |
| ANNEX VII, point 26.(a) | | | | |
| 914 | (a) inverters of the electric vehicles; | (a) inverters of the electric vehicles; | (a) inverters **and DC-DC converters with electric voltage [...] of at least 24V or a weight above 1 kilogram of [...]**~~of the~~ electric vehicles; | |
| ANNEX VII, point 26.(b) | | | | |
| 915 | (b) printed circuit boards with a surface area, larger than 10 $cm^2$; | *deleted* | (b) printed circuit **containing** boards with ~~a surface area, larger than 10 $cm^2$~~**[...] particularly high precious metal content**; | |
| ANNEX VII, point 26.(c) | | | | |
| 916 | (c) photo-voltaic (PV) panels with a surface area, larger than 0.2 $m^2$; | (c) photo-voltaic (PV) panels with a surface area, larger than 0.2 $m^2$; | (c) photo-voltaic (PV) panels with a surface area~~,~~**[...]** larger than 0.2 ~~$m^2$~~**[...] square metres**; | |
| ANNEX VII, point 26.(d) | | | | |
| 917 | (d) control modules and valve boxes for the automatic transmission. | (d) control modules and valve boxes for the automatic transmission. | (d) control modules and valve boxes for the automatic transmission**[...];** | |
| ANNEX VII, 20., point (da) | | | | |
| 917a | | | **(e) oxygen, radar and lidar sensors if present.** | |
| ANNEX VII, 20., point (db) | | | | |

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| 917b | | | **21. E-call system** | |
| ANNEX VII, 20., point (dc) | | | | |
| 917c | | | **22. Fuel cell stacks** | |
| ANNEX VII, Part IV | | | | |
| 918 | Part IV PART D | Part IV PART D | Part IV PART D | |
| ANNEX VII, fifth paragraph | | | | |
| 919 | REUSE, REMANUFACTURING AND REFURBISHMENT OF PARTS AND COMPONENTS | REUSE, REMANUFACTURING AND REFURBISHMENT OF PARTS AND COMPONENTS | REUSE, REMANUFACTURING AND REFURBISHMENT OF PARTS AND COMPONENTS | |
| ANNEX VII, point 27. | | | | |
| 920 | 27. Technical evaluation of the removed parts and components: | ~~27~~**1**. Technical evaluation of the removed parts and components: | ~~27~~**1**. Technical evaluation of the removed parts and components: | |
| ANNEX VII, point 27.(a) | | | | |
| 921 | (a) For reuse: | (a) For reuse: | (a) For reuse: | |
| ANNEX VII, point 27.(a)(i) | | | | |
| 922 | (i) the part or component is functional; | (i) the part or component is functional; | (i) the part or component is functional; | |
| ANNEX VII, point 27.(a)(ii) | | | | |
| 923 | (ii) it is fit to be used, in a readily manner, for its primary purpose it was conceived for. | (ii) it is fit to be used, in a readily manner, for its primary purpose it was conceived for. | (ii) it is fit to be used, in a readily manner, for its primary purpose it was conceived for. | |
| ANNEX VII, point 27.(b) | | | | |
| 924 | (b) For remanufacturing or refurbishment: | (b) For remanufacturing or refurbishment: | (b) For remanufacturing or refurbishment: | |
| ANNEX VII, point 27.(b)(i) | | | | |

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| 925 | (i) the part or component is complete; | (i) the part or component ~~is complete~~***shall contain all relevant parts***; | (i) the part or component is complete; | |
| ANNEX VII, point 27.(b)(ii) | | | | |
| 926 | (ii) an assessment of damage, reduced functionality or performance and repairs needed for restoring the part or component to a state where it is fit to be used; | (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 ~~used~~***remanufactured or refurbished***; | (ii) an assessment of damage, reduced functionality or performance and repairs needed for restoring the part or component to a state where it is fit to be used; | |
| ANNEX VII, point 27.(b)(iii) | | | | |
| 927 | (iii) there is no heavy corrosion. | (iii) ~~there is no heavy~~***visual inspection shows that the*** corrosion ***does not impede the functionality of the part or component***. | (iii) there is no heavy corrosion. | |
| ANNEX VII, point 28. | | | | |
| 928 | 28. Minimum information to be provided in the labelling of the parts and components: | ~~28~~**2**. Minimum information to be provided in the labelling of the parts and components: | ~~28~~**2**. Minimum information to be provided in the labelling of the parts and components: | |
| ANNEX VII, point 28.(a) | | | | |
| 929 | (a) name of the component or part; | (a) name of the component or part; | (a) name of the component or part; | |
| ANNEX VII, point 28.(b) | | | | |
| 930 | (b) reference to the vehicle identification number (VIN) of the vehicle from which the component or part has been removed; and | *deleted* | *(b)* reference to the vehicle identification number (VIN) of the vehicle from which the component or part has been removed; and | |

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| ANNEX VII, point 28.(c) | | | | |
| 931 | (c) 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. | (c) 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. | (c) name, the postal address, indicating a single contact point and e-mail address, a web-address, if applicable, identifying the ~~operator~~**[...] authorised treatment facility** that removed the component or part. | |
| ANNEX VII, Part V | | | | |
| 932 | Part V PART E | Part V PART E | Part V PART E | |
| ANNEX VII, sixth paragraph | | | | |
| 933 | COMPONENTS AND PARTS NOT TO BE REUSED | COMPONENTS AND PARTS NOT TO BE REUSED | COMPONENTS AND PARTS NOT TO BE REUSED | |
| ANNEX VII, point 29. | | | | |
| 934 | 29. All airbags including cushions, pyrotechnic actuators, electronic control units and sensors. | ~~29~~***1***. All airbags including cushions, pyrotechnic actuators, electronic control units and sensors. | ~~29~~**1**. All airbags including cushions, pyrotechnic actuators, electronic control units and sensors. | |
| ANNEX VII, point 30. | | | | |
| 935 | 30. Emission after-treatment systems (e.g. catalytic converters, particulate filters). | ~~30~~***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 laid down in Article 4 of Directive 2014/45/EU***. | ~~30. Emission after-treatment systems (e.g~~**[**~~... catalytic converters, particulate filters).~~**]** | |
| ANNEX VII, point 31. | | | | |

