



TEXTS ADOPTED

P10_TA(2025)0168

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

Amendments adopted by the European Parliament on 9 September 2025 on the 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 (COM(2023)0451 – C9-0308/2023 – 2023/0284(COD))¹

(Ordinary legislative procedure: first reading)

¹ The matter was referred back for interinstitutional negotiations to the committees responsible, pursuant to Rule 60(4), fourth subparagraph (A10-0158/2025).

Amendment 1
Proposal for a regulation
Recital 1

Text proposed by the Commission

(1) The Communication of the Commission of 11 December 2019 on ‘The European Green Deal’³⁷ (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.

³⁷ 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).

Amendment 2
Proposal for a regulation
Recital 2

Text proposed by the Commission

(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

Amendment

(1) The Communication of the Commission of 11 December 2019 on ‘The European Green Deal’³⁷ (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.

³⁷ 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)0640).

Amendment

(2) The automotive sector is an important contributor to the use of energy and material resources by the Union, and hence to the generation of greenhouse gases. The production of vehicles in third countries that are placed on the Union market contributes to the generation of global greenhouse gases, which in turn has a negative environmental impact on the

Union. A shift from the use of fossil fuels in vehicles to zero emission mobility, as foreseen in the Fit for 55 package, is one of the prerequisites for reaching the climate neutrality goal in 2050. It will reduce the emissions of greenhouse gases from the automotive sector linked to the use phase of vehicles. The automotive industry is one of the largest users of primary aluminium, steel and plastics, linked to the manufacturing of new vehicles placed on the Union market. This can represent a significant environmental impact, linked to the energy required for the extraction and processing of these materials. The environmental footprint linked to the manufacturing of new vehicles could increase with the ongoing electrification of the fleet, 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 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’³⁸ 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

Union. A shift from the use of fossil fuels in vehicles to zero emission mobility, as foreseen in the Fit for 55 package, is one of the prerequisites for reaching the climate neutrality goal in 2050. It will reduce the emissions of greenhouse gases from the automotive sector linked to the use phase of vehicles. The automotive industry is one of the largest users of primary aluminium, steel and plastics, linked to the manufacturing of new vehicles placed on the Union market. This can represent a significant environmental impact, linked to the energy required for the extraction and processing of these materials. The environmental footprint linked to the manufacturing of new vehicles could increase with the ongoing electrification of the fleet, ***the ongoing growth in size and weight of the vehicles***, as well as due to more widespread use ***and complexity*** of electronics in future models, which both require a considerable amount of critical and strategic raw materials and precious metals, such as copper and rare earth elements. The result of these changes is that the production phase could have a larger environmental footprint than the use phase of vehicles, ***and 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 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

recycling efficiency”. The Council³⁹ and the Parliament⁴⁰ 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.

³⁸ 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).

³⁹ Council conclusions of 17 December 2020, Making the recovery circular and green.

⁴⁰ European Parliament resolution of 10 February 2021 on the New Circular Economy Action Plan.

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’³⁸ 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 Council^{38a}***. The Council³⁹ and the Parliament⁴⁰ 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.

³⁸ 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)0098).

^{38a} 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>).

³⁹ Council conclusions of 17 December 2020, Making the recovery circular and green.

⁴⁰ European Parliament resolution of 10 February 2021 on the New Circular Economy Action Plan.

Amendment 3
Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) Regulation (EU) 2018/858 of the European Parliament and of the Council⁴⁴ introduced a comprehensive type-approval and market surveillance system for motor vehicles, trailers, and for systems, components and separate technical units intended for such vehicles with a view to ensuring the proper functioning of the single market and in order to offer a high level of environmental performance. There is a need for a separate regulatory act for the purposes of the EU type-approval procedure laid down in Annex II to Regulation (EU) 2018/858. It is necessary to lay down provisions and requirements on the circularity of vehicles in the process of EU type approval. To ensure the compliance of vehicles with those requirements it is necessary to ensure their verification in the EU type-approval process. The administrative provisions of Regulation (EU) 2018/858, including the provisions on market surveillance, corrective measures and penalties, apply to type approvals issued this Regulation. The administrative provisions of Regulation (EU) 2018/858, including the provisions on market surveillance, corrective measures and penalties, apply to type approvals issued in compliance with the requirements of this Regulation.

⁴⁴ 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).

Amendment

(6) Regulation (EU) 2018/858 of the European Parliament and of the Council⁴⁴ introduced a comprehensive type-approval and market surveillance system for motor vehicles, trailers, and for systems, components and separate technical units intended for such vehicles with a view to ensuring the proper functioning of the single market and in order to offer a high level of environmental performance. There is a need for a separate regulatory act for the purposes of the EU type-approval procedure laid down in Annex II to Regulation (EU) 2018/858. It is necessary to lay down provisions and requirements on the circularity of vehicles in the process of EU type approval. To ensure the compliance of vehicles with those requirements it is necessary to ensure their verification in the EU type-approval process. The administrative provisions of Regulation (EU) 2018/858, including the provisions on market surveillance, corrective measures and penalties, apply to type approvals issued this Regulation. The administrative provisions of Regulation (EU) 2018/858, including the provisions on market surveillance, corrective measures, ***safeguard clauses***, and penalties, apply to type approvals issued in compliance with the requirements of this Regulation.

⁴⁴ 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).

Amendment 4
Proposal for a regulation
Recital 6 a (new)

Text proposed by the Commission

Amendment

(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 approval under Regulation (EU) 2018/858.

Amendment 5
Proposal for a regulation
Recital 7

Text proposed by the Commission

Amendment

(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 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

(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 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

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).

Amendment 6
Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) Directives 2000/53/EC and 2005/64/EC apply only to passenger vehicles (M₁) and light commercial vehicles (N₁), which constitute approximately 85% of all vehicles registered in the Union. The remaining vehicles, namely two- and three- wheel vehicles, lorries, busses and trailers, are not subject to any Union legislation concerning their eco-design and management at their end-of-life stages. Therefore, in order to ensure a circular framework for all vehicles registered in the Union, including their environmentally sound treatment, as well as to prevent fragmentation of the single market, this Regulation should apply not only to vehicles of categories M₁ and N₁, but, partially, also to **certain** L-category vehicles (**L_{3e-L7e}**), heavy-duty vehicles and their trailers (M₂, M₃, N₂, N₃, 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 M₁ and N₁ vehicles upon entry into force of this Regulation. However, the requirements

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).

Amendment

(8) Directives 2000/53/EC and 2005/64/EC apply only to passenger vehicles (M₁) and light commercial vehicles (N₁), which constitute approximately 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 treatment, as well as to prevent fragmentation of the single market, this Regulation should apply not only to vehicles of categories M₁ and N₁, but, partially, also to L-category vehicles heavy-duty vehicles and their trailers (M₂, M₃, N₂, N₃, 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 M₁ and N₁ vehicles upon entry into force of this Regulation. However, the requirements regarding the

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 (M₂, M₃, N₂, N₃, O). To facilitate treatment of these end-of-life vehicles, their manufacturers should be required to provide information on the removal and replacement of parts, components and materials from such vehicles. Also, the provisions governing the extended producer responsibility should apply to these vehicle categories, covering the costs of their collection and depollution at their end-of-life.

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 and heavy-duty vehicles and their trailers (M₂, M₃, N₂, N₃, O). To facilitate treatment of these end-of-life vehicles, their manufacturers should be required to provide information on the removal and replacement of parts, components and materials from such vehicles. Also, the provisions governing the extended producer responsibility should apply to these vehicle categories, covering the costs of their collection and depollution at their end-of-life. **Moreover, additional requirements should apply to L-category vehicles, such as on labelling, on mandatory removal or on reuse, remanufacturing and refurbishment.**

Amendment 7
Proposal for a regulation
Recital 8 a (new)

Text proposed by the Commission

Amendment

(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 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.

^{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>)

^{1b} Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57, ELI: <http://data.europa.eu/eli/dir/1999/37/oj>).

Amendment 8
Proposal for a regulation
Recital 9 a (new)

Text proposed by the Commission

Amendment

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

Regulation is consistent with the specific nature of their functions.

Amendment 9
Proposal for a regulation
Recital 9 b (new)

Text proposed by the Commission

Amendment

(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 from such an exemption is managed accordingly.

Amendment 10
Proposal for a regulation
Recital 9 c (new)

Text proposed by the Commission

Amendment

(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.

Amendment 11
Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) Special purpose vehicles are designed to perform a specific function and require special bodywork arrangements which are not entirely under the control of the manufacturer. Consequently, the reusability, recyclability and recoverability rates cannot be calculated properly. For those vehicles only the provisions concerning the collection, depollution and mandatory removal for parts and components should apply. Costs of conducting these activities should be covered by producers within the extended producer responsibility scheme. Provisions concerning substances in vehicles should also apply to special-purpose vehicles, as it is under Directive 2000/53/EC. 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.

Amendment 12
Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

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

Amendment

(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. 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.

Amendment 13
Proposal for a regulation
Recital 11

Text proposed by the Commission

(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 guidance⁴⁶ on this issue, such assessment remains problematic. It is therefore necessary to provide legally-binding precise criteria allowing to determine an end-of-life vehicle. Those criteria should be used by all economic operators and vehicle owners dealing with end-of-life vehicles.

⁴⁶ Correspondents' Guidelines No 9 on shipment of waste vehicles, https://ec.europa.eu/environment/pdf/waste/shipments/correspondents_guidelines9_en.pdf

Amendment

(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 cases of transboundary shipments *and exports* of vehicles. Despite the issuance of guidance⁴⁶ on this issue, such assessment remains problematic. It is therefore necessary to provide legally-binding precise criteria allowing to determine an end-of-life vehicle. Those criteria should be used by all *relevant competent authorities*, economic operators and vehicle owners dealing with end-of-life vehicles.

⁴⁶ Correspondents' Guidelines No 9 on shipment of waste vehicles, https://ec.europa.eu/environment/pdf/waste/shipments/correspondents_guidelines9_en.pdf

Amendment 14
Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) Addressing the design of all vehicles placed on the Union market as well as their end-of-life stage requires the setting up of harmonised circularity requirements verified at the type-approval stage. Designing and manufacturing vehicles to ensure that their parts and components are reusable, and the materials that they contain are recyclable, is essential to avoid that these parts, components and materials cannot be properly valorised when a vehicle reaches the end of its life. Therefore, vehicle manufacturers and their suppliers should integrate design strategies that improve reusability and recyclability at an early stage in the development of new vehicles. Accordingly, new vehicle types should continue to be constructed so as to be reusable or recyclable to a minimum of 85 % by mass and reusable or recoverable to a minimum of 95 % by mass, as already foreseen in Directive 2005/64/EC. In order to ensure that the calculation of the reusability, recyclability and recoverability rates is done in a uniform manner and can be monitored, a new methodology for calculation and verification of the rates of reusability, recyclability and recoverability of a vehicle should be established. This methodology should better reflect the actual potential of a new vehicle to be recycled, reused and recovered at the end-of-life, while taking into account the ongoing technological progress. In order to ensure uniform conditions for the implementation of this Regulation implementing powers should be conferred on the Commission to establish such methodology. 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.

