



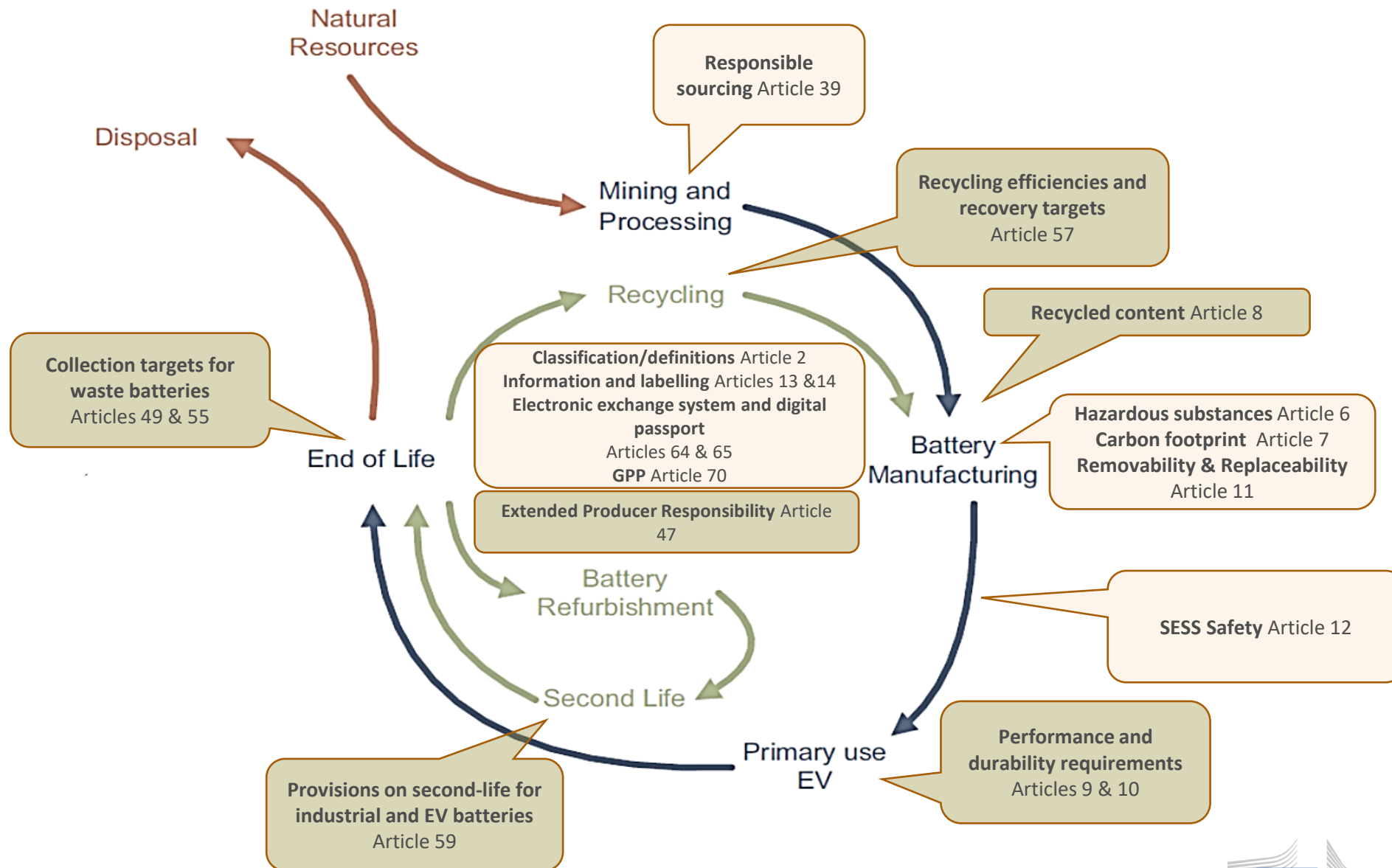
Recovery from Waste batteries

J Rizo, European Commission, ENV B 3

A close-up photograph of a green leaf, showing the intricate network of veins. The veins are a lighter shade of green, creating a complex, web-like pattern against the darker green background of the leaf. The lighting is soft, highlighting the texture and structure of the leaf's surface.