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| 936 | 31. Exhaust silencers. | ~~31~~3. Exhaust silencers. | ~~31.~~ ~~Exhaust silencers~~**[...]** | |
| ANNEX VII, point 32. | | | | |
| 937 | 32. Automatic or non-automatic seat belt assemblies, including webbing, buckles, retractors, pyrotechnic actuators. | ~~32~~4. Automatic or non-automatic seat belt assemblies, including webbing, buckles, retractors, pyrotechnic actuators. | ~~32~~**4**. Automatic or non-automatic seat belt assemblies, including webbing, buckles, retractors, pyrotechnic actuators. | |
| ANNEX VII, point 33. | | | | |
| 938 | 33. Seats in cases where they incorporate safety belt anchorages and/or airbags. | ~~33~~5. Seats in cases where they incorporate safety belt anchorages and/or airbags. | ~~33~~**5**. Seats in cases where they incorporate safety belt anchorages and/or airbags. | |
| ANNEX VII, point 34. | | | | |
| 939 | 34. Steering lock assemblies acting on the steering column. | ~~34~~6. Steering lock assemblies acting on the steering column. | ~~34~~**6**. Steering lock assemblies acting on the steering column. | |
| ANNEX VII, point 35. | | | | |
| 940 | 35. Immobilisers, including transponders and electronic control units. | ~~35~~7. Immobilisers, including transponders and electronic control units. | ~~35~~**7**. Immobilisers, including transponders and electronic control units. | |
| ANNEX VII, Part VI | | | | |
| G 941 | Part VI PART F | Part VI PART F | Part VI PART F | G |
| ANNEX VII, seventh paragraph | | | | |
| G 942 | SPECIFIC TREATMENT REQUIREMENTS OF THE REMOVED PARTS, COMPONENTS AND MATERIALS | SPECIFIC TREATMENT REQUIREMENTS OF THE REMOVED PARTS, COMPONENTS AND MATERIALS | SPECIFIC TREATMENT REQUIREMENTS OF THE REMOVED PARTS, COMPONENTS AND MATERIALS | G |
| ANNEX VII, point 36. | | | | |

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| 943 | 36. SLI Batteries shall be treated in accordance with Article 70 of the Regulation (EU) 2023/****[on batteries and waste batteries]. | ~~36~~**1**. SLI Batteries shall be treated in accordance with Article 70 of the Regulation (EU) 2023/****[on batteries and waste batteries]. | ~~36~~**1**. SLI Batteries shall be treated in accordance with Article 70 of the Regulation (EU) ~~2023/****~~**2023/1542** [~~on batteries and waste batteries...~~]. | |
| ANNEX VII, point 37. | | | | |
| 944 | 37. Electric vehicle batteries shall be treated in accordance with Article 70 of the Regulation (EU) 2023/****[on batteries and waste batteries]. | ~~37~~**2**. Electric vehicle batteries shall be treated in accordance with Article 70 of the Regulation (EU) ~~*2023/****[on batteries and waste batteries]*~~***2023/1542***. | ~~37~~**2**. Electric vehicle batteries shall be treated in accordance with Article 70 of the Regulation (EU) ~~2023/****~~**2023/1542** [~~on batteries and waste batteries...~~]. | |
| ANNEX VII, point 37a. | | | | |
| 944a | | | **2a. LMT batteries shall be treated in accordance with article 70 of regulation (EU) 2023/1542.** | |
| ANNEX VII, point 37b. | | | | |
| 944b | | | **2b. Portable batteries shall be treated in accordance with article 70 of regulation (EU) 2023/1542** | |
| ANNEX VII, point 38. | | | | |
| 945 | 38. 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 | ~~38~~**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 | ~~38~~**3**. Permanent magnet materials containing neodymium, dysprosium or praseodymium ~~as defined~~**[...]** (Neodymium-Iron-Boron (NdFeB), as defined in Article ~~27~~**28 of** Regulation ~~[proposal for Regulation on CRMs~~**(EU) 2024/1252 [...]**], | |

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| | 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]. | 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]. | 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~~–~~ **(EU) 2024/1252** ~~[proposal for Regulation on CRMs]~~**...]. For the purpose of future recycling, the requirements related to the temporary storage of Directive 1999/31/EC shall not apply**. | |
| ANNEX VII, point 39. | | | | |
| 946 | 39. 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. | ~~39~~**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. | ~~394~~. 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. | |

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| ANNEX VII, point 40. | | | | |
| 947 | 40. Removed glass from the end-of-life vehicle, as a minimum, shall be recycled into container glass, fibre glass, or equivalent quality. | ~~40~~5. Removed glass from the end-of-life vehicle, as a minimum, shall be recycled into container glass, fibre glass, or equivalent quality. | ~~40~~5. Removed glass from the end-of-life vehicle, as a minimum, shall be recycled into container glass, fibre glass, or equivalent quality. | |
| ANNEX VII, point 40a. | | | | |
| 947a | | | **6. Removed refrigerants shall be recycled, reclaimed or destroyed in accordance with Article 8 of Regulation (EU) 2024/573.** | |
| ANNEX VII, point 40b. | | | | |
| 947b | | | **7. The plastics and residue fractions shall be handled in accordance with Article 7 and Annex IV of Regulation (EU) 2019/1021.** | |
| ANNEX VII, point 40c. | | | | |
| 947c | | | **8. Rubber tyres shall be processed in accordance with the waste hierarchy and the general requirements laid down in Article 4 of 2008/98/EC to prioritise prevention options that deliver the best overall environmental outcome [including retreading].** | |
| ANNEX VII, point 40d. | | | | |

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| 947d | | | **9. Aluminium materials originating from heat exchangers as specified in Annex VII Part C, point 12, shall be stored and recycled separately from the cast and wrought aluminium fractions specified in Annex VII, Part G, point 2(b).** | |
| ANNEX VII, Part VII | | | | |
| 948 | Part VIIPART G | Part VIIPART G | Part VIIPART G | |
| ANNEX VII, eighth paragraph | | | | |
| 949 | INFORMATION TO BE PROVIDED FOR EXEMPTIONS FROM THE OBLIGATION TO REMOVE OF PARTS, COMPONENTS AND MATERIALS FROM END-OF-LIFE VEHICLES | INFORMATION TO BE PROVIDED FOR EXEMPTIONS FROM THE OBLIGATION TO REMOVE OF PARTS, COMPONENTS AND MATERIALS FROM END-OF-LIFE VEHICLES | ~~INFORMATION TO BE PROVIDED FOR EXEMPTIONS FROM THE OBLIGATION TO REMOVE OF PARTS, COMPONENTS AND MATERIALS FROM END-OF-LIFE VEHICLES~~ **[...]CRITERIA FOR COMBINED SHREDDING AND THE APPLICATION OF POST-SHREDDER TECHNOLOGIES** | |
| ANNEX VII, point 40e. | | | | |
| 949a | | ***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:*** | **1. Criteria for allowing shredding of end-of-life vehicles, their parts, components and materials together with other waste:** | |
| ANNEX VII, point 40f. | | | | |