Amendment

(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 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 conflict with Union methodology and reduce the burden on manufacturers.

Amendment 15
Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

Amendment

(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.

Amendment 16
Proposal for a regulation
Recital 13 b (new)

Text proposed by the Commission

Amendment

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

specific vehicle, and technical information, should be prevented to safeguard consumer choice and ensure the efficient use of resources.

Amendment 17
Proposal for a regulation
Recital 15

Text proposed by the Commission

(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 Council⁴⁸. Similarly, restrictions on the use of substances regulated in Regulation (EU) 2019/1021 of the European Parliament and of the Council⁴⁹, 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.**

⁴⁸ 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).

Amendment

(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 Council⁴⁸. Similarly, restrictions on the use of substances regulated in Regulation (EU) 2019/1021 of the European Parliament and of the Council⁴⁹, should be **respected** based on provisions of that Regulation.

⁴⁸ 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).

⁴⁹ 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).

⁴⁹ 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).

Amendment 18
Proposal for a regulation
Recital 15 a (new)

Text proposed by the Commission

Amendment

(15a) To facilitate compliance with this Regulation and provide guidance on the restrictions of substances of concern present in vehicles, but also those which hamper recycling for safe and high quality secondary raw materials, it is appropriate to carry out a mapping of substances of concern. This should be done by the 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.

Amendment 19
Proposal for a regulation
Recital 16

Text proposed by the Commission

Amendment

(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 Council⁵⁰. Therefore, such substances should be addressed and eventually their restrictions and related exemptions transferred, as appropriate, to that Regulation and should not be regulated in this Regulation. Prior to introducing such restrictions under Regulation (EU) No

(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) **2023/1542** of the European Parliament and of the Council⁵⁰. Therefore, such substances should be addressed and eventually their restrictions and related exemptions transferred, as appropriate, to that Regulation and should not be regulated in this Regulation. Prior to introducing such restrictions under Regulation (EU) No 2023/[Batteries], a

2023/[Batteries], a comprehensive assessment should be carried out under that Regulation to evaluate, if an exemption is still required and in what scope.

⁵⁰ 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 [...]).

comprehensive assessment should be carried out under that Regulation to evaluate, if an exemption is still required and in what scope.

⁵⁰ ***Regulation (EU) 2023/1542 of the European Parliament and of the Council of 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>).***

Amendment 20

Proposal for a regulation

Recital 17

Text proposed by the Commission

(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 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.

Amendment

(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 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.

Amendment 21
Proposal for a regulation
Recital 18

Text proposed by the Commission

(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 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 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.

Amendment

(18) To increase circularity in the automotive sector, vehicles should progressively be designed and manufactured in such a way which incorporates recycled materials instead of primary raw materials **while maintaining the safety performance of vehicles**. The use of recycled materials allows for a more resource-efficient use of materials, decarbonises production and reduces negative environmental impacts related to the use of primary raw materials. Increased circularity for the vehicles manufactured in third countries that are placed on the Union market will also contribute to reducing greenhouse gas emissions globally, including the Union. It also **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 **reinforcing** the market for secondary raw materials. Although there are no requirements concerning the use of recycled content on a global level, many manufacturers have already incorporated recycled materials in their vehicles. Establishing targets and uniform provisions on how to calculate the recycled content will provide legal certainty and contribute to creating fair competition between manufacturers. The requirements will apply to all manufacturers intending to place vehicles on Union's market, **including through**

online marketplaces, irrespective of where they are based, Acknowledging the importance of global value chains in the automotive sector, the Regulation should allow for sourcing the secondary raw materials from outside the Union. ***The transition towards the circular economy in the automotive sector should be accompanied by measures that safeguard job security and create new employment opportunities. This Regulation should be able to support workers through a just transition, by integrating social, economic, and environmental sustainability aspects.***

Amendment 22
Proposal for a regulation
Recital 19

Text proposed by the Commission

(19) In view of the low recycling rate for plastics, especially from end-of-life vehicles, and the overall negative impacts of other forms of treatment of plastic waste, it is appropriate to increase the uptake of recycled plastics in vehicles. To this end, a mandatory target for plastic recycled from post-consumer waste should be included in new vehicles. Accordingly, each vehicle type should contain ***twenty-five*** percent of plastic recycled from post-consumer plastic waste. ***Twenty-five*** 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.***

Amendment

(19) In view of the low recycling rate for plastics, especially from end-of-life vehicles, and the overall negative impacts of other forms of treatment of plastic waste, it is appropriate to increase the uptake of recycled plastics in vehicles. To this end, a mandatory target for plastic recycled from post-consumer waste should be included in new vehicles. Accordingly, each vehicle type should contain ***20*** percent of plastic recycled from post-consumer plastic waste. ***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. To ensure ***the necessary long-term perspective*** for the ***industry and unlock investments, manufacturers*** should ***at a later stage meet a target of at least 25 per cent of plastic recycled*** from post-consumer ***plastic*** waste, ***unless the lack of availability or excessive prices of necessary recycled plastics makes compliance with this target excessively difficult. To offer sufficient flexibility to reach these targets, manufacturers should also be able to meet up to maximum of 50***

percent thereof by using pre-consumer waste.

Amendment 23
Proposal for a regulation
Recital 19 a (new)

Text proposed by the Commission

Amendment

(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 conditions with regard to emissions and separate collection and sustainability criteria for recycling technologies.

Amendment 24
Proposal for a regulation
Recital 20

Text proposed by the Commission

Amendment

(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

(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 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.

move of the automotive industry towards climate neutrality, **a target for 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 **ferrous scrap including flat and long carbon steel and stainless-steel product families**, to be present and incorporated into vehicle types. The establishment of a future target should be preceded by a dedicated study by the Commission covering all relevant technical, environmental and economic factors linked to the feasibility of such target, **also including impacts on other steel using sectors and global 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 and other unintended tramp inclusions.** 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 steel recovered from **ferrous scrap** present in and incorporated into the vehicle type.

Amendment 25
Proposal for a regulation
Recital 20 a (new)

Text proposed by the Commission

Amendment

(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 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 alloys recovered from waste present in and incorporated into the vehicle type.

Amendment 26
Proposal for a regulation
Recital 21

Text proposed by the Commission

(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

Amendment

(21) There is a potential to increase the use of recycled content in vehicles for other materials commonly used by the automotive industry for which markets for secondary raw materials are underdeveloped, the footprint linked to the production of primary raw materials is high

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

Amendment 27
Proposal for a regulation
Recital 22

Text proposed by the Commission

(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 vehicle types. The methodology is

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 or magnesium and its alloys. For the feasibility of potentially setting targets on specific types of aluminium and magnesium alloys, the study should address the matching of demand by secondary supply in general and in particular investigate the trade-off between maximising economies of scale by specifying a minimum number of alloy families versus maximising value retention by sorting into a wider range of specific alloy types.

Amendment

(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 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 ***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

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.

Amendment 28
Proposal for a regulation
Recital 23

Text proposed by the Commission

(23) In line with the requirements of Regulation (EU) **[CRM Act]** of the European Parliament and of the Council⁵¹, and considering that it is necessary to establish in this Regulation provisions on recycled content in vehicles and on critical raw materials used in parts and components of vehicles, those provisions should apply as the sector specific implementation of the provisions contained in Regulation (EU) **[CRM Act]**. 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.

⁵¹ ***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).***

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.

Amendment

(23) In line with the requirements of Regulation (EU) **2024/1252**, and considering that it is necessary to establish in this Regulation provisions on recycled content in vehicles and on critical raw materials used in parts and components of vehicles, those provisions should apply as the sector specific implementation of the provisions contained in Regulation (EU) **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.

Amendment 29
Proposal for a regulation
Recital 24

Text proposed by the Commission

(24) In order to ensure that batteries are recycled in accordance with the requirements of the Regulation (EU) **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.

Amendment

(24) In order to ensure that batteries are recycled in accordance with the requirements of the Regulation (EU) **2023/1542**, and that e-drive motors, which contain important quantities of rare earth elements, can also be replaced and recycled, it is necessary to introduce design requirements for new **vehicle** types, ensuring that these batteries and e-drive motors can be removed in a readily manner by authorised treatment facilities or repair and maintenance operators during any phase of the life-cycle of a vehicle. ***The Commission should also encourage the development of standards for design and assembly techniques that facilitate the maintenance, repair and repurposing of batteries and battery packs. More broadly, to maximise the potential for replacement, reuse, recycling, remanufacturing or refurbishing of vehicle parts and components, and to minimise waste, vehicles should be designed in a manner that enables the removal of as many parts and components as possible. The notion of technical feasibility should be interpreted in a manner that supports and facilitates those objectives, while recognising that, in certain cases, 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.

Amendment 30
Proposal for a regulation
Recital 26

Text proposed by the Commission

(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 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.*

Amendment 31
Proposal for a regulation
Recital 28

Amendment

(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 *at manufacturer level* and provide it to the *Commission*. *However, manufacturers should also be able draw up a circularity strategy by vehicle category.* This strategy should *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.

Text proposed by the Commission

(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 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 delegated to the Commission in***

Amendment

(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***, 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) ***2024/1252***. ***It is important that intellectual property rights are duly respected, ensuring that access to technical information does not compromise proprietary technologies or trade secrets***. This should be done through communication platforms established by manufacturers and the information should be provided free of charge, excluding ***non-***

respect of amending Annex V.

prohibitive administrative costs. The type-approval authorities should verify that the required information has been submitted by the manufacturers. ***Taking into account the need to support the vehicles retrofitting as a way to reduce emissions, extend vehicle lifespans, and promote sustainability, manufactures should also ensure a proper cooperation with retrofit operators.***

Amendment 32
Proposal for a regulation
Recital 29

Text proposed by the Commission

(29) While digital coding is increasingly used to control different parts and components in vehicle, the evaluation of Directive 2000/53/EC identified that such coding could impede the reuse, remanufacturing and refurbishment potential of certain parts and components. It is therefore essential that vehicle manufacturers are requested to provide information allowing professional waste management operators 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.