The proposal

Covering the entire life-cycle



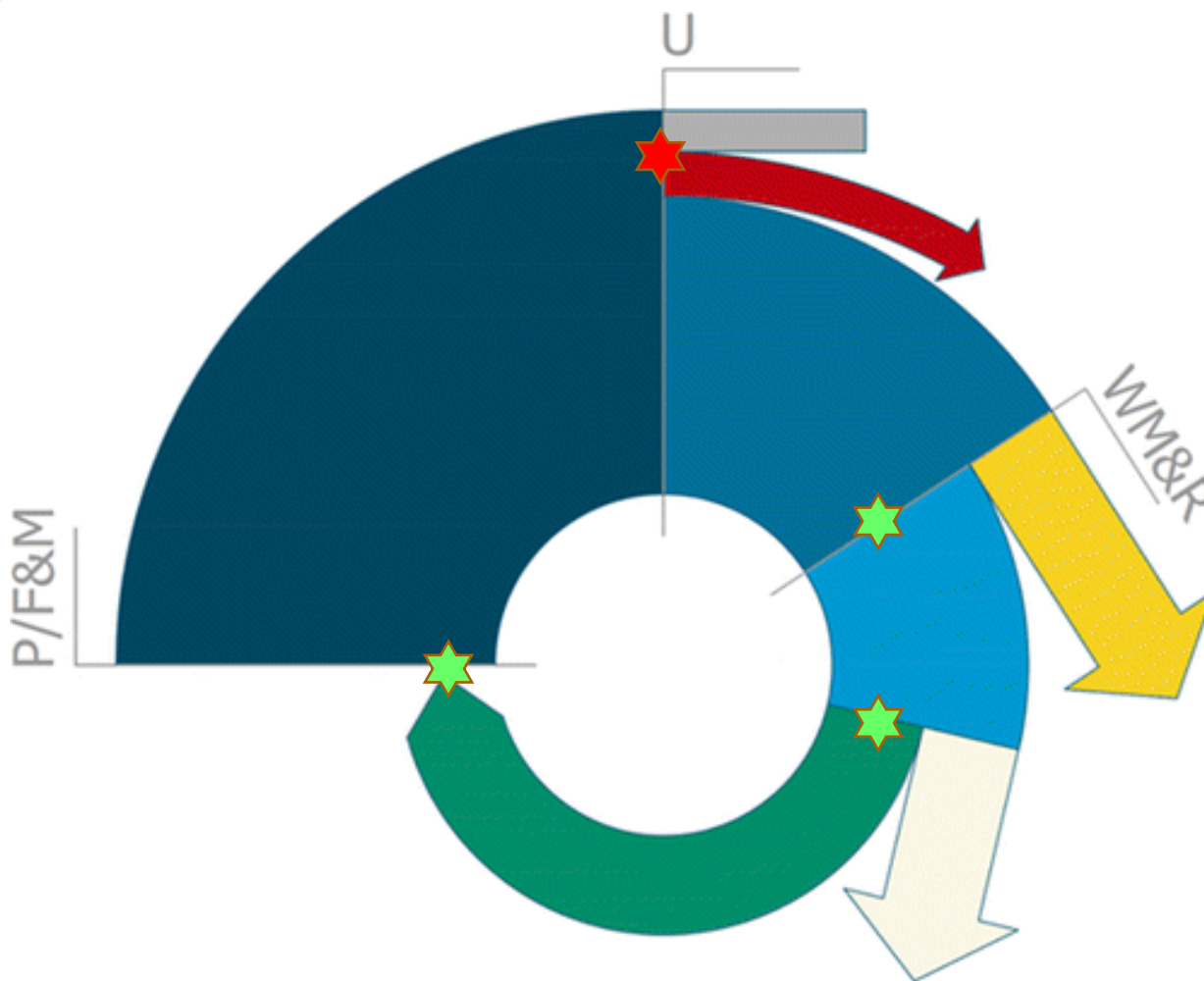
A complex result

13 Chapters, 79 Articles, 14 Annexes

- I. General provisions
- II. Sustainability and safety requirements
- III. Labelling and information requirements
- IV. Conformity of Batteries
- V. Notification of conformity assessment bodies
- VI. Obligations of economic operators other than in Chapters III and VII
- VII. End-of-life management of batteries
- VIII. Electronic exchange of information
- IX. Union market surveillance, control of batteries entering the Union market and Union safeguard procedures
- X. Green public procurement, procedure for amending restrictions on hazardous substances and Commission recognition of supply chain due diligence schemes
- XI. Delegated and implementing powers
- XII. Amendments
- XIII. Final provisions

Empowerments for
secondary legislation: 30+

Against losses



- Production and manufacturing
- In-use products
- Functionally recycled
- Non-functionally recycled/ not recovered
- Unspecified
- In-use dissipated
- Currently unrecyclable
- Potentially recyclable

To be increased



To be diminished



A close-up photograph of a green leaf, showing a detailed network of veins. The veins are light green and form a complex, branching pattern across the darker green leaf surface. The texture is highly detailed, with many small, interconnected cells visible between the veins.

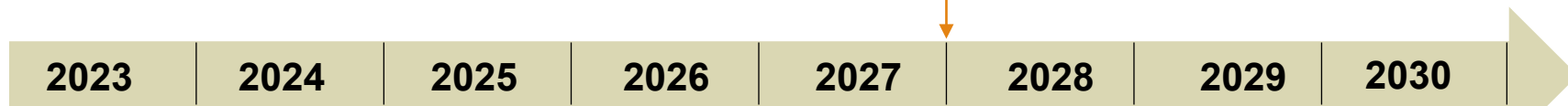
Collection

Collection targets for waste batteries (Articles 49 & 55, Annex XI)

- Increased targets for waste **portable** batteries (except batteries for light means of transport)
- Current collection target: 45% of **portable** batteries
- **Industrial, automotive and EV** batteries: **no losses**, i.e. continuation of 100 % collection requirement
- **New** reporting system for non-portable batteries

