

## A new EU regulatory framework for batteries

Batteries are critical to the EU's clean energy transition. In December 2020, the European Commission tabled a proposal to modernise the regulatory framework for batteries and secure the sustainability and competitiveness of EU battery value chains. The proposed new rules cover batteries' full lifecycle, from design to disposal. During its March I plenary session, Parliament is expected to debate and vote on the report on the proposal adopted by the Committee on the Environment, Public Health and Food Safety (ENVI). This would then become Parliament's position for trilogue negotiations with the Council.

### Background

Batteries are integral to a wide range of everyday devices, from mobile phones and laptops to electric bikes and cars. Playing a key role in the rollout of zero-emission mobility and the storage of intermittent renewable energy, batteries will be instrumental in achieving the EU's climate neutrality goal. Global battery demand is projected to increase [14 fold](#) by 2030 and EU demand could be the [second highest](#) worldwide. To keep pace with technological development, and ensure a safe, circular and sustainable battery value chain for all batteries, the European Green Deal and related initiatives, including the [new circular economy action plan](#) and the [industrial strategy](#), set out plans for updating the EU legislative framework.

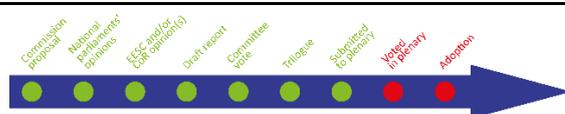
### European Commission proposal

The [proposal](#) for a regulation concerning batteries and waste batteries, which would replace the [2006 Batteries Directive](#), would govern the entire battery lifecycle. It would establish mandatory requirements for sustainability (such as carbon footprint rules, minimum recycled content, performance and durability criteria), safety and labelling for the marketing and putting into service of batteries, and requirements for end-of-life management. It would also introduce due diligence obligations for economic operators sourcing raw materials. The proposed regulation could provide a blueprint for further initiatives under the EU's [sustainable product policy](#), aimed at making sustainable products the norm.

### European Parliament position

Parliament had already expressed [support](#) for a legislative framework to tackle the full environmental impacts of batteries, with ambitious eco-design requirements, collection and recycling targets, and sustainable, ethical and safe material sourcing. Echoing this stance, the ENVI committee [report](#), adopted on 10 February 2022, seeks to raise the proposal's level of ambition. It calls for the scope of the proposed regulation to include batteries for light means of transport (LMT), such as e-bikes. It also strengthens the proposed due diligence requirements, extending it to economic operators placing any batteries on the EU market, to cover the entire battery value chain. By 2024, the report wants to see portable batteries in appliances and LMT batteries designed for easy and safe removal and replacement with basic and commonly available tools. The report sets higher collection targets for waste portable batteries; introduces minimum collection rates for LMT batteries and for waste portable batteries of general use; raises the material recovery target for lithium; and introduces recycling efficiency targets for nickel-cadmium batteries. The mandate to begin interinstitutional negotiations will be put to a vote at the March I plenary session. The Council aims to reach a general approach at the Environment Council on 17 March 2022.

First-reading report: [2020/0353\(COD\)](#); Committee responsible: ENVI; Rapporteur: Simona Bonafè (S&D, Italy). For further information see our 'EU legislation in progress' [briefing](#).



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