Amendment

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

Amendment 33
Proposal for a regulation
Recital 31

Text proposed by the Commission

(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***

Amendment

(31) In order to facilitate the end-of-life treatment of vehicles, vehicle manufacturers should provide, via digital tools, accurate, complete and up-to-date information on the safe removal and replacement of vehicle parts and components. A ***Digital*** ***Circularity Vehicle***

Passport should therefore be developed and made available as a data carrier for such information, in a manner that is consistent with other digital information tools and platforms that already exist or are in further development in the automotive sector on the environmental performance of vehicles and aligned with corresponding provisions in the Regulation (EU) 2023 [Batteries], the Regulation [ESPR] of the European Parliament and of the Council⁵⁴ and the Regulation [Euro 7] of the European Parliament and of the Council⁵⁵. In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission to lay down the technical design and operation requirements for the passport and rules on location of the data carrier or other identifier enabling accessing the passport on the vehicle.

⁵⁴ *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.*

⁵⁵ *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 repealing Regulations (EC) No 715/2007 and (EC) No 595/2009.*

Passport should therefore be developed and made available as a data carrier for such information, in a manner that is consistent with other digital information tools and platforms that already exist or are in further development in the automotive sector on the environmental performance of vehicles and aligned with corresponding provisions in the Regulation (EU) 2023/1542, the Regulation (EU) 2024/1781 of the European Parliament and of the Council⁵⁴ and the Regulation (EU) 2024/1257 of the European Parliament and of the Council⁵⁵. In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission to lay down the technical design and operation requirements for the passport and rules on location of the data carrier or other identifier enabling accessing the passport on the vehicle. ***When laying down the rules for the digital vehicles circularity passport the Commission should take into account the need for the high level of security and privacy including on vehicles' operating data to prevent cybersecurity threats.***

⁵⁴ *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 (OJ L, 2024/1781, 28.6.2024, ELI: <http://data.europa.eu/eli/reg/2024/1781/oj>).*

⁵⁵ *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>).

Amendment 34
Proposal for a regulation
Recital 33

Text proposed by the Commission

(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, authorised treatment facilities should have the competence to issue certificates of destruction in accordance with this Regulation.

Amendment

(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 ***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 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.

Amendment 35
Proposal for a regulation
Recital 33 a (new)

Text proposed by the Commission

Amendment

(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.

Amendment 36
Proposal for a regulation
Recital 35

Text proposed by the Commission

Amendment

(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) **2023/1542**, 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.

Amendment 37
Proposal for a regulation
Recital 36

Text proposed by the Commission

(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.

Amendment

(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 *authorised* representative for the extended producer responsibility.

Amendment 38
Proposal for a regulation
Recital 37

Text proposed by the Commission

(37) Producers should be able choose whether they will exercise their extended producer responsibility obligations individually or collectively, by means of producer responsibility organisations taking responsibility on their behalf. Producer responsibility organisations should ensure the confidentiality of data provided to them by producers. In order to ensure that the interests of all economic operators are properly taken into consideration and avoid that waste management operators are placed at a disadvantage in the decisions taken in extended producer responsibility schemes, a fair representation of producers and waste management operators should be ensured in the governing bodies of such organisations.

Amendment

(37) Producers should be able choose whether they will exercise their extended producer responsibility obligations individually or collectively, by means of producer responsibility organisations taking responsibility on their behalf. Producer responsibility organisations should ensure the confidentiality of data provided to them by producers. In order to ensure that the interests of all economic operators are properly taken into consideration and avoid that waste management operators are placed at a disadvantage in the decisions taken in extended producer responsibility schemes, a fair representation of producers and waste management operators should be ensured in the governing bodies of such organisations. *In particular, waste management operators should be selected in a non-discriminatory procedure based*

on transparent award criteria.

Amendment 39
Proposal for a regulation
Recital 39

Text proposed by the Commission

(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 end-of-life vehicles, in particular for tracking the vehicles for which producers are responsible in accordance with this Regulation.***

Amendment 40
Proposal for a regulation
Recital 42

Text proposed by the Commission

(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 mechanism contributes to creating a level playing field between the authorised

Amendment

(39) The financial contributions of producers should ***among others*** cover the costs of educational campaigns aimed to ***inform the public and*** increase the collection of end-of-life vehicles ***or the*** gathering and reporting of data to the competent authorities.

Amendment

(42) As vehicles often become end-of-life vehicles in a different Member State than in the Member State where they were registered for the first time, it is necessary to introduce rules on cross-border extended producer responsibility. These rules should ensure that the responsibility of the producer properly covers the collection and treatment costs incurred by the waste management operators in the Member State where the vehicle becomes an end-of-life vehicle, ***but at the same time ensuring that the producer is not paying the fee twice.*** To this end, producer should appoint a representative for the extended producer responsibility in each Member State and set up mechanisms for cross-border cooperation ***and transfer of costs*** with relevant waste management operators.

treatment facilities across the Union and facilitates the development of Union wide approaches in case of individual producer responsibility.

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.

Amendment 41
Proposal for a regulation
Recital 44

Text proposed by the Commission

(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 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.

Amendment

(44) A key prerequisite for the sound treatment of end-of-life vehicles is that all end-of-life vehicles are collected. Therefore, this Regulation should impose certain obligations linked to the collection primarily on the producers and, secondarily, on the Member States. Producers should ***ensure that all end-of-life vehicles that they have made available on the market in the territory of a Member State are collected. To 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.

Amendment 42
Proposal for a regulation
Recital 46

Text proposed by the Commission

(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 the consequences for the environment and human health of improper collection and treatment of end-of-life vehicles.

Amendment

(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 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.

Amendment 43
Proposal for a regulation
Recital 47

Text proposed by the Commission

(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/EC⁵⁷ 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

Amendment

(47) The authorised treatment facility should ***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/EC⁵⁷ 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.

⁵⁷ 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).

Amendment 44
Proposal for a regulation
Recital 48

Text proposed by the Commission

(48) Despite an obligation in Directive 2000/53/EC to transfer all end-of-life vehicles for treatment to an authorised treatment facility, there is a very significant share of vehicles whose whereabouts are unknown, and which might have been either illegally treated or exported as end-of-life vehicles, or whose status is not properly reported to the Member States registration authorities. Such vehicles are referred to as “missing vehicles”. Member States should 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.

Amendment 45
Proposal for a regulation
Recital 49 a (new)

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.

⁵⁷ 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).

Amendment

(48) Despite an obligation in Directive 2000/53/EC to transfer all end-of-life vehicles for treatment to an authorised treatment facility, there is a very significant share of vehicles whose whereabouts are unknown, and which might have been either illegally treated or exported as end-of-life vehicles, or whose status is not properly reported to the Member States registration authorities. Such vehicles are referred to as “missing vehicles”. Member States should *also* strengthen *national measures and* their cooperation so as to reduce the number of missing vehicles. Recognition of certificates of destruction issued in another Member State and obligation to inform the authorities of the Member States, where the vehicle is registered, that a certificate of destruction is issued, should allow for better tracking of end-of-life vehicles’ whereabouts.

Text proposed by the Commission

Amendment

(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 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.

Amendment 46
Proposal for a regulation
Recital 51

Text proposed by the Commission

Amendment

(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.

Amendment 47
Proposal for a regulation
Recital 52

Text proposed by the Commission

(52) In order to ensure traceability on their activities, the authorised treatment facilities should document the performed treatment operations and electronically store the record for a minimum of three years, and be able to present it, upon request, to relevant national authorities.

Amendment 48
Proposal for a regulation
Recital 53

Text proposed by the Commission

(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.

Amendment

(52) In order to ensure traceability on their activities, ***including quality of scrap or other relevant input materials***, the authorised treatment facilities should document the performed treatment operations and electronically store the record for a minimum of three years, and be able to present it, upon request, to relevant national authorities.

Amendment

(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, cadmium, mercury and hexavalent chromium, should be removed from the end-of-life vehicle, to avoid adverse effects on humans or the environment.

Amendment 49
Proposal for a regulation
Recital 54

Text proposed by the Commission

(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.

Amendment 50
Proposal for a regulation
Recital 55

Text proposed by the Commission

(55) In order to maximise the potential of reuse, remanufacturing and refurbishment of parts and components, and preserve a high value for the secondary materials which derive from end-of-life vehicles, certain parts and components should mandatorily be removed from an end-of-life vehicle prior to shredding. The parts and components concerned should be removed in a manual dismantling process or a semi-automated disassembly process. ***To stimulate progress in technologies for dismantling, sorting, shredding and post-shredding***, it should be possible to deviate from the requirement on mandatory removal of parts and components in certain exceptional cases. ***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.

Amendment

(54) In order to ensure a proper implementation of Regulation (EU) **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.

Amendment

(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. It should be possible to deviate from the requirement on mandatory removal of parts and components in certain exceptional cases, ***inter alia, if there is no market potential for reuse, remanufacturing or refurbishment or if the authorised treatment facility can demonstrate that*** 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 requirements for the shredding output fractions.**

Amendment 51
Proposal for a regulation
Recital 57

Text proposed by the Commission

(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 of charge, without the electric vehicle battery.

Amendment

(57) Regulation (EU) 2023/**1542** sets out rules on the sustainability, performance, safety, collection, recycling and second life of batteries as well as on removal information about batteries for economic operators. The potential for a second life of batteries should be taken into consideration in this Regulation by excluding the electric vehicle battery from the essential parts or components' to allow for handing over the vehicle for treatment, free of charge, without the electric vehicle battery **if the last owner provides documentation which proves that the battery has been handled by a professional operator in accordance with Regulation (EU) 2023/1542.**

Amendment 52
Proposal for a regulation
Recital 58

Text proposed by the Commission

(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

Amendment

(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

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 parts and components for remanufacturing, refurbishment or reuse.

are suitable for reuse, remanufacturing, or refurbishment, should not be considered waste. This is necessary to facilitate the shipment, transportation or any other transfer of such parts and components. ***On the other hand, parts and components not suitable for reuse, remanufacturing or refurbishment should be considered as waste and their export should be 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.

^{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>).

Amendment 53
Proposal for a regulation
Recital 61

Text proposed by the Commission

(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 Commission should facilitate

Amendment

(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

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.