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| 949b | | ***(a) waste electrical and electronic equipment has been treated in accordance with Annex VII to Directive 2012/19/EU;*** | **(a) Waste Electrical and Electronic Equipment has been treated selectively in accordance with Annex VII of Directive 2012/19/EU prior to shredding together with end-of-life vehicles;** | |
| ANNEX VII, point 40g. | | | | |
| 949c | | ***(b) all batteries have been removed in accordance with Regulation (EU) 2023/1542;*** | **(b) all batteries are removed from all types of waste as specified in Regulation (EU) 2023/1542, prior to shredding together with end-of-life vehicles;** | |
| ANNEX VII, point 40h. | | | | |
| 949d | | ***(c) plastic packaging has been separated from packaging waste and metal packaging in accordance with Regulation (EU) 2025/40;*** | **(c) plastic packaging is removed from Packaging Waste and metal Packaging Waste as specified in the Regulation (EU) 2025/40[...] is not yet sorted into specific alloy families prior to shredding together with end-of-life vehicles;** | |
| ANNEX VII, point 40i. | | | | |
| 949e | | ***(d) the combined shredding process does not lower the quality of waste streams compared to separate treatment; and*** | **(d) the joint treatment of different waste fractions does not result in a deterioration of the quality of the waste streams resulting from treatment compared to the separate treatment of the waste fractions;** | |

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| ANNEX VII, point 40j. | | | | |
| 949f | | ***(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.*** | **(e) the individual contribution of the mixed waste streams to the output fractions shall be able to be determined for the respective reporting requirements on treatment performance of end-of-life vehicles and other requirements for other waste streams such as Regulation (EU) 2023/1542, the Regulation (EU) 2025/40[...], Directive 2012/19/EU and Directive 2008/58/EC.** | |
| ANNEX VII, point 40k. | | | | |
| 949g | | | **2. Quality requirements for the output fractions:** | |
| ANNEX VII, point 40l. | | | | |
| 949h | | | **a. The total copper content of the main steel fraction shall not exceed 0.25% on a weight basis; as of [OP: Please insert the date = the first day of the month following 60 months after the date of entry into force of this Regulation], the total copper content of the main steel fraction shall not exceed 0.15% on a weight basis;** | |
| ANNEX VII, point 40m. | | | | |

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| 949i | | | **b. Aluminium shall be sorted as a minimum into a cast alloys fraction as defined in the standard EN 1706:2020 and wrought alloy fraction, as defined in the standard EN 573-3:2019;** | |
| ANNEX VII, point 40n. | | | | |
| 949j | | | **c. The shredder heavy fraction derived after air separation and separation of iron, shall be further treated with the aim to separate ferrous, non-ferrous metals, plastics and other organic materials for recycling or recovery. The residue of these processes shall contain less than 1% of metal content by weight and, in accordance with Council Decision 2003/33/EC, less than 5% of total organic content by weight; the Total Organic Content (TOC) limit of < 5% by weight does not apply if the shredder heavy fraction properly selected and reconditioned, is biologically stable according to current legislation;** | |
| ANNEX VII, point 40o. | | | | |

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| 949k | | | **d. The shredder light fraction shall be further treated with the aim to separate ferrous, non-ferrous metals, plastics and other organic materials for recycling or recovery. The residue of these processes shall contain less than 1% of metal content by weight and, in accordance with Council Decision 2003/33/EC, less than 5% of total organic content by weight; the Total Organic Content (TOC) limit of < 5% by weight does not apply if the shredder light fraction, properly selected and reconditioned, is biologically stable, according to current legislation.** | |
| ANNEX VII, point 41. | | | | |
| 950 | 41. 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. | *deleted* | ~~41~~. **Documentation to be provided for exemptions from the obligation to remove parts, components and materials:** **(a) [...]** A copy of the written contract between the authorised treatment facility and the facility which performs the shredding operations and uses **or subcontracts** post-shredding technologies, including the specifications on the quality of the secondary materials **ready for** | |

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| | | | **recyling** and the technical specification followed in processing treatment fractions from end-of-life vehicles.<br>**(b) [...] Documentation by an independent body demonstrating the quality and quantity of the treatment fractions [...] ready for recycling for a representative treatment configuration [...].** | |
| ANNEX VII, point 42. | | | | |
| 951 | 42. A 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. | ~~42~~**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. | ~~42. A 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~~**[...]** | |
| ANNEX VII, point 43. | | | | |
| 952 | 43. 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. | ~~43~~**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. | ~~43.~~**(c) [...]** Any other type of documentation demonstrating that the quality and quantity of the materials from the end-of-life vehicles ~~is~~**[...] are** 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. | |

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| ANNEX VIII | | | | |
| 953 | ANNEX VIII | ANNEX VIII | ANNEX VIII | |
| ANNEX VIII, first paragraph | | | | |
| 954 | INFORMATION FOR REGISTRATION IN THE REGISTER OF PRODUCERS | INFORMATION FOR REGISTRATION IN THE REGISTER OF PRODUCERS | INFORMATION FOR REGISTRATION IN THE REGISTER OF PRODUCERS | |
| ANNEX VIII, point 1. | | | | |
| 955 | 1. Information to be submitted by the producer or its appointed representative for extended producer responsibility: | 1. Information to be submitted by the producer or its ~~*appointed*~~***authorised*** representative for extended producer responsibility: | 1. Information to be submitted by the producer or its ~~appointed~~**authorised** representative for extended producer responsibility: | |
| ANNEX VIII, point 1.(a) | | | | |
| 956 | (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; | (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; | (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; | |
| ANNEX VIII, point 1.(b) | | | | |
| 957 | (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; | (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; | (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; | |
| ANNEX VIII, point 1.(c) | | | | |

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| 958 | (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; | (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; | (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; | |
| ANNEX VIII, point 1.(d) | | | | |
| 959 | (d) information on how the producer meets its responsibilities laid down in Article 16, including information in written form on the following: | (d) information on how the producer meets its responsibilities laid down in Article 16, including information in written form on the following: | (d) information on how the producer meets its responsibilities laid down in Article 16, including information in written form on the following: | |
| ANNEX VIII, point 1.(d)(i) | | | | |
| 960 | (i) the measures put in place by the producer to fulfil the producer responsibility obligations laid down in Articles 16 and 20; | (i) the measures put in place by the producer to fulfil the producer responsibility obligations laid down in Articles 16 and 20; | (i) the measures put in place by the producer to fulfil the producer responsibility obligations laid down in Articles 16 and 20; | |
| ANNEX VIII, point 1.(d)(ii) | | | | |
| 961 | (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 | (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 | (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 | |
| ANNEX VIII, point 1.(d)(iii) | | | | |
| 962 | (iii) the system to ensure that the data reported to the competent authorities are reliable; | (iii) the system to ensure that the data reported to the competent authorities are reliable; | (iii) the system to ensure that the data reported to the competent authorities are reliable; | |
| ANNEX VIII, point 1.(e) | | | | |