31.12.27 Possibility to set collection target separately for light means of transport batteries

Commission



Member States

31.12.25 Waste portable: 65%

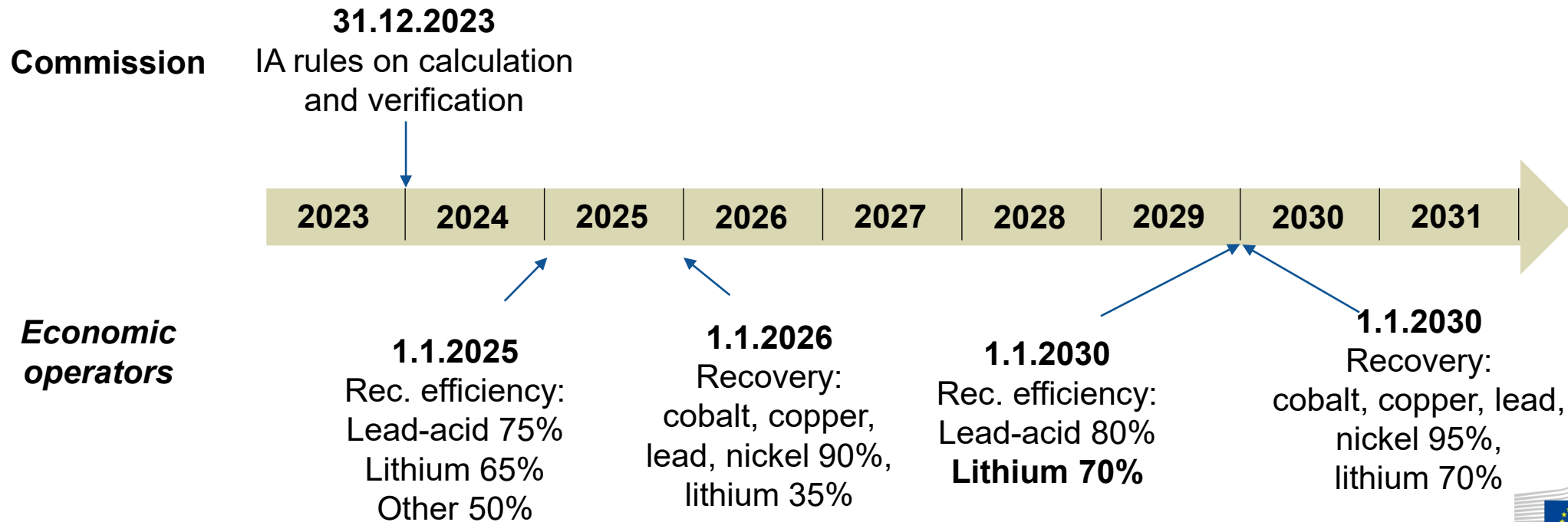
31.12.30 Waste portable: 70%

A close-up photograph of a green leaf, showing the intricate network of veins. The leaf is a