Amendment 54
Proposal for a regulation
Recital 63

Text proposed by the Commission

(63) The recycling of all plastics from end-of life vehicles should be continuously improved, and it is important to ensure a sufficient supply of recyclates to meet the demand for recycled plastics in vehicles. It is therefore necessary to lay out a specific recycling target of 30 % of plastics from end-of-life vehicles. This target would be complementary to the targets for (85 %) of end-of-life vehicles as well as re-use and recovery (95 %) of end-of-life vehicles by average weight per vehicle and year. To facilitate the implementation of those requirements by waste management operators, a transitional period of three years is needed. In the meantime, the current targets for the re-use and recycling (85 %) as well as re-use and recovery (95 %) of end-of-life vehicles, as established by the Directive 2000/53/EC, and based on the definition of recycling in that Directive, should continue to apply.

Amendment

(63) The recycling of all plastics from end-of life vehicles should be continuously improved, and it is important to ensure a sufficient supply of recyclates to meet the demand for recycled plastics in vehicles. It is therefore necessary to lay out a specific recycling target of 30 ***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.***

Amendment 55
Proposal for a regulation
Recital 64

Text proposed by the Commission

(64) It is important to increase the recovery of high-quality secondary materials by improving shredding processes of end-of-life vehicles. Therefore, end-of-life vehicles, their parts, components and materials should **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**.

Amendment 56
Proposal for a regulation
Recital 66

Text proposed by the Commission

(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**.

Amendment 57
Proposal for a regulation
Recital 67

Text proposed by the Commission

(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**].

Amendment

(64) It is important to increase the recovery of high-quality secondary materials by improving shredding processes of end-of-life vehicles. Therefore, end-of-life vehicles, their parts, components and materials should **be allowed to** be processed in a shredder in combination with packaging waste and waste electrical and electronic equipment, **only if certain criteria output material quality criteria are fulfilled**.

Amendment

(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) **2024/1157**.

Amendment

(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 **considered** equivalent to the requirements of this Regulation and to human health and environmental protection requirements laid down in other Union legislation, in line with Regulation (EU) **2024/1157. In order to distinguish between shipments of used vehicles and**

end-of-life vehicles, the competent authorities of the Member States 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 economic operator responsible for the shipment.

Amendment 58
Proposal for a regulation
Recital 68

Text proposed by the Commission

(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 criteria on when a vehicle is end-of-life vehicle.***

Amendment

(68) In order to ensure that end-of-life vehicles are treated in an environmentally sustainable manner, it is important to establish clarity on a vehicle's status throughout its entire life, particularly in situations when there is a need for distinguishing used vehicles from end-of-life vehicles. ***When the ownership of a used vehicle is transferred by an economic operator within the Union, the economic operator should inform the acquiring person that the vehicle is not an end-of-life vehicle by providing a roadworthiness certificate or by informing that the vehicle meets the established reparability criteria. A vehicle owner that intends to export 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 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.

Amendment 59
Proposal for a regulation
Recital 68 a (new)

Text proposed by the Commission

Amendment

(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.

Amendment 60
Proposal for a regulation
Recital 69

Text proposed by the Commission

Amendment

(69) The EU Action Plan: “Towards Zero Pollution for Air, Water and Soil”⁵⁹ stressed the need for the Commission to propose new measures to address the Union’s external environmental footprint linked to the export of end-of-life vehicles and used vehicles. Taking into account that the export of used vehicles raises important environmental and public health challenges as documented by the UN Environmental Programme⁶⁰, 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 Council⁶¹. 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

(69) The EU Action Plan: “Towards Zero Pollution for Air, Water and Soil”⁵⁹ stressed the need for the Commission to propose new measures to address the Union’s external environmental footprint linked to the export of end-of-life vehicles and used vehicles. Taking into account that the export of used vehicles raises important environmental and public health challenges as documented by the UN Environmental Programme⁶⁰, 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 **or** is to be roadworthy pursuant to Directive 2014/45/EU of the European Parliament and of the Council⁶¹ **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

contributes to air pollution or road accidents in third countries. To allow customs authorities to verify that those requirements are met upon export, any person exporting a used vehicle should be required to provide those authorities with the vehicle identification number and a statement confirming that the used vehicle is not an end-of-life vehicle **and** that it is considered roadworthy.

⁵⁹ COM(2021)400

⁶⁰

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

⁶¹ 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).

Amendment 61

Proposal for a regulation

Recital 70

Text proposed 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, 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

export of used vehicles from the Union contributes to air pollution or road accidents in third countries. To allow customs authorities to verify that those requirements are met upon export, any person exporting a used vehicle should be required to provide those authorities with the vehicle identification number and a statement confirming that the used vehicle is not an end-of-life vehicle **or** that it is considered roadworthy.

⁵⁹ COM(2021)0400

⁶⁰

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

⁶¹ 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).

Amendment

(70) It is important to establish a mechanism where the compliance of used vehicles with the export requirements can be effectively verified without impeding the trade between the Union and third countries. An electronic system should therefore be established by the Commission, enabling authorities in the Member States to exchange **and verify** information in real time on the vehicle identification number and the roadworthiness status of used vehicles to be exported. In view of its existing features and functionalities linked to the sharing, between vehicle registration authorities, of information relating to vehicles registered in the Union, the MOVE-HUB, a message exchange platform has been developed by

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 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 Council⁶². 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.

⁶² 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).

the Commission for the exchange of messages to interconnect Member State national electronic registers. ***Member States should be able to use the European Car and Driving Licence Information System (EUCARIS) to connect to the MOVE-HUB electronic system.*** The platform currently hosts the interconnection of road transport undertaking registers (ERRU), the driving licence registers (RESPER), the interconnection of professional driver training registers (ProDriveNet), the notification of vehicle roadside inspection failures (RSI) and the interconnection of tachograph driver card registers (TACHOnet). Therefore, the functionalities of the MOVE-Hub should be further extended to enable the exchange ***and verify*** of information on the vehicle identification number and the roadworthiness status of used vehicles to be exported. To allow customs to verify electronically 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 Council⁶². 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.

⁶² 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).

Amendment 62
Proposal for a regulation
Recital 73

Text proposed by the Commission

(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 Council⁶³. A significant share of used vehicles leaving the Union are destined to countries where import requirements are established or might be established, such as requirements in relation to the age of the vehicle or to its emissions. It is important that customs authorities are able to verify electronically and automatically, via the EU Single Window Environment for Customs, whether a used vehicle to be exported complies with those requirements, when the information on these requirements is officially communicated to the Commission by the third countries concerned. 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.

⁶³ 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).

Amendment 63
Proposal for a regulation
Recital 76

Amendment

(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 Council⁶³. A significant share of used vehicles leaving the Union are destined to countries where import requirements are established or might be established, such as requirements in relation to the age of the vehicle or to its emissions. It is important that customs authorities are able to verify electronically and automatically, via the EU Single Window Environment for Customs, whether a used vehicle to be exported complies with those requirements, when the information on these requirements is officially communicated to the Commission by the third countries concerned. ***To facilitate compliance, the Commission should publish and update on a dedicated online portal the notified specific conditions linked to the protection of the environment or road safety imposed by third countries.*** In order to protect the environment and road safety in third countries, the power to adopt delegated acts in accordance Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of setting these requirements.

⁶³ 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).

Text proposed by the Commission

(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 Regulation **[OP: new Waste Shipment Regulation]**.

Amendment

(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 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 **(EU) 2024/1157**.

Amendment 64
Proposal for a regulation
Recital 77

Text proposed by the Commission

(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.

Amendment

(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 cooperation between Member States, the Commission should set up a dedicated network to ensure effective coordination of national enforcement policies.**

Amendment 65
Proposal for a regulation
Recital 86

Text proposed by the Commission

(86) Missing vehicles have been recognised as one of the major implementation challenges of Directive 2000/53/EC. The absence of an efficient system allowing for real time exchange of information between Member States on the registration status of vehicles hinders traceability and has been identified as a reason for the high number of “missing vehicles” in the Union. To address this, the Commission ***should propose*** a revision of Council Directive 1999/37/EC on the registration documents for vehicles⁶⁷. 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 vehicles registered on their territory.

⁶⁷ Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57).

Amendment

(86) Missing vehicles have been recognised as one of the major implementation challenges of Directive 2000/53/EC. The absence of an efficient system allowing for real time exchange of information between Member States on the registration status of vehicles hinders traceability and has been identified as a reason for the high number of “missing vehicles” in the Union. To address this, the Commission ***proposed*** a revision of Council Directive 1999/37/EC on the registration documents for vehicles⁶⁷. 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 vehicles registered on their territory.

⁶⁷ Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57).

Amendment 66
Proposal for a regulation
Recital 87

Text proposed by the Commission

(87) In view of the need to ensure a high level of environmental protection and to take into account scientific progress, the Commission should submit to the European Parliament and to the Council a report on the application of this Regulation and its impact on the functioning of the single market and the environment. The Commission should include, in its report, an evaluation of the provisions on the design of new vehicles, including the targets for re-usability, recyclability and recoverability, the management of end-of-life vehicles, including the recycling targets, and on penalties as well as an assessment of the need and feasibility of further extending the scope of this Regulation to certain **L-category** vehicles, 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.

Amendment 67
Proposal for a regulation
Recital 88

Text proposed by the Commission

(88) The report from the Commission

Amendment

(87) In view of the need to ensure a high level of environmental protection and to take into account scientific progress, the Commission should submit to the European Parliament and to the Council a report on the application of this Regulation and its impact on the functioning of the single market and the environment. The Commission should include, in its report, an evaluation of the provisions on the design of new vehicles, including the targets for re-usability, recyclability and recoverability, the management of end-of-life vehicles, including the recycling targets, and on penalties as well as an assessment of the need and feasibility of further extending the scope of this Regulation to certain 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.***

Amendment

(88) The report from the Commission

should also include an assessment of the measures concerning provision of information on substances of concern present in vehicles and whether the traceability of such substances need to be improved. It should also assess whether there is a need to introduce measures addressing the substances that may affect the treatment of vehicles when they reach end-of-life stage, in order to align it more closely with Regulation (EU) [*Ecodesign for Sustainable Products*].

should also include an assessment of the measures concerning provision of information on substances of concern present in vehicles and whether the traceability of such substances need to be improved. It should also assess whether there is a need to introduce measures addressing the substances that may affect the treatment of vehicles when they reach end-of-life stage, in order to align it more closely with Regulation (EU) **2024/1781**.

Amendment 68
Proposal for a regulation
Recital 88 a (new)

Text proposed by the Commission

Amendment

(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.