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| 963 | (e) a statement by the producer or, where applicable, producer's appointed representative for the extended producer responsibility or producer responsibility organisation, stating that the information provided is true. | (e) a statement by the producer or, where applicable, producer's appointed representative for the extended producer responsibility or producer responsibility organisation, stating that the information provided is true. | (e) a statement by the producer or, where applicable, producer's ~~appointed~~**authorised** representative for the extended producer responsibility or producer responsibility organisation, stating that the information provided is true. | |
| ANNEX VIII, point 2. | | | | |
| 964 | 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: | 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: | 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: | |
| ANNEX VIII, point 2.(a) | | | | |
| 965 | (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; | (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; | (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; | |
| ANNEX VIII, point 2.(b) | | | | |
| 966 | (b) the trade register number or an equivalent official registration number and the European or national tax identification number of the | (b) the trade register number or an equivalent official registration number and the European or national tax identification number of the | (b) the trade register number or an equivalent official registration number and the European or national tax identification number of the | |

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| | producer responsibility organisation; and | producer responsibility organisation; and | producer responsibility organisation; and | |
| ANNEX VIII, point 2.(c) | | | | |
| 967 | (c) the represented producer's mandate. | (c) the represented producer's mandate. | (c) the represented producer's mandate. | |
| ANNEX VIII, point 3. | | | | |
| 968 | 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): | 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): | 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)~~**17 (1)**: | |
| ANNEX VIII, point 3.(a) | | | | |
| 969 | (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; | (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; | (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; | |
| ANNEX VIII, point 3.(b) | | | | |
| 970 | (b) the mandate of each represented producer, where applicable; | (b) the mandate of each represented producer, where applicable; | (b) the mandate of each represented producer, where applicable; | |
| ANNEX VIII, point 3.(c) | | | | |
| 971 | (c) where the producer responsibility organisation represents more than one producer, it shall indicate | (c) where the producer responsibility organisation represents more than one producer, it shall indicate | (c) where the producer responsibility organisation represents more than one producer, it shall indicate | |

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| | separately how each one of the represented producers meets the responsibilities set out in Article 16. | separately how each one of the represented producers meets the responsibilities set out in Article 16. | separately how each one of the represented producers meets the responsibilities set out in Article 16. | |
| ANNEX VIII, point 4. | | | | |
| 972 | 4. Where obligations under Article 16 are fulfilled on a producer's behalf by an appointed 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. | 4. Where obligations under Article 16 are fulfilled on a producer's behalf by an appointed 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. | 4. Where obligations under Article 16 are fulfilled on a producer's behalf by an appointed 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. | |
| ANNEX IX | | | | |
| 973 | ANNEX IX | ANNEX IX | ANNEX IX | |
| ANNEX IX, first paragraph | | | | |
| 974 | INFORMATION TO BE INCLUDED IN THE CERTIFICATE OF DESTRUCTION | INFORMATION TO BE INCLUDED IN THE CERTIFICATE OF DESTRUCTION | ~~INFORMATION TO BE INCLUDED IN THE~~**[...]** CERTIFICATE OF DESTRUCTION | |
| ANNEX IX, point 1. | | | | |
| 975 | 1. Name, address, and registration or identification number of the establishment or undertaking issuing the certificate, where such number is provided in | 1. Name, address, and registration or identification number of the establishment or undertaking issuing the certificate, where such number is provided in | | |

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| | the national registration or identification system. | the national registration or identification system. | | |
| ANNEX IX, point 2. | | | | |
| 976 | 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. | 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. | | |
| ANNEX IX, point 3. | | | | |
| 977 | 3. Date of issue of the certificate of destruction. | 3. Date of issue of the certificate of destruction. | | |
| ANNEX IX, point 4. | | | | |
| 978 | 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). | 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). | | |
| ANNEX IX, point 5. | | | | |
| 979 | 5. Class of vehicle, brand and model. | 5. Class of vehicle, brand and model. | | |
| ANNEX IX, point 6. | | | | |
| 980 | 6. Vehicle identification number (chassis). | 6. Vehicle identification number (chassis). | | |

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| ANNEX IX, point 7. | | | | |
| 981 | 7. Name, address, nationality of the holder or owner of the vehicle delivered. | 7. Name~~,~~ ***and*** address~~,~~ ~~*nationality*~~ of the holder or owner of the vehicle delivered. | | |
| ANNEX X | | | | |
| 982 | ANNEX X | ANNEX X | ANNEX X | |
| ANNEX X, first paragraph | | | | |
| 983 | AMENDMENTS TO REGULATION (EU) 2018/858 | AMENDMENTS TO REGULATION (EU) 2018/858 | AMENDMENTS TO REGULATION (EU) 2018/858 **AND REGULATION (EU) 168/2013** | |
| ANNEX X, point 1. | | | | |
| 984 | 1. Annex II to Regulation (EU) 2018/858 shall be amended as follows: | 1. Annex II to Regulation (EU) 2018/858 shall be amended as follows: | 1. Annex II to Regulation (EU) 2018/858 shall be amended as follows: | |
| ANNEX X, second paragraph | | | | |
| 985 | (1) In Part I, entry G13 is replaced by the following: | (1) In Part I, entry G13 is replaced by the following: | (1) In Part I, entry G13 is replaced by the following: | |
| ANNEX X, second paragraph, amending provision, first paragraph | | | | |
| 986 | ‘<br>‘ | ‘<br>‘ | ‘<br>‘ | |
| ANNEX X, second paragraph, amending provision, Table | | | | |
| 987 | Table | Table | Table | |
| ANNEX X, second paragraph, amending provision, second paragraph | | | | |
| 988 | ’;<br>, | ’;<br>, | ’;<br>, | |

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| ANNEX X, 2 paragraph | | | | |
| 989 | (2) Appendix 1 is amended as follows: | (2) Appendix 1 is amended as follows: | (2) Appendix 1 is amended as follows: | |
| ANNEX X, 2 paragraph, point (a) | | | | |
| 990 | (a) in table 1, entry G13 is replaced by the following: | (a) in table 1, entry G13 is replaced by the following: | (a) in table 1, entry G13 is replaced by the following: | |
| ANNEX X, 2 paragraph, point (a), amending provision, first paragraph | | | | |
| 991 | ‘<br>‘ | ‘<br>‘ | ‘<br>‘ | |
| ANNEX X, 2 paragraph, point (a), amending provision, Table | | | | |
| 992 | Table | Table | Table | |
| ANNEX X, 2 paragraph, point (a), amending provision, second paragraph | | | | |
| 993 | ’;<br>, | ’;<br>, | ’;<br>, | |
| ANNEX X, 2 paragraph, point (b) | | | | |
| 994 | (b) in table 2, entry G13 is replaced by the following: | (b) in table 2, entry G13 is replaced by the following: | (b) in table 2, entry G13 is replaced by the following: | |
| ANNEX X, 2 paragraph, point (b), amending provision, first paragraph | | | | |
| 995 | ‘<br>‘ | ‘<br>‘ | ‘<br>‘ | |
| ANNEX X, 2 paragraph, point (b), amending provision, Table | | | | |
| 996 | Table | Table | Table | |
| ANNEX X, 2 paragraph, point (b), amending provision, second paragraph | | | | |
| 997 | ’;<br>, | ’;<br>, | ’;<br>, | |

