









Procedure file

Basic information	
<p>COD - Ordinary legislative procedure (ex-codecision procedure) Regulation</p> <p>2023/0284(COD)</p>	Awaiting committee decision
<p>Circularity requirements for vehicle design and management of end-of-life vehicles</p> <p>Repealing Directive 2000/53 1997/0194(COD) Repealing Directive 2005/64 2004/0053(COD) Amending Regulation 2018/858 2016/0014(COD) Amending Regulation 2019/1020 2017/0353(COD)</p> <p>Subject</p> <p>2.10.03 Standardisation, EC/EU standards and trade mark, certification, compliance 3.20.06 Transport regulations, road safety, roadworthiness tests, driving licence 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles 3.70.12 Waste management, domestic waste, packaging, light industrial waste</p>	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	 Environment, Public Health and Food Safety		
	Former committee responsible		
	 Environment, Public Health and Food Safety		23/08/2023
		 GIESEKE Jens	
	Committee for opinion	Rapporteur for opinion	Appointed
 Internal Market and Consumer Protection (Associated committee)			
 Transport and Tourism			
Former committee for opinion			
 Internal Market and Consumer Protection (Associated committee)			
 Transport and Tourism		31/08/2023	
	 VIRKKUNEN Henna		
Council of the European Union			
European Commission	Commission DG Environment	Commissioner SINKEVIČIUS Virginijus	
European Economic and Social Committee			

Key events			
13/07/2023	Legislative proposal published	COM(2023)0451	Summary
19/10/2023	Committee referral announced in Parliament, 1st reading		
19/10/2023	Referral to associated committees announced in Parliament		

Technical information	
Procedure reference	2023/0284(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
	Repealing Directive 2000/53 1997/0194(COD) Repealing Directive 2005/64 2004/0053(COD) Amending Regulation 2018/858 2016/0014(COD) Amending Regulation 2019/1020 2017/0353(COD)
Legal basis	Rules of Procedure EP 57_o; Treaty on the Functioning of the EU TFEU 114
Mandatory consultation of other institutions	European Economic and Social Committee
Stage reached in procedure	Awaiting committee decision
Committee dossier	ENVI/10/00255

Documentation gateway					
Legislative proposal		COM(2023)0451	13/07/2023	EC	Summary
Document attached to the procedure		SEC(2023)0292	13/07/2023	EC	
Document attached to the procedure		SWD(2023)0255	13/07/2023	EC	
Document attached to the procedure		SWD(2023)0256	13/07/2023	EC	
Document attached to the procedure		SWD(2023)0257	13/07/2023	EC	
Economic and Social Committee: opinion, report		CES3741/2023	13/12/2023	ESC	

Additional information		
Research document	Briefing	01/12/2023

Circularity requirements for vehicle design and management of end-of-life vehicles

PURPOSE: to enhance the circularity of the automotive sector, covering the design, production and end-of-life treatment of vehicles.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: the production of vehicles is one of the most resource-intensive industries. Europe's automotive sector is responsible for 19% of demand for the EU's steel industry (over 7 million tonnes/year), 10% of overall consumption of plastics (6 million tonnes/year), a significant share of the demand for aluminium (42% for all transport equipment, around 2 million tonnes/year), copper (6% for automotive parts), rubber (65% of the production of general rubber goods) and glass (1.5 million tonnes of flat glass produced in the EU).

Every year, over six million vehicles in Europe reach the end of their life. Inadequate handling of vehicles at the end of their life results in lost

value and pollution. The recent evaluation of the existing EU legislation regulating the area - Directive 2000/53/EC on end-of-life vehicles (ELV Directive,) and Directive 2005/64/EC on the type-approval of motor vehicles with regard to their reusability, recyclability and recoverability (3R type-approval Directive) - has shown that considerable improvements were needed to boost the transition of the automotive sector to a circular economy, thereby reducing the environmental impact linked to the production and end-of-life treatment of vehicles, and strengthening the sustainability of the automotive and recycling industry in Europe.

Moreover, the electrification of vehicles will further increase the need for critical raw materials (CRMs) such as rare earths. Making new vehicles more sustainable and circular is essential to address our dependencies, lower the environmental impact linked to the extraction and processing of primary materials used in vehicles, as well to facilitate the re-use and recycling of vehicles reaching the end of their life.