Amendment 69
Proposal for a regulation
Recital 95

Text proposed by the Commission

Amendment

(95) The application of all provisions concerning vehicle of categories L_{3e}-L_{7e}, M₂, M₃, N₂, N₃ and O should be deferred in order to provide sufficient time for operators to comply with the new requirements. This is particularly important

(95) The application of all provisions concerning vehicle of categories L, M₂, M₃, N₂, N₃ and O should be deferred in order to provide sufficient time for operators to comply with the new requirements. This is particularly important

with respect to permits for authorised treatment facilities that are capable of conducting depollution and further treatment of such vehicles.

with respect to permits for authorised treatment facilities that are capable of conducting depollution and further treatment of such vehicles.

Amendment 70
Proposal for a regulation
Article 2 – paragraph 1 – point c

Text proposed by the Commission

(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_{3e}, L_{4e}, L_{5e}, L_{6e} and L_{7e}*** as set out in Article 4(2), **points (c) to (g)**, of Regulation (EU) 168/2013.

Amendment

(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 of ***L*** categories as set out in Article 4(2), of Regulation (EU) No 168/2013.

Amendment 71
Proposal for a regulation
Article 2 – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(ca) special purpose vehicles as defined in Article 3, point (31), of Regulation (EU) 2018/858 produced by a small-volume manufacturer;

Amendment 72
Proposal for a regulation
Article 2 – paragraph 2 – point c b (new)

Text proposed by the Commission

Amendment

(cb) vehicles of L categories produced in small series as referred to in Article 42 of Regulation (EU) No 168/2013;

Amendment 73
Proposal for a regulation
Article 2 – paragraph 2 – point c c (new)

Text proposed by the Commission

Amendment

(cc) 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;

Amendment 74

Proposal for a regulation

Article 2 – paragraph 2 – point c d (new)

Text proposed by the Commission

Amendment

(cd) vehicles designed and constructed for use by the armed services, civil defence, fire services, forces responsible for maintaining public order and emergency medical services, as referred to in Article 2 (2), point (e), of Regulation (EU) No 168/2013;

Amendment 75

Proposal for a regulation

Article 2 – paragraph 2 – point c e (new)

Text proposed by the Commission

Amendment

(ce) 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;

Amendment 76

Proposal for a regulation

Article 2 – paragraph 2 – point d

Text proposed by the Commission

Amendment

(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;*

Amendment 77
Proposal for a regulation
Article 2 – paragraph 2 – point d a (new)

Text proposed by the Commission

Amendment

(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.

Amendment 78
Proposal for a regulation
Article 2 – paragraph 4 – introductory part

Text proposed by the Commission

Amendment

4. Notwithstanding paragraph 1, point (c), the following provisions shall not apply to vehicles and end-of-life vehicles of categories *L_{3e}, L_{4e}, L_{5e}, L_{6e} and L_{7e}*:

4. Notwithstanding paragraph 1, point (c), the following provisions shall not apply to vehicles and end-of-life vehicles of *L* categories:

Amendment 79
Proposal for a regulation
Article 2 – paragraph 4 – point a

Text proposed by the Commission

Amendment

(a) Articles listed in paragraph 3;

deleted

Amendment 80
Proposal for a regulation
Article 2 – paragraph 4 – point a

Text proposed by the Commission

Amendment

(a) Articles listed in paragraph 3;

(a) Article 4 on reusability, recyclability and recoverability of vehicles;

Amendment 81
Proposal for a regulation
Article 2 – paragraph 4 – point a a (new)

Text proposed by the Commission

Amendment

(aa) Article 5 on requirements for substances in vehicles;

Amendment 82
Proposal for a regulation
Article 2 – paragraph 4 – point a b (new)

Text proposed by the Commission

Amendment

(ab) Article 6 on minimum recycled content in vehicles;

Amendment 83
Proposal for a regulation
Article 2 – paragraph 4 – point a c (new)

Text proposed by the Commission

Amendment

(ac) Article 9 on circularity strategy;

Amendment 84
Proposal for a regulation
Article 2 – paragraph 4 – point a d (new)

Text proposed by the Commission

Amendment

(ad) Article 10 on declaration on recycled content present in vehicles;

Amendment 85
Proposal for a regulation
Article 2 – paragraph 4 – point a e (new)

Text proposed by the Commission

Amendment

(ae) Article 13 on circularity vehicle passport;

Amendment 86
Proposal for a regulation
Article 2 – paragraph 4 – point a f (new)

Text proposed by the Commission

Amendment

(af) Article 21 on fee modulation;

Amendment 87
Proposal for a regulation
Article 2 – paragraph 4 – point a g (new)

Text proposed by the Commission

Amendment

(ag) Article 22 on cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State;

Amendment 88
Proposal for a regulation
Article 2 – paragraph 4 – point a h (new)

Text proposed by the Commission

Amendment

(ah) Article 28 on general requirements for shredding;

Amendment 89
Proposal for a regulation
Article 2 – paragraph 4 – point a i (new)

Text proposed by the Commission

Amendment

(ai) Article 34 on reuse, recycling and recovery targets;

Amendment 90
Proposal for a regulation
Article 2 – paragraph 4 – point a j (new)

Text proposed by the Commission

Amendment

(aj) Article 35 on ban on landfilling of non-inert waste;

Amendment 91
Proposal for a regulation
Article 2 – paragraph 4 – point a k (new)

Text proposed by the Commission

Amendment

(ak) Article 36 on shipments of end-of-life vehicles;

Amendment 92
Proposal for a regulation
Article 2 – paragraph 5 – introductory part

Text proposed by the Commission

Amendment

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:**

Amendment 93
Proposal for a regulation
Article 2 – paragraph 6 – introductory part

Text proposed by the Commission

Amendment

6. Notwithstanding paragraph 1, points (b) and (c), Articles 16, 19, 20, 27 and 46 to 49 shall apply to vehicles and end-of-life vehicles of categories L₃, **L₄, L₅, L₆** L₇, M₂, M₃, N₂, N₃ and O with the following modifications:

6. Notwithstanding paragraph 1, points (b) and (c), Articles 16, 19, 20, 27 and 46 to 49 shall apply to vehicles and end-of-life vehicles of categories L, M₂, M₃, N₂, N₃ and O with the following modifications:

Amendment 94
Proposal for a regulation
Article 2 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6a. 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;

(a) Article 7 shall apply to vehicles of L categories only with respect to entries 1, 3, 5, 8 and 9 of Part C of Annex VII;

(b) Article 30 shall apply to vehicles of L categories only with respect to entries 1, 3, 5, 8 and 9 of Part C of Annex VII.

Amendment 95
Proposal for a regulation
Article 3 – paragraph 1 – point 1

Text proposed by the Commission

(1) ‘vehicle’ means any vehicle as defined in Article 3, point (15), of Regulation (EU) 2018/858 or listed in Article 4(2), **points (c) to (g)**, of Regulation (EU) 168/2013;

Amendment

(1) ‘vehicle’ means any vehicle as defined in Article 3, point (15), of Regulation (EU) 2018/858 or listed in Article 4(2) of Regulation (EU) No 168/2013;

Amendment 96
Proposal for a regulation
Article 3 – paragraph 1 – point 2

Text proposed by the Commission

(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;

Amendment

(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, **point 1** of Annex I **to this Regulation;**

Amendment 97
Proposal for a regulation
Article 3 – paragraph 1 – point 7 a (new)

Text proposed by the Commission

Amendment

(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;

Amendment 98
Proposal for a regulation
Article 3 – paragraph 1 – point 9

Text proposed by the Commission

(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;

Amendment

(9) ‘plastic’ means a polymer within the meaning of Article 3, **points (2) and (3)**, of **Commission Regulation (EU) 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;**

^{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>).**

Amendment 99
Proposal for a regulation
Article 3 – paragraph 1 – point 9 a (new)

Text proposed by the Commission

(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;

Amendment

Amendment 100
Proposal for a regulation
Article 3 – paragraph 1 – point 10 a (new)

Text proposed by the Commission

Amendment

(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;

Amendment 101

Proposal for a regulation

Article 3 – paragraph 1 – point 11 a (new)

Text proposed by the Commission

Amendment

(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 they have been placed on the market;

Amendment 102

Proposal for a regulation

Article 3 – paragraph 1 – point 14

Text proposed by the Commission

Amendment

(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) 2023/1542;

Amendment 103

Proposal for a regulation

Article 3 – paragraph 1 – point 14 a (new)

Text proposed by the Commission

Amendment

(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;

Amendment 104
Proposal for a regulation
Article 3 – paragraph 1 – point 15

Text proposed by the Commission

(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;

Amendment

(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***;

Amendment 105
Proposal for a regulation
Article 3 – paragraph 1 – point 18

Text proposed by the Commission

(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***;

Amendment

(18) ‘repair and maintenance operator’ means ***a*** natural or legal person, who ***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 maintenance services for vehicles in respect of which they are not members of the vehicle manufacturer’s distribution system***;

Amendment 106
Proposal for a regulation
Article 3 – paragraph 1 – point 21

Text proposed by the Commission

(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;

Amendment

(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***;

Amendment 107
Proposal for a regulation
Article 3 – paragraph 1 – point 22

Text proposed by the Commission

(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;

Amendment

(22) ‘producer’ means any manufacturer, importer or distributor who, irrespective of the selling technique used, including by means of distance contracts as defined in Article 2, point (7), of Directive 2011/83/EU, supplies a vehicle for the first time for distribution or use, within a territory of a Member States on a professional basis; ***for multistage vehicles, the producer is the manufacturer of the base vehicle***;

Amendment 108
Proposal for a regulation
Article 3 – paragraph 1 – point 23

Text proposed by the Commission

(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;

Amendment

(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;

Amendment 109
Proposal for a regulation
Article 3 – paragraph 1 – point 24

Text proposed by the Commission

(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;

Amendment 110

Proposal for a regulation

Article 3 – paragraph 1 – point 27

Text proposed by the Commission

(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;

Amendment 111

Proposal for a regulation

Article 3 – paragraph 1 – point 28

Text proposed by the Commission

(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 affects its safety, performance, purpose or type;

Amendment

(24) ‘**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;

Amendment

(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**;

Amendment

(28) ‘remanufacturing’ means **a standardised and documented industrial** operation in which a new part or component is manufactured **to return to same-as-new, or better, condition** from parts and components that are either removed from vehicles or end-of-life vehicles and in which at least one change is made to the part or component that affects its safety, performance, purpose or type; **the process is in compliance with specific technical specifications, including engineering, quality and testing standards, and yields fully warranted**

products;

Amendment 112
Proposal for a regulation
Article 3 – paragraph 1 – point 29

Text proposed by the Commission

(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;***

Amendment

(29) ‘refurbishment’ means actions carried out to prepare, clean, test and, where necessary, repair a part or component that is removed from vehicles in order to restore ***its*** performance or functionality;

Amendment 113
Proposal for a regulation
Article 3 – paragraph 1 – point 35

Text proposed by the Commission

(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.