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| | | | | |
| ANNEX X, 3 paragraph | | | | |
| 998 | (3) in Appendix 2, point 4 is amended as follows: | (3) in Appendix 2, point 4 is amended as follows: | (3) in Appendix 2, point 4 is amended as follows: | |
| ANNEX X, 3 paragraph, point (a) | | | | |
| 999 | (a) in the table ‘Part I: Vehicles belonging to category M1’, entry 59 is replaced by the following: | (a) in the table ‘Part I: Vehicles belonging to category M1’, entry 59 is replaced by the following: | (a) in the table ‘Part I: Vehicles belonging to category M1’, entry 59 is replaced by the following: | |
| ANNEX X, 3 paragraph, point (a), amending provision, first paragraph | | | | |
| 1000 | ‘<br>‘ | ‘<br>‘ | ‘<br>‘ | |
| ANNEX X, 3 paragraph, point (a), amending provision, Table | | | | |
| 1001 | Table | Table | Table | |
| ANNEX X, 3 paragraph, point (a), amending provision, second paragraph | | | | |
| 1002 | ‘:<br>’ | ‘:<br>’ | ‘:<br>’ | |
| ANNEX X, 3 paragraph, point (b) | | | | |
| 1003 | (b) in the table ‘Part II: Vehicles belonging to category N1’, entry 59 is replaced by the following: | (b) in the table ‘Part II: Vehicles belonging to category N1’, entry 59 is replaced by the following: | (b) in the table ‘Part II: Vehicles belonging to category N1’, entry 59 is replaced by the following: | |
| ANNEX X, 3 paragraph, point (b), amending provision, first paragraph | | | | |
| 1004 | ‘<br>‘ | ‘<br>‘ | ‘<br>‘ | |
| ANNEX X, 3 paragraph, point (b), amending provision, Table | | | | |

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| 1005 | Table | Table | Table | |
| ANNEX X, 3 paragraph, point (b), amending provision, second paragraph | | | | |
| 1006 | ’.<br>;<br>’ | ’.<br>;<br>’ | ’.<br>;<br>’ | |
| ANNEX X, 4 paragraph | | | | |
| 1007 | (4) Part III is amended as follows: | (4) Part III is amended as follows: | (4) Part III is amended as follows: | |
| ANNEX X, 4 paragraph, point (a) | | | | |
| 1008 | (a) In Appendix 1, entry 59 is replaced by the following: | (a) In Appendix 1, entry 59 is replaced by the following: | (a) In Appendix 1, entry 59 is replaced by the following: | |
| ANNEX X, 4 paragraph, point (a), amending provision, first paragraph | | | | |
| 1009 | ‘<br>‘.<br>; | ‘<br>‘.<br>; | ‘<br>‘.<br>; | |
| ANNEX X, 4 paragraph, point (a), amending provision, Table | | | | |
| 1010 | Table | Table | Table | |
| ANNEX X, 4 paragraph, point (a), amending provision, second paragraph | | | | |
| 1011 | ’,<br>’ | ’,<br>’ | ’,<br>’ | |
| ANNEX X, 4 paragraph, point (b) | | | | |
| 1012 | (b) in Appendix 2, entry 59 is replaced by the following: | (b) in Appendix 2, entry 59 is replaced by the following: | (b) in Appendix 2, entry 59 is replaced by the following: | |
| ANNEX X, 4 paragraph, point (b), amending provision, first paragraph | | | | |
| 1013 | ‘<br>‘.<br>; | ‘<br>‘.<br>; | ‘<br>‘.<br>; | |

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| ANNEX X, 4 paragraph, point (b), amending provision, Table | | | | |
| 1014 | Table | Table | Table | |
| ANNEX X, 4 paragraph, point (b), amending provision, second paragraph | | | | |
| 1015 | ’;<br>’ | ’;<br>’ | ’;<br>’ | |
| ANNEX X, 4 paragraph, point (c) | | | | |
| 1016 | (c) in Appendix 3, entry 59 is replaced by the following: | (c) in Appendix 3, entry 59 is replaced by the following: | (c) in Appendix 3, entry 59 is replaced by the following: | |
| ANNEX X, 4 paragraph, point (c), amending provision, first paragraph | | | | |
| 1017 | ‘<br>‘ | ‘<br>‘ | ‘<br>‘ | |
| ANNEX X, 4 paragraph, point (c), amending provision, Table | | | | |
| 1018 | Table | Table | Table | |
| ANNEX X, 4 paragraph, point (c), amending provision, second paragraph | | | | |
| 1019 | ’;<br>’ | ’;<br>’ | ’;<br>’ | |
| ANNEX X, 4 paragraph, point (d) | | | | |
| 1020 | (d) in Appendix 4, entry 59 is replaced by the following: | (d) in Appendix 4, entry 59 is replaced by the following: | (d) in Appendix 4, entry 59 is replaced by the following: | |
| ANNEX X, 4 paragraph, point (d), amending provision, first paragraph | | | | |
| 1021 | ‘<br>‘ | ‘<br>‘ | ‘<br>‘ | |
| ANNEX X, 4 paragraph, point (d), amending provision, Table | | | | |
| 1022 | Table | Table | Table | |

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| ANNEX X, 4 paragraph, point (d), amending provision, second paragraph | | | | |
| 1023 | ’. ’ | ’. | **2. ’.Annex II to Regulation (EU) 168/2013 shall be amended as follows:** | |
| ANNEX X, 4 paragraph, point (d), amending provision, second paragraph a | | | | |
| 1023a | | | **In Section C1 of the table in Annex II to Regulation (EU) No 168/2013, entry 15a is replaced by the following:** ’ | |
| ANNEX Xa | | | | |
| 1023b | | ***Annex Xa CRITERIA FOR EXCEPTION OF VEHICLES OF SPECIAL CULTURAL INTEREST*** | | |
| ANNEX Xa, 1 paragraph | | | | |
| 1023c | | ***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:***<br><br>***(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*** | | |