vibrant green color, and the veins are a slightly lighter shade, creating a complex, organic pattern. The lighting is soft, highlighting the texture of the leaf's surface.

Recycling targets

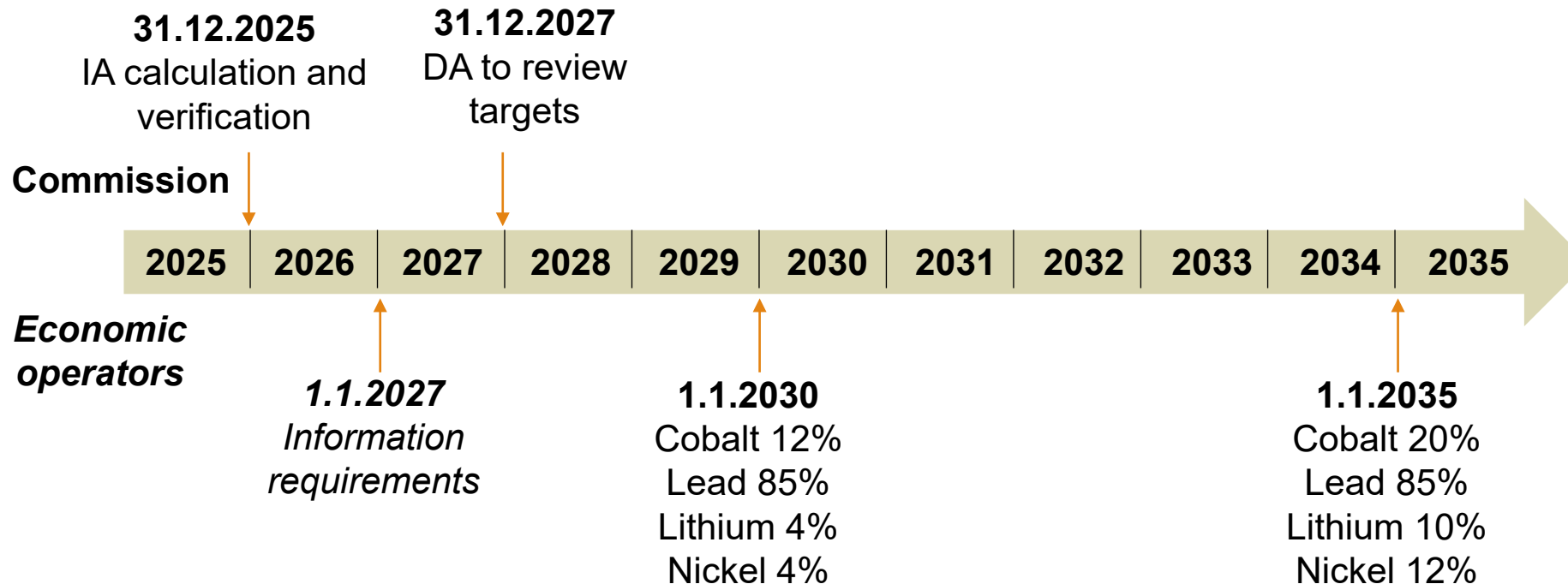
Recycling efficiencies and material recovery targets (Article 56 & 57, Annex XII B and C)