Amendment

(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;***

Amendment 114
Proposal for a regulation
Article 3 – paragraph 1 – point 35 a (new)

Text proposed by the Commission

Amendment

(35a) ‘remanufacturer’ means a natural or legal person or legal entity that undertakes the remanufacturing process;

Amendment 115
Proposal for a regulation
Article 3 – paragraph 1 – point 35 b (new)

Text proposed by the Commission

Amendment

(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;

Amendment 116
Proposal for a regulation
Article 3 – paragraph 1 – point 35 c (new)

Text proposed by the Commission

Amendment

(35c) ‘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;

Amendment 117
Proposal for a regulation
Article 3 – paragraph 1 – point 35 d (new)

Text proposed by the Commission

Amendment

(35d) ‘registration’ means a registration as defined in Article 2, points (b), of Directive 1999/37/EC; for vehicles falling under categories L1 and L2, where they are not subject to administrative registration under Directive 1999/37/EC in a given Member State, ‘registration’ means the recording of vehicles in a system that enables their identification, including at the point of placing on the market, during use or at end-of-life, for the purposes of ensuring compliance with this Regulation;

Amendment 118
Proposal for a regulation
Article 3 – paragraph 1 – point 35 e (new)

Text proposed by the Commission

Amendment

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

Amendment 119
Proposal for a regulation
Article 3 – paragraph 2 – point e

Text proposed by the Commission

Amendment

(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 (27) and (29), of Regulation (***EU***) 2024/1781;

Amendment 120
Proposal for a regulation
Article 3 – paragraph 2 – point e a (new)

Text proposed by the Commission

Amendment

(ea) ‘small-volume manufacturer’ laid down in Article 3, point (48), of Regulation (*EU*) 2024/1257.

Amendment 121
Proposal for a regulation
Article 4 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

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:

Amendment 122
Proposal for a regulation
Article 4 – paragraph 2 – point c

Text proposed by the Commission

(c) *verify the correctness and* completeness of the information received from suppliers;

Amendment

(c) *check the* completeness of the information received from suppliers;

Amendment 123
Proposal for a regulation
Article 4 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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.*

Amendment 124
Proposal for a regulation
Article 4 – paragraph 3 – subparagraph 1

Text proposed by the Commission

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.

Amendment

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 methodology for calculation and verification of the rates of reusability, recyclability and recoverability of a vehicle, taking into account the elements set out in Annex II ***and ISO standard 22628:2002.***

Amendment 125
Proposal for a regulation
Article 5 – paragraph 1

Text proposed by the Commission

1. The presence of substances of concern in vehicles and in their parts and components shall be minimised as far as possible.

Amendment

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.***

The Commission, assisted by the European Chemicals Agency set up under Regulation (EC) No 1907/2006, shall, by ...[OP: please enter the date = last day of the month following 18 months after the entry into force of this Regulation] prepare a report on substances of concern, namely substances having an adverse effect on health or the environment or hampering recycling for safe and high quality secondary raw materials, present in vehicles. The Commission shall submit that report to the European Parliament and to the Council 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.

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.

**Amendment 126
Proposal for a regulation
Article 5 – paragraph 2**

Text proposed by the Commission

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 type that is type-approved as of***

Amendment

2. Any ***new*** vehicle type that is type-approved as of [OP: Please insert the date = the first day of the month following 72 months after the date of entry into force of this Regulation], under Regulation (EU) 2018/858, ***or any new parts or components placed on the market for such a vehicle***

[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.

shall not contain lead, mercury, cadmium or hexavalent chromium.

Amendment 127
Proposal for a regulation
Article 5 – paragraph 5

Text proposed by the Commission

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 listed in Annex III and, based on such assessment, a motivated proposal for the specific amendment of the exemption.

Amendment

5. Upon request from the Commission, and within 12 months from the request, the European Chemicals Agency (the ‘Agency’) shall prepare a report, **based on consultation with stakeholders and industry experts**, on the technical and economic feasibility of alternatives pertaining to existing exemptions listed in Annex III and, based on such assessment, a motivated proposal for the specific amendment of the exemption.

Amendment 128
Proposal for a regulation
Article 5 – paragraph 6

Text proposed by the Commission

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.

Amendment

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 **12** weeks from the date of publication of the notice. The Agency shall publish on its website all comments received from the interested parties.

Amendment 129
Proposal for a regulation
Article 5 – paragraph 7

Text proposed by the Commission

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 amendments proposed. The Agency shall submit that opinion to the Commission without delay.

Amendment

7. At the latest **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 amendments proposed. The Agency shall submit that opinion to the Commission without delay.

Amendment 130

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 1

Text proposed by the Commission

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 minimum of **25 %** of plastic recycled by weight from post-consumer plastic waste.

Amendment

The plastic contained in each **new** vehicle type that is type-approved as of [OP: Please insert the date = the first day of the month following 72 months after the date of entry into force of the Regulation] under Regulation (EU) 2018/858 shall contain a minimum of **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.***

Amendment 131

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 132

Proposal for a regulation

Article 6 – paragraph 1 – subparagraph 1 b (new)

Text proposed by the Commission

Amendment

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.

Amendment 133
Proposal for a regulation
Article 6 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

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 of paragraph 1, unless the lack of availability or excessive prices of specific recycled plastics makes compliance with that target excessively difficult.

Amendment 134
Proposal for a regulation
Article 6 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

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.

Amendment 135
Proposal for a regulation
Article 6 – paragraph 1 c (new)

Text proposed by the Commission

Amendment

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.

Amendment 136
Proposal for a regulation
Article 6 – paragraph 2

Text proposed by the Commission

Amendment

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 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.

2. By [OP: Please insert the date = the last day of the month following **15** months after the date of entry into force of this Regulation], the Commission shall adopt ***a delegated*** act in accordance with Article **50** to supplement this Regulation by establishing the methodology for the calculation and verification, for the purposes of paragraph 1 of this Article, of the share of plastics recovered from ***pre-consumer and*** post-consumer waste, and from end-of-life vehicles respectively, ***to manufacture*** the vehicle type ***which takes into account the best available recycling technology.***

Amendment 137
Proposal for a regulation
Article 6 – paragraph 3 – subparagraph 1

Text proposed by the Commission

Amendment

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 to be type-approved in accordance with this Regulation and Regulation (EU) 2018/858.

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 ***shall*** adopt a delegated ***act***, in accordance with Article 50, to supplement this Regulation by establishing a minimum share of steel recycled from ***ferrous scrap 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.***

Amendment 138

Proposal for a regulation

Article 6 – paragraph 3 – subparagraph 2 – introductory part

Text proposed by the Commission

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:

Amendment

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

Amendment 139

Proposal for a regulation

Article 6 – paragraph 3 – subparagraph 2 – point a

Text proposed by the Commission

(a) the current and forecasted availability of ***steel recycled from post-consumer sources of steel waste***;

Amendment

(a) the current and forecasted availability of ***ferrous scrap considering flat and long carbon steel and stainless-steel product families***;

Amendment 140

Proposal for a regulation

Article 6 – paragraph 3 – subparagraph 2 – point b

Text proposed by the Commission

(b) the current share of ***post-consumer waste*** in various steel semi-products and

Amendment

(b) the current share of ***ferrous scrap*** in various steel semi-products and intermediates ***related to steel families*** used

intermediates used in vehicles;

in vehicles ***and expected changes related to the transition of the automotive industry;***

Amendment 141

Proposal for a regulation

Article 6 – paragraph 3 – subparagraph 2 – point c

Text proposed by the Commission

Amendment

(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 ***ferrous scrap*** by manufacturers in vehicles to be type-approved in the future ***considering the different compositional constraints applicable to each steel product family;***

Amendment 142

Proposal for a regulation

Article 6 – paragraph 3 – subparagraph 2 – point d

Text proposed by the Commission

Amendment

(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 ***ferrous scrap*** waste of other sectors ***considering the ability to tolerate copper content, and other unintended tramp inclusions;***

Amendment 143

Proposal for a regulation

Article 6 – paragraph 3 – subparagraph 2 – point e

Text proposed by the Commission

Amendment

(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;***

Amendment 144

Proposal for a regulation

Article 6 – paragraph 3 – subparagraph 2 – point f

Text proposed by the Commission

(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;

Amendment

(f) the contribution of a minimum share of recycled content of steel, ***low CO₂ steel and aluminium and its alloys*** in vehicles to the Union's open strategic autonomy, climate and environmental ***and industrial*** objectives, ***in particular as regards the creation of lead markets***;

Amendment 145

Proposal for a regulation

Article 6 – paragraph 3 – subparagraph 2 – point g

Text proposed by the Commission

(g) the need to prevent disproportionate negative impacts on the affordability of vehicles; ***and***

Amendment

(g) the need to prevent disproportionate negative impacts on the affordability of vehicles;

Amendment 146

Proposal for a regulation

Article 6 – paragraph 3 – subparagraph 2 – point h

Text proposed by the Commission

(h) the influence on the overall costs and competitiveness of the automotive sector.

Amendment

(h) the influence on the overall costs and competitiveness of the automotive sector ***and the entire value chain***;

Amendment 147

Proposal for a regulation

Article 6 – paragraph 3 – subparagraph 2 – point h a (new)

Text proposed by the Commission

Amendment

(ha) the current and forecasted availability of aluminium and its alloys recycled from pre-consumer and post-consumer waste;

Amendment 148

Proposal for a regulation

Article 6 – paragraph 3 – subparagraph 2 – point h b (new)

Text proposed by the Commission

Amendment

(hb) the current shares of recycled content from post-consumer waste in aluminium and its alloys in vehicles placed on the market; and

Amendment 149

Proposal for a regulation

Article 6 – paragraph 3 – subparagraph 2 – point h c (new)

Text proposed by the Commission

Amendment

(hc) possible impacts on the functioning of vehicles from incorporating recycled content of the aluminium and its alloys into vehicle parts and components;

Amendment 150

Proposal for a regulation

Article 6 – paragraph 3 – subparagraph 3

Text proposed by the Commission

Amendment

The Commission ***may*** adopt ***an implementing*** act establishing the methodology for the calculation and verification of the ***share*** of steel ***recycled from post-consumer*** steel ***waste*** present in and incorporated into vehicle types.