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| | | ***single modified or a custom-built vehicle;***<br><br>***(b) the owner of the vehicle is known and can be identified;***<br><br>***(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.***<br>, | | |
| ANNEX XI | | | | |
| 1024 | ANNEX XI | ANNEX XI | ANNEX XI | |
| ANNEX XI, first paragraph | | | | |
| 1025 | CORRELATION TABLE | CORRELATION TABLE | CORRELATION TABLE | |
| ANNEX XI, point 1. | | | | |
| 1026 | 1. Directive 2000/53/EC | 1. Directive 2000/53/EC | 1. Directive 2000/53/EC | |
| ANNEX XI, point 1., Table 2 | | | | |
| 1027 | Table 2 | Table 2 | | |
| ANNEX XI, point 2. | | | | |
| 1028 | 2. Directive 2005/64/EC | 2. Directive 2005/64/EC | 2. Directive 2005/64/EC | |
| ANNEX XI, point 2., Table 3 | | | | |
| 1029 | Table 3 | Table 3 | Table 3 | |
| Annex XII | | | | |

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| 1029a | | | **Annex XII AMENDMENTS TO REGULATION (EU) 2023/1542** | |
| Annex XII, first paragraph | | | | |
| 1029b | | | **Table of Annex I of the Regulation (EU) 2023/1542 is amended as the following:** | |
| Annex XIa, second paragraph, Table 3a | | | | |
| 1029c | | | Table 3a | |
| Annex XIII | | | | |
| 1029d | | | **Annex XIII REQUIREMENTS FOR CERTIFIERS AND AUDITORS AND CRITERIA TO BE FULFILLED BY INSTALLATIONS CARRYING OUT PRODUCTION OF RECYCLED MATERIAL** | |
| Annex XIII, Part A | | | | |
| 1029e | | | **Part A Detailed requirements for third parties conducting audits** | |
| Annex XIII, first paragraph | | | | |
| 1029f | | | **1. A third-party conducting audits in accordance with Article 6(2) shall be independent of the supplier, manufacturer or the person involved in the production of the recycled** | |

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| | | | **material and of the controlled installation. To that end, this this party should be able to document that:** | |
| Annex XIII, first paragraph, point (a) | | | | |
| 1029g | | | **(a) It is not part of or under the control of these entities;** | |
| Annex XIII, first paragraph, point (b) | | | | |
| 1029h | | | **(b) It has established and operates procedures guaranteeing its impartiality, including: (i) assessment of risks of its impartiality on an ongoing basis; (ii) identification, elimination and mitigation of risks to impartiality resulting from financial, commercial and other types of pressure; (iii) assessment of risk of its impartiality resulting from relationships of its personnel;** | |
| Annex XIII, first paragraph, point (c) | | | | |
| 1029i | | | **(c) It is structured and managed in a way ensuring its independence and impartially, including: (i) it is clearly identifiable within the legal entity, if the legal entity conducts also activities not related to inspections; (ii) it has reporting rules on the** | |

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| | | | **performed audit activity; (iii) its personnel has clearly identifiable responsibilities with respect to conducting audits.** | |
| Annex XIII, point 2. | | | | |
| 1029j | | | **2. A third party conducting audits in accordance with Article 6(2) shall be considered to have appropriate qualifications in the area of audits and waste treatment if it has a sufficient number of qualified personnel, directly or via subcontracting, that is regularly trained and if its personnel involved in conducting such audits and has documented professional experience in all of the following areas: (a) conducting audits of facilities treating waste; (b) waste treatment operations; (c) environmental and occupational health and safety management systems; d) production of recycled material.** | |
| Annex XIII, point 3. | | | | |
| 1029k | | | **3. In order to demonstrate compliance with the criteria referred to in paragraphs 1 and 2, the conformity assessment body conducting audits or** | |

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| | | | **certifications shall refer to its certification with Union or equivalent internationally recognised standards relevant for the conduct of audits, such as ISO 19011:2018 or ISO/IEC 17020:2012.** | |
| Annex XIb, Part II | | | | |
| 1029l | | | **Part B CRITERIA TO DEMONSTRATE THAT RECYCLED MATERIAL HAS BEEN PRODUCED IN AN INSTALLATION THAT MEETS REQUIREMENTS FOR THE PROTECTION OF HUMAN HEALTH, CLIMATE AND ENVIRONMENT SET OUT IN UNION LAW OR EQUIVALENT TO THOSE REQUIREMENTS (AS PER ARTICLE 6(1c))** | |
| Annex XIII, Part B, first paragraph | | | | |
| 1029m | | | **1. The audit referred to in Article 6(2) shall verify that the installation involved in the production of recycled material fulfils the following conditions in its actual operations:** | |
| Annex XIII, Part B, first paragraph, point (a) | | | | |
| 1029n | | | **(a) It complies with the requirements to recycle waste** | |

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| | | | **and carries out its activities in accordance with the applicable national legislation on environmental protection;** | |
| Annex XIII, Part B, second paragraph, point (b) | | | | |
| 1029o | | | **(b) It is designed, constructed and operated in a safe and environmentally sound manner and, in particular, it has the required processes, appropriate waste management technology, organisation and infrastructure in place to recycle the waste in question;** | |
| Annex XIII, Part B, second paragraph, point (ba) | | | | |
| 1029p | | | **(ba) it sources its plastic waste from a country which complies with equivalent standards as the countries of the European Union in terms of protection of the environment and the safety of workers, and operates in such a country in accordance with the criteria defined in paragraph 4 of this Part;** | |
| Annex XIII, Part B, second paragraph, point (c) | | | | |
| 1029q | | | **(c) It establishes and operates management and monitoring systems, procedures and techniques that have the** | |

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| | | | **purpose of preventing, reducing, minimising and to the extent practicable eliminating: (i) health and safety risks to workers concerned and to the population in the vicinity of the facility; and (ii) adverse effects on the environment caused by its activities (in particular through adequate measures taken to monitor and address pollution);** | |
| Annex XIII, Part B, second paragraph, point (d) | | | | |
| 1029r | | | **(d) It ensures the traceability of all waste received and treated at the facility, including ensuring that all residual waste generated from their activities are documented and are only transferred to waste management facilities that are authorised to treat such residual waste;** | |
| Annex XIII, Part B, second paragraph, point (e) | | | | |
| 1029s | | | **(e) It has taken measures designed to save energy and limit the emissions of greenhouse gases linked to its activities;** | |
| Annex XIII, Part B, second paragraph, point (f) | | | | |
| 1029t | | | **(f) It establishes and is able to provide records of its waste** | |