- General increase of recycling efficiencies targets, current targets continue until 31.12.2024
- New RE values in 2025 and 2030
- Introduction of mandatory values for material recovery for cobalt, copper, lead, nickel and lithium.



Recycled content (Article 8)

- Applicable to industrial, automotive and EV batteries
- Staged approach: rules for calculation first, then declaration and eventually mandatory minimum levels to access Union market
- Avoiding market distortions
 - Estimated available quantities
 - Estimated timing

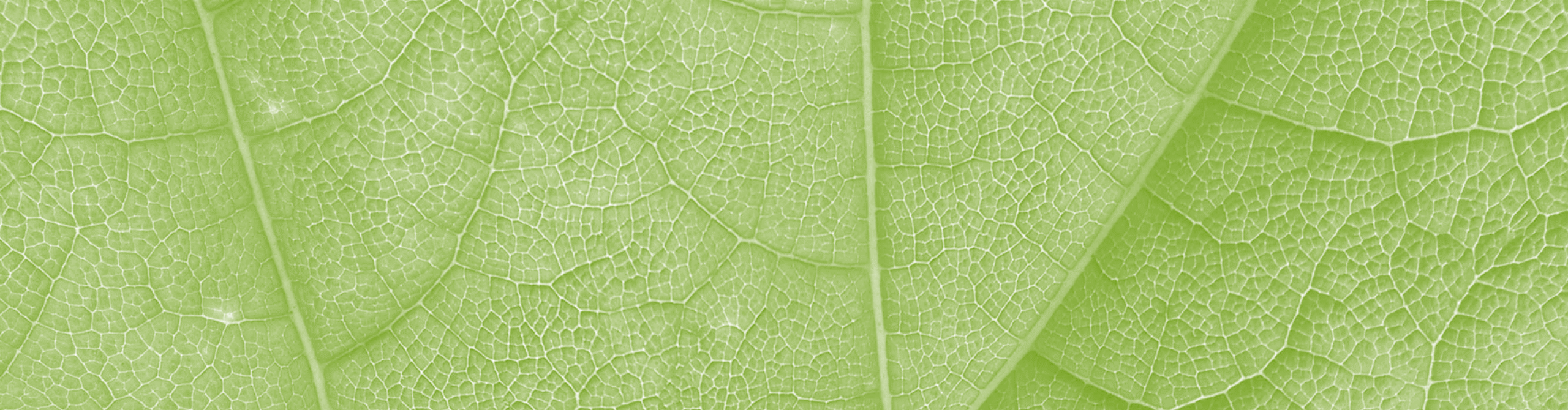


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Fully harmonized market

Why a Regulation? Why internal market (Article 114)?

- Environmental problems due to batteries are explained by an insufficient functioning of the EU internal market, e.g.
 - Uneven implementation of obligations,
 - Existence of barriers to the functioning of recycling markets.
- Taking full advantage of the EU internal market to build a sustainable, competitive and innovative battery value chain
 - Complete legal certainty to the economic operators to make the required investments,
 - Absolute level playing field across the whole EU.
- A regulation is considered the best instrument.



Thank you!