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 shall adopt a delegated act establishing the methodology for the calculation and verification of the ***recycled content of aluminium and its alloys and of steel from ferrous scrap, and, where relevant, the share of low CO₂ steel*** present in and incorporated into vehicle types.

Amendment 151

Proposal for a regulation

Article 6 – paragraph 3 – subparagraph 4

Text proposed by the Commission

Amendment

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

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

Amendment 152

Proposal for a regulation

Article 6 – paragraph 4 – subparagraph 1 – introductory part

Text proposed by the Commission

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:

Amendment

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 shall **adopt a delegated act, in accordance with Article 50, to supplement this Regulation by** establishing a minimum share of:

Amendment 153

Proposal for a regulation

Article 6 – paragraph 4 – subparagraph 1 – point a

Text proposed by the Commission

(a) **aluminium and its alloys**, magnesium and its alloys, recycled from post-consumer waste and incorporated into vehicle types; and

Amendment

(a) magnesium and its alloys, recycled from **pre-consumer and** post-consumer waste and incorporated into vehicle types; and

Amendment 154

Proposal for a regulation

Article 6 – paragraph 4 – subparagraph 1 – point b

Text proposed by the Commission

(b) neodymium, dysprosium, praseodymium, terbium, samarium or boron recycled from post-consumer waste and incorporated into permanent magnets in e-drive motors.

Amendment

(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.

Amendment 155

Proposal for a regulation

Article 6 – paragraph 4 – subparagraph 2

Text proposed by the Commission

After finalisation of the assessment referred in the first subparagraph, the

Amendment

The delegated act referred to in the first subparagraph shall also set the date of

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.

application of the obligation to have a minimum share of recycled content.

Amendment 156

Proposal for a regulation

Article 6 – paragraph 4 – subparagraph 3 – introductory part

Text proposed by the Commission

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:

Amendment

The minimum share of recycled content of the materials referred to in the *first* subparagraph shall be based on the feasibility study, *carried out by the Commission. The 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:

Amendment 157

Proposal for a regulation

Article 6 – paragraph 4 – subparagraph 3 – point a

Text proposed by the Commission

(a) the current and forecasted availability of the materials listed in the second subparagraph recycled from post-consumer waste;

Amendment

(a) the current and forecasted availability of the materials listed in the second subparagraph recycled from *pre-consumer and* post-consumer waste;

Amendment 158

Proposal for a regulation

Article 6 – paragraph 4 – subparagraph 4

Text proposed by the Commission

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.

Amendment

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 shall adopt 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.

Amendment 159
Proposal for a regulation
Article 6 – paragraph 4 – subparagraph 5

Text proposed by the Commission

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

Amendment

That *delegated* act shall be adopted in accordance with the examination procedure referred to in Article *50*.

Amendment 160
Proposal for a regulation
Article 7 – paragraph 1

Text proposed by the Commission

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] 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.

Amendment

1. Each vehicle belonging to a *new* vehicle type that is type-approved as of [OP: Please insert the date = the first day of the month following 72 months after the date of entry into force of this Regulation] shall be designed in a way which *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 *with a view to replacement, reuse, recycling, remanufacturing or refurbishing where technically feasible*.

Amendment 161
Proposal for a regulation
Article 7 – paragraph 2

Text proposed by the Commission

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 maintenance operators during the use phase and waste phase of the vehicle.

Amendment 162
Proposal for a regulation
Article 7 – paragraph 4 a (new)

Text proposed by the Commission

Amendment 163
Proposal for a regulation
Article 8 – paragraph 1

Text proposed by the Commission

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.

Amendment

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 facilities or repair and maintenance operators during the use phase and waste phase of the vehicle.

Amendment

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.

Amendment

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.

Amendment 164
Proposal for a regulation
Article 8 – paragraph 2 – introductory part

Text proposed by the Commission

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:

Amendment

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:

Amendment 165
Proposal for a regulation
Article 8 – paragraph 2 – point a

Text proposed by the Commission

(a) include it in the information folder referred to in Article 24 of Regulation (EU) 2018/858; and

Amendment

(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

Amendment 166
Proposal for a regulation
Article 8 – paragraph 2 – point b

Text proposed by the Commission

(b) submit it to the type-approval authority in accordance with Article 23 of Regulation (EU) 2018/858.

Amendment

(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**.

Amendment 167
Proposal for a regulation
Article 8 – paragraph 3

Text proposed by the Commission

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***

Amendment

deleted

application for type-approval referred to in Article 23 of Regulation (EU) 2018/858.

Amendment 168
Proposal for a regulation
Article 8 – paragraph 4

Text proposed by the Commission

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.

Amendment

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.*

Amendment 169
Proposal for a regulation
Article 8 – paragraph 5

Text proposed by the Commission

5. For the purposes of type-approval of vehicles to which the requirements set out in Article 11 apply, the manufacturer shall submit the declaration confirming compliance with the requirement set out in Article 11(1), in accordance with 24(1), point (a), of Regulation (EU) 2018/858, to the type-approval authority together with the application for type-approval referred to in Article 23 of that Regulation.

Amendment

5. For the purposes of type-approval of vehicles to which the requirements set out in Article 11 apply, the manufacturer shall submit the declaration confirming compliance with the requirement set out in Article 11(1), in accordance with 24(1), point (a), of Regulation (EU) 2018/858, to the type-approval authority together with the application for type-approval referred to in Article 23 of that Regulation *or in accordance with Article 27(1) of Regulation (EU) No 168/2013 to the type-approval authority together with the application for type-approval referred to in Article 26 of Regulation (EU) No*

Amendment 170
Proposal for a regulation
Article 9 – paragraph 1

Text proposed by the Commission

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.***

Amendment

1. Vehicle ***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], ***draw up a circularity strategy at manufacturer level and provide a copy to the Commission.***

Notwithstanding subparagraph 1, manufacturers may also draw up a circularity strategy at vehicle category level.

Amendment 171
Proposal for a regulation
Article 9 – paragraph 2

Text proposed by the Commission

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.

Amendment

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 are met. ***The circularity strategy shall take into account the capacities and information actually available from suppliers, in particular SMEs.***

Amendment 172
Proposal for a regulation
Article 9 – paragraph 4

Text proposed by the Commission

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.***

Amendment

deleted

Amendment 173
Proposal for a regulation
Article 9 – paragraph 5

Text proposed by the Commission

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 Commission.***

Amendment

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.

Amendment 174
Proposal for a regulation
Article 9 – paragraph 7

Text proposed by the Commission

7. ***The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Part B of Annex IV by adapting the requirements on the content of the circularity strategy and the updates to that strategy to technical and scientific progress in vehicle manufacturing and management of end-of-life vehicles, to market developments in the automotive sector and to regulatory changes.***

Amendment

deleted

Amendment 175
Proposal for a regulation
Article 9 – paragraph 8

Text proposed by the Commission

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

Amendment

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 ***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.

sector. The report shall be based in particular on circularity strategies and updates to such strategies.

Amendment 176

Proposal for a regulation

Article 10 – paragraph 1 – subparagraph 1 – introductory part

Text proposed by the Commission

Amendment

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:

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 **12** months after the **adoption** of the **delegated acts establishing the methodologies for the calculation and verification of recycled content present in vehicles in accordance with Article 6**] under Regulation (EU) 2018/858, the respective share of recycled content of:

Amendment 177

Proposal for a regulation

Article 10 – paragraph 1 – subparagraph 1 – point d

Text proposed by the Commission

Amendment

(d) steel.

(d) steel **and its alloys**;

Amendment 178

Proposal for a regulation

Article 10 – paragraph 1 – subparagraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(da) plastics.

Amendment 179

Proposal for a regulation

Article 10 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

The declaration shall concern the recycled content of these materials present in the vehicle type and indicate, per material

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 from pre-consumer waste or from post-consumer waste.

share, **and for plastic components heavier than 100 g**, whether the material is recycled from pre-consumer waste or from post-consumer waste.

Amendment 180
Proposal for a regulation
Article 10 – paragraph 3

Text proposed by the Commission

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).

Amendment

3. By way of derogation from paragraph 1, the requirement to declare the share of recycled content of a certain material shall not apply where a target has been established for that material under Article **6(1), (3)** or (4).

Amendment 181
Proposal for a regulation
Article 11 – paragraph 1 – introductory part

Text proposed by the Commission

1. From [OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation], manufacturers shall provide waste management operators **and** repair **and** 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:

Amendment

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 management operators, repair, 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:

Amendment 182
Proposal for a regulation
Article 11 – paragraph 1 – point a

Text proposed by the Commission

(a) electric vehicle batteries incorporated

Amendment

(a) electric vehicle batteries **and their**

in the vehicle;

battery packs incorporated in the vehicle;

Amendment 183
Proposal for a regulation
Article 11 – paragraph 1 – point e

Text proposed by the Commission

(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;

Amendment

(e) parts and components, containing the critical raw materials as referred to in Article **28(1)**, point (b), of Regulation (EU) **2024/1252** at the time of the type-approval of the vehicle;

Amendment 184
Proposal for a regulation
Article 11 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Manufacturers shall provide rescue and emergency response guidance information.

Amendment 185
Proposal for a regulation
Article 11 – paragraph 2 – subparagraph 1

Text proposed by the Commission

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.

Amendment

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.

Amendment 186
Proposal for a regulation
Article 11 – paragraph 2 – subparagraph 2

Text proposed by the Commission

The manufacturers shall provide the

Amendment

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.

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 **extent** necessary to cover the **actual** administrative costs **incurred** for making the required information accessible through communication platforms.

Amendment 187
Proposal for a regulation
Article 11 – paragraph 3

Text proposed by the Commission

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.

Amendment

deleted

Amendment 188
Proposal for a regulation
Article 12 – paragraph 2

Text proposed by the Commission

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.

Amendment

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 vehicle parts and components containing permanent magnets bear a conspicuous, clearly legible and indelible label indicating the information in accordance with Article 28 of Regulation (EU) 2024/1252.

Amendment 189
Proposal for a regulation
Article 13 – title

Text proposed by the Commission

Circularity Vehicle Passport

Amendment 190
Proposal for a regulation
Article 13 – paragraph 1

Text proposed by the Commission

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.