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| | | | **management activities for the last five years; if an installation has operated for less than five years, it establishes and is able to provide records of its waste management activities for the time it has operated;** | |
| Annex XIII, Part B, second paragraph, point (g) | | | | |
| 1029u | | | **(g) It has not been convicted of having carried out illegal activities linked to waste management in the last five years.** | |
| Annex XIII, Part B, point 2. | | | | |
| 1029v | | | **2. Upon verifying compliance of an installation against the above criteria and with the requirements in Article 6(1b), the third party performing the audit or certification shall in particular take into account, as a point of reference and where relevant, the following:** | |
| Annex XIII, Part B, point 2.(a) | | | | |
| 1029w | | | **(a) specific requirements for the treatment of certain waste, and on the calculation of the quantity of waste treated, which are mandatory under Union legislation, and on the** | |

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| | | | **accounting of the quantities of recycled materials produced;** | |
| Annex XIII, Part B, point 2.(b) | | | | |
| 1029x | | | **(b) the Best Available Techniques conclusions adopted for certain activities under the regime of Directive 2010/75/EU of the European Parliament and of the Council of 24 November 2010 on industrial emissions.** | |
| Annex XIII, Part B, point 3. | | | | |
| 1029y | | | **3. The names and contact details of the individuals who carried out the audits are clearly indicated in the audit reports.** | |
| Annex XIII, Part B, point 4. | | | | |
| 1029z | | | **4. The auditors verify that the plastic waste is treated in a manner equivalent to EU standards and verify that it comes from a country with a comprehensive waste management framework covering its entire territory and demonstrating its ability and willingness to guarantee environmentally sound waste management, taking into account in particular the following criteria:** | |
| Annex XIII, Part B, point 4.(a) | | | | |

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| 1029aa | | | **(a) the measures implemented and planned to ensure the environmentally sound management of waste within its territory, such as the introduction of an extended producer responsibility system or an equivalent system implementing the polluter pays principle;** | |
| Annex XIII, Part B, point 4.(b) | | | | |
| 1029ab | | | **(b) the measures implemented and planned to increase the proportion of post-consumer plastic recycled from vehicles, and the indicators for monitoring these measures;** | |
| Annex XIII, Part B, point 4.(c) | | | | |
| 1029ac | | | **(c) the measures implemented and planned to increase the proportion of post-consumer recycled plastic incorporated in vehicles placed on the national market, and the indicators for monitoring these measures.** | |
| Annex XIII, Part C | | | | |
| 1029ad | | | **Part C CRITERIA TO DEMONSTRATE THAT RECYCLED MATERIAL HAS BEEN PRODUCED IN** | |

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| | | | **COMPLIANCE WITH THE REQUIREMENTS IN ARTICLE 6(1), (1a) and (1b)** | |
| Annex XIII, Part C, first paragraph | | | | |
| 1029ae | | | **The audit referred to in Article 6(2) shall verify that the installation involved in the production of recycled material fulfils the following conditions in its actual operations:** | |
| Annex XIII, Part C, point 1. | | | | |
| 1029af | | | **1. The installation shall be able to provide evidence that it is producing materials recycled from post-consumer waste. If the installation is also producing materials derived from pre-consumer waste or derived from raw materials, it shall be able to demonstrate that it clearly distinguishes between the different types of materials. The installation shall ensure that it is only supplying materials recycled from post-consumer waste, as a condition for this material to be accounted for as part of the targets set out in Article 6;** | |
| Annex XIII, Part C, point 2. | | | | |

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| 1029ag | | | **2. An installation producing recycled materials from post-consumer waste derived from end-of-life vehicles or repaired vehicles shall be able to demonstrate that such waste has been collected separately and was not mixed with materials from other origins before its arrival on the installation and during the whole recycling process.** | |

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# Commission Proposal Table 1

| 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) |
|---|---|---|
| Lead as an alloying element | | |
| 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 | |
| Lead and lead compounds in components | | |
| 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 |

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| | | |
|---|---|---|
| 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 for such vehicles | X |
| 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. lead-based alloys containing 85 % by weight or more lead) | (1) | X(5) |
| 8(f)(i). Lead in compliant pin connector systems | Vehicles type approved before 1 January 2017 and spare parts for such vehicles | X(5) |

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| | | |
|---|---|---|
| 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 300$mm_2$ 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/mm2 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 and spare parts for such vehicles | X(5) |
| 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) |

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| 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 CO2 emissions by recuperation of exhaust heat | Vehicles type approved before 1 January 2019 and spare parts for such vehicles | X |
| Hexavalent chromium | | |
| 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; (c) designed to fully operate with non-electrical heater. | 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 |
| Mercury | | |
| 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 |
| Cadmium | | |

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| | | |
|---|---|---|
| 16. Batteries for electric vehicles | As spare parts for vehicles placed on the market before 31 December 2008 | |

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# EP Mandate Table 1

| 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) |
|---|---|---|
| Lead as an alloying element | | |
| 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 | |
| Lead and lead compounds in components | | |
| 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 |

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| | | |
|---|---|---|
| 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 for such vehicles | X |
| 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. lead-based alloys containing 85 % by weight or more lead) | (1) | X(5) |
| 8(f)(i). Lead in compliant pin connector systems | Vehicles type approved before 1 January 2017 and spare parts for such vehicles | X(5) |

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| | | |
|---|---|---|
| 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 300$mm_2$ 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/mm2 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 and spare parts for such vehicles | X(5) |
| 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) |

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| | | |
|---|---|---|
| 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 CO2 emissions by recuperation of exhaust heat | Vehicles type approved before 1 January 2019 and spare parts for such vehicles | X |
| Hexavalent chromium | | |
| 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; (c) designed to fully operate with non-electrical heater. | 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 |
| Mercury | | |
| 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 |
| Cadmium | | |

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| | | |
|---|---|---|
| 16. Batteries for electric vehicles | As spare parts for vehicles placed on the market before 31 December 2008 | |

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# Council Mandate Table 1

| 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) |
|---|---|---|
| Lead as an alloying element | | |
| 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 | |
| Lead and lead compounds in components | | |
| 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 |

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| | | |
|---|---|---|
| 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 for such vehicles | X |
| 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. lead-based alloys containing 85 % by weight or more lead) | (1) | X(5) |
| 8(f)(i). Lead in compliant pin connector systems | Vehicles type approved before 1 January 2017 and spare parts for such vehicles | X(5) |

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| | | |
|---|---|---|
| 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 300$mm_2$ 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/mm2 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 and spare parts for such vehicles | X(5) |
| 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) |

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| | | |
|---|---|---|
| 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 CO2 emissions by recuperation of exhaust heat | Vehicles type approved before 1 January 2019 and spare parts for such vehicles | X |
| Hexavalent chromium | | |
| 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; (c) designed to fully operate with non-electrical heater. | 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 |
| Mercury | | |
| 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 |
| ~~Cadmium~~ | | |