CONTENT: the Commission has revised the existing legislation and proposes a single regulation that focuses on several key elements to improve quality in design, collection, and recycling. The draft 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.

The proposal aims to:

- improve the functioning of the EU internal market by reducing the negative environmental impacts linked to the design, production, service life and end-of-life treatment of vehicles and contributing to the sustainability of the automotive and recycling sectors;
- facilitate and increase the removal, reuse, remanufacturing and recycling of materials, parts and components contained in vehicles;
- increase the use of recycled materials in the production of vehicles, thereby incentivising recycling, reducing strategic dependencies of raw materials and supporting the decarbonisation of the automotive industry;
- increase circularity for lorries, buses, trailers and certain L-category vehicles currently outside the scope of the ELV and 3R type-approval legislation;
- improve treatment of end-of-life vehicles by increasing the quantity and quality of materials re-used, remanufactured and recycled, thereby reducing the environmental footprint linked to the end-of-life stage.

General provisions

The proposal states that the majority of its provisions apply to vehicles of categories M1 and N1 (cars and vans). Certain provisions on the management of end-of-life vehicles and on export requirements also apply to certain L-category vehicles (vehicles of categories L3e, L4e, L5e, L6e and L7e), to lorries, buses and to trailers (vehicles of categories M2, M3, N2, N3 and O).

Circularity requirements concerning vehicle design

The proposal lays down minimum requirements on the reusability, recyclability and recoverability of vehicle types, specifying the rates to be achieved by each type. It restricts the use of lead, cadmium, mercury and hexavalent chromium in vehicles and Annex III provide exemptions from this restriction. It is required that each vehicle type contains at least 25% of plastic recycled from postconsumer plastic waste, and that 25% of such material should come from recycled end-of-life vehicles. The proposal also lays down a requirement to design vehicles in a manner that enables the removal and replacement of electric vehicle batteries and e-drive motors from the vehicle type during both the use phase and the waste phase.

Management of end-of-life vehicles

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.

Member States are required to create a register that will monitor compliance of producers with these requirements. The costs related to managing end-of-life vehicles that should be covered by financial contributions of producers.

Requirements are laid down concerning the depollution of end-of-life vehicles, indicating that removed fluids and liquids must be separately stored, similarly as parts, components and materials containing lead, cadmium, mercury and hexavalent chromium.

Lastly, the proposal aims to put an end to "disappearances" of vehicles, by means of more inspections, interoperability of national vehicle registration systems, a better distinction between second-hand vehicles and end-of-life vehicles, and a ban on the export of second-hand vehicles that are not roadworthy.

According to the Commission, the proposed regulation should deliver substantial environmental benefits, including an annual reduction of 12.3 million tonnes of CO2 emissions by 2035, better recovery of 5.4 million tonnes of materials and increased recovery of critical raw materials.

Transparency					
GIESEKE Jens	Rapporteur	ENVI	23/02/2024	bvse-Bundesverband Sekundärrohstoffe und Entsorgung e.V.	
GIESEKE Jens	Rapporteur	ENVI	30/01/2024	Wirtschaftsvereinigung Metalle	
GIESEKE Jens	Shadow rapporteur	ENVI	10/01/2024	Bundesverband der Deutschen Industrie e.V. (BDI)	
GALLÉE	Shadow	ENVI	16/11/2023	Deutsche Umwelthilfe e.V.	

Malte	rapporteur			Environmental Coalition on Standards European Environmental Bureau 06798511314-27 03506017714-81 96668093651-33
GIESEKE Jens	Shadow rapporteur	ENVI	14/11/2023	Novelis Europe
GALLÉE Malte	Shadow rapporteur	ENVI	14/11/2023	Novelis Europe 796803211721-67
VIRKKUNEN Henna	Rapporteur for opinion	TRAN	28/09/2023	Finnish Ministry of Environment Finnish Ministry of Transport and Communications
LUENA César	Member	23/01/2024	CELSA Group	
FRITZON Heléne	Member	13/11/2023	Sveriges Fordonsbyggares Riksförbund Motorhistoriska Riksförbundet	
THALER Barbara	Member	31/10/2023	Ragg GmbH	