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| | | |
|---|---|---|
| ~~16. Batteries for electric vehicles~~ | ~~As spare parts for vehicles placed on the market before 31 December 2008~~ | |

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# Commission Proposal Table

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

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# EP Mandate Table

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

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

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| | | | |
|---|---|---|---|
| '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. |

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| | | | |
|---|---|---|---|
| '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. |

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| | | | |
|---|---|---|---|
| '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. |

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| | | | |
|---|---|---|---|
| '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. |

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| | | | |
|---|---|---|---|
| '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. |

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| | | | |
|---|---|---|---|
| '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. |

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# Commission Proposal Table

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

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

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

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# Commission Proposal Table

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

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

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

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# Commission Proposal Table

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

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# EP Mandate Table

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

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

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# Commission Proposal Table

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

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# EP Mandate Table

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

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

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# Commission Proposal Table

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

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# EP Mandate Table

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

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

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# Commission Proposal Table

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

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# EP Mandate Table

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

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

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# Commission Proposal Table 2

| Directive 2000/53/EC | This Regulation |
|---|---|
| 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) |

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| | |
|---|---|
| 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 tiret | Article 23(1) and (2) point (c) |
| Article 5(1), second tiret | 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) |
| 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 |

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| | |
|---|---|
| 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) |

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|---|---|
| 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) | -- |
| Article 13 | -- |
| Annex I | Annex VII |
| Annex II | Annex III |

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# EP Mandate Table 2

| Directive 2000/53/EC | This Regulation |
|---|---|
| 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) |

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| | |
|---|---|
| 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 tiret | Article 23(1) and (2) point (c) |
| Article 5(1), second tiret | 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) |
| 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 |

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|---|---|
| Article 6(3), second subparagraph | Article 29(1) |
| Article 6(4) | Article 15(2) |
| Article 6(5) | Article 27(5) |
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| Article 7(1) | Article 33(1) |
| Article 7(2) point (a) | -- |
| Article 7(2) point (b) | Article 34(1) points (a) and (b) |
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| Article 7(2), third subparagraph | Article 49(5) |
| Article 7(3) | -- |
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| Article 9(1a), first subparagraph | Article 49(1) point (j) |
| Article 9(1a), second subparagraph | Article 49(1) second sub-paragraph |
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| Article 9a(1) | Article 50(1) |
| Article 9a(2) | Article 50(2) |
| Article 9a(3) | Article 50(3) |

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| Article 9a(4) | Article 50(4) |
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| 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) | -- |
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# Commission Proposal Table 3

| Directive 2005/64/EC | This Regulation |
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| Article 1, first subparagraph | Article 1 |
| Article 1, second subparagraph | -- |
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| Article 3 point (c) | Article 2(2) point (c) |
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| 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) |
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| 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) |
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| 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 |
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# EP Mandate Table 3

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| Article 3 point (a) | Article 2(2) point (a) |
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| 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) |
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| Article 4(14) | Article 3(1) point (6) |
| Article 4(15) | Article 3(1) point (7) |
| Article 4(16) | -- |

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|---|---|
| Article 4(17) | -- |
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| Article 4(20) | -- |
| Article 5(1) | -- |
| Article 5(2) | Article 8(1) second sentence |
| Article 5(3) | Article 8(4) |
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| Article 6(1) | Article 4(2) |
| Article 6(2), second subparagraph | Article 5(8) |
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# Council Mandate Table 3

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| Article 1, second subparagraph | -- |
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| Article 3 point (a) | Article 2(2) point (a) |
| Article 3 point (b) | Article 2(2) point( b) |
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| Article 4(1) | Article 3(1) point (1) |
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| 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) |
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|---|---|
| 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 |
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# Council Mandate Table 3a

| Column 1 Designation of the substance or group of substances | Column 2 Conditions of restriction |
|---|---|
| Mercury CAS No 7439-97-6 EC No 231-106-7 and its compounds | Batteries, whether or not incorporated into appliances, light means of transport or other vehicles, shall not contain more than 0,0005 % of mercury (expressed as mercury metal) by weight. |
| 2. Cadmium CAS No 7440-43-9 EC No 231-152-8 and its compounds | 1. Portable batteries, whether or not incorporated into appliances, light means of transport or other vehicles, shall not contain more than 0,002 % of cadmium (expressed as cadmium metal) by weight. 2. Electric vehicle and SLI batteries, incorporated in vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858 shall not contain more than 0,01% of cadmium (expressed as cadmium metal) by weight in homogeneous material. 3. Point 2 shall not apply to electric vehicle batteries used as spare parts for electric vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858 placed on the market before 31 December 2008. |
| 3. Lead CAS No 7439-92-1 EC No 231-100-4 and its compounds | 1. From 18 August 2024, portable batteries, whether or not incorporated into appliances, shall not contain more than 0,01 % of lead (expressed as lead metal) by weight. 2. The restriction set out in point 1 shall not apply to portable zinc-air button cells until 18 August 2028. 3. Portable batteries incorporated in vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858, shall not contain more than 0,1% of lead (expressed as lead metal) by weight in homogeneous material. 4. Point 3 shall not apply to Portable Batteries incorporated in, or used as spare parts for, vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858, type approved before 1 January 2024. 5. Electric vehicle batteries incorporated in vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858, shall not contain more than 0,1% of lead (expressed as lead metal) by weight in homogeneous material. 6. Point 5 shall not apply to: Electric vehicle batteries incorporated in, or used as spare part for, in vehicles of the categories M1 and N1, as defined in Regulation (EU) 2018/858 and type approved before 1 January 2019 Electric vehicle batteries incorporated in or used as spare part for, special purpose vehicles of the categories M1 and N1, as defined in Regulation (EU) 2018/858, and type approved before 1 January 2024 7. SLI batteries incorporated in vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858, shall not contain more than 0,1% of lead (expressed as lead metal) by weight in |

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| | **homogeneous material. 8. Point 7 shall not apply to: (i) SLI batteries used in 12 V applications for vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858.1 (ii) SLI batteries used in 24 V applications in special purpose vehicles of the categories M1 and N1 as defined in Regulation (EU) 2018/858.2 (iii) SLI batteries used in other applications than the one covered by points 8(i) and (ii) in vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858 that are typed approved before 1 January 2024.** |
| **4. Hexavalent chromium CAS No 18540-29-9EC No 606-053-1 and its compounds** | **Batteries incorporated in vehicles, including special purpose vehicles, of the categories M1 and N1 as defined in Regulation (EU) 2018/858, shall not contain more than 0,1% of hexavalent chromium (expressed as hexavalent chromium metal) by weight in homogeneous material.** |

**1. This exemption shall be reviewed in 2030**
**2. This exemption shall be reviewed in 2030**

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