Amendment 191
Proposal for a regulation
Article 13 – paragraph 2

Text proposed by the Commission

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.

Amendment 192
Proposal for a regulation
Article 13 – paragraph 3

Text proposed by the Commission

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.

Amendment

Digital Circularity Vehicle Passport

Amendment

1. From [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 **and interoperable** with and, where possible, integrated in other vehicle related environmental passports established under Union law.

Amendment

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.

Amendment

3. The manufacturer **shall, at the time of** placing the vehicle on the market, ensure that the information in the circular vehicle passport is accurate, complete and up to date.

Amendment 193
Proposal for a regulation
Article 13 – paragraph 5

Text proposed by the Commission

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.

Amendment

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.

Amendment 194
Proposal for a regulation
Article 13 – paragraph 6 – subparagraph 1 – introductory part

Text proposed by the Commission

The Commission shall adopt implementing acts laying down rules on the following:

Amendment

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:

Amendment 195
Proposal for a regulation
Article 13 – paragraph 6 – subparagraph 1 – point a

Text proposed by the Commission

(a) the manner and technical ***specification of the*** solution to be used for accessing the circularity vehicle passport;

Amendment

(a) the manner and ***basic requirements of the*** technical solution to be used for accessing the circularity vehicle passport ***in a manner that does not preclude any technological solution;***

Amendment 196
Proposal for a regulation
Article 13 – paragraph 6 – subparagraph 1 – point b – point i

Text proposed by the Commission

(i) the interoperability of the circularity vehicle passport with other passports

Amendment

(i) the interoperability ***and alignment*** of the circularity vehicle passport with other

required by Union legislation;

passports required by Union legislation;

Amendment 197

Proposal for a regulation

Article 13 – paragraph 6 – subparagraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(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;

Amendment 198

Proposal for a regulation

Article 15 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Member States may adopt measures to require that producers or, where appointed in accordance with Article 18, producer responsibility organisations conclude contracts with authorised treatment facilities for the purposes of implementing their producer responsibility obligations.

Amendment 199

Proposal for a regulation

Article 15 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

4a. The Commission shall, by ... [OP: please enter the date = the last day of the month following 24 months after the date of entry into force of this Regulation], adopt an implementing act laying down detailed requirements applicable to the contracts referred to in paragraph 3a, with a view to ensuring fair, transparent and non-discriminatory terms and conditions. The implementing act shall be adopted in accordance with the examination procedure referred to in

Article 51(2).

Amendment 200
Proposal for a regulation
Article 16 – paragraph 1

Text proposed by the Commission

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

Amendment 201
Proposal for a regulation
Article 17 – paragraph 1 – subparagraph 1

Text proposed by the Commission

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.

Amendment 202
Proposal for a regulation
Article 17 – paragraph 1 – subparagraph 2

Text proposed by the Commission

The register shall provide links to other national registers of producers' websites to facilitate, in all Member States, registration of producers or **appointed** representatives

Amendment

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

Amendment

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.

Amendment

The register shall provide links to other national registers of producers' websites to facilitate, in all Member States, registration of producers or **authorised** representatives

for the extended producer responsibility.

for the extended producer responsibility.

Amendment 203

Proposal for a regulation

Article 17 – paragraph 1 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

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

Amendment 204

Proposal for a regulation

Article 17 – paragraph 2 – subparagraph 3

Text proposed by the Commission

Amendment

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 ***authorised*** representatives for the extended producer responsibility, are registered in such Member State.

Amendment 205

Proposal for a regulation

Article 17 – paragraph 6

Text proposed by the Commission

Amendment

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 ***authorised*** representative for the extended producer responsibility. ***If more than one producer is represented in the country by one authorised representative, that authorised representative shall provide the name and the contact details for each of the represented producers separately.***

Amendment 206
Proposal for a regulation
Article 17 – paragraph 11

Text proposed by the Commission

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.

Amendment 207
Proposal for a regulation
Article 17 – paragraph 12

Text proposed by the Commission

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.

Amendment 208
Proposal for a regulation
Article 18 – paragraph 2

Amendment

11. The producer, or, where applicable, the producer's **authorised** representative for the extended producer responsibility or the producer responsibility organisation appointed on behalf of the producers it represents shall without undue delay notify the competent authority of any changes to the information contained in the registration and of any permanent cessation as regards the making available on the market within the territory of the Member State of the vehicles referred to in the registration.

Amendment

12. The producer or, where applicable, the producer's **authorised** representative for the extended producer responsibility or the producer responsibility organisation shall report to the competent authority responsible for the register on the performance of extended producer responsibility obligations.

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

Text proposed by the Commission

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.

Amendment

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 ***authorised*** representatives for the extended producer responsibility.

Amendment 209
Proposal for a regulation
Article 18 – paragraph 3

Text proposed by the Commission

3. In addition to the information referred to in Article 8a(3), point (e), of Directive 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.

Amendment

3. In addition to the information referred to in Article 8a(3), point (e), of Directive 2008/98/EC, producer responsibility organisations ***or individual producers*** shall publish on their websites at least each year, subject to commercial and industrial confidentiality, the information on the collection of end-of-life vehicles and achievement of targets on reuse and recycling, reuse and recovery and plastic recycling by the producers which entrusted the producer responsibility organisation ***or by the producer fulfilling its obligations individually***.

Amendment 210
Proposal for a regulation
Article 18 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 211
Proposal for a regulation
Article 18 – paragraph 4

Text proposed by the Commission

4. Producer responsibility organisations shall ensure a *fair* representation of producers and waste management operators in their governing bodies.

Amendment

4. Producer responsibility organisations shall ensure a *proportionate* representation of producers and waste management operators *active in collection and treatment of end-of-life vehicles* in their governing bodies, *including in the executive and advisory boards*.

Amendment 212
Proposal for a regulation
Article 18 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 213
Proposal for a regulation
Article 20 – paragraph 1 – point a

Text proposed by the Commission

(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;

Amendment

(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, *taking into account any* revenues of waste management operators *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;

Amendment 214
Proposal for a regulation
Article 20 – paragraph 1 – point b

Text proposed by the Commission

(b) the costs of conducting awareness raising campaigns aimed to improve collection of end-of-life vehicles;

Amendment

(b) the costs of conducting awareness raising campaigns aimed to **inform the public and to** improve collection of end-of-life vehicles;

Amendment 215
Proposal for a regulation
Article 20 – paragraph 1 – point c

Text proposed by the Commission

(c) **the costs of establishing notification system referred to in Article 25;**

Amendment

deleted

Amendment 216
Proposal for a regulation
Article 20 – paragraph 1 – point d

Text proposed by the Commission

(d) the costs of data gathering and reporting to the competent authorities.

Amendment

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

Amendment 217
Proposal for a regulation
Article 20 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

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

Amendment 218
Proposal for a regulation
Article 20 – paragraph 4 – subparagraph 1

Text proposed by the Commission

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.

Amendment

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

Amendment 219

Proposal for a regulation

Article 21 – paragraph 1 – introductory part

Text proposed by the Commission

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:

Amendment

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:

Amendment 220

Proposal for a regulation

Article 21 – paragraph 1 – point a

Text proposed by the Commission

(a) the weight of the vehicle;

Amendment

(a) the weight of the vehicle, ***excluding electric vehicle batteries;***

Amendment 221

Proposal for a regulation

Article 21 – paragraph 1 – point b

Text proposed by the Commission

(b) ***the type of drivetrain;***

Amendment

deleted

Amendment 222
Proposal for a regulation
Article 21 – paragraph 1 – point e

Text proposed by the Commission

(e) the share of materials and substances preventing a high-quality recycling process, ***such as adhesives, composite plastics, or carbon-reinforced materials***;

Amendment

(e) the share of materials and substances preventing a high-quality recycling process;

Amendment 223
Proposal for a regulation
Article 22 – paragraph 2 – point a

Text proposed by the Commission

(a) designate by a written mandate an ***appointed*** representative for the extended producer responsibility in each Member State;

Amendment

(a) designate by a written mandate an ***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;

Amendment 224
Proposal for a regulation
Article 22 – paragraph 2 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 225
Proposal for a regulation
Article 23 – paragraph 1 – subparagraph -1 (new)

Text proposed by the Commission

Amendment

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.

Amendment 226
Proposal for a regulation
Article 23 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Amendment

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.***

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.

Amendment 227
Proposal for a regulation
Article 23 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(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;

Amendment 228
Proposal for a regulation
Article 23 – paragraph 2 – point c

Text proposed by the Commission

Amendment

(c) ***ensure collection of waste parts***

deleted

from repairs of vehicles;

Amendment 229

Proposal for a regulation

Article 23 – paragraph 2 – point d

Text proposed by the Commission

(d) enable collection of end-of-life vehicles *of every brand*, irrespective of their origin;

Amendment

(d) enable collection of end-of-life vehicles *that they have made available on the market*, irrespective of their origin;

Amendment 230

Proposal for a regulation

Article 23 – paragraph 2 – point e

Text proposed by the Commission

(e) enable the delivery of all end-of-life vehicles free of charge to authorised treatment facilities as provided in Article 24(2).

Amendment

(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).

Amendment 231

Proposal for a regulation

Article 23 – paragraph 3

Text proposed by the Commission

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.

Amendment

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.

Amendment 232

Proposal for a regulation

Article 23 – paragraph 4 – subparagraph 1

Text proposed by the Commission

Amendment

Member States may authorise waste management operators other than authorised treatment facilities **to set up collection points for** end-of-life vehicles.

Collection points other than authorised treatment facilities **may collect** end-of-life vehicles.

Amendment 233

Proposal for a regulation

Article 23 – paragraph 4 – subparagraph 2 – point b a (new)

Text proposed by the Commission

Amendment

(ba) hold a permit in accordance with Article 23 of Directive 2008/98/EC;

Amendment 234

Proposal for a regulation

Article 23 – paragraph 4 – subparagraph 2 – point b b (new)

Text proposed by the Commission

Amendment

(bb) transfer the collected end-of-life vehicles to authorised treatment facilities;

Amendment 235

Proposal for a regulation

Article 23 – paragraph 4 – subparagraph 2 – point c

Text proposed by the Commission

Amendment

(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 **6 months** from receipt of the end-of-life vehicle; and

Amendment 236

Proposal for a regulation

Article 23 – paragraph 5

Text proposed by the Commission

Amendment

5. The **waste management operators, including** authorised treatment facilities,

5. The **collection points or the** authorised treatment facilities shall issue a

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.

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.

Amendment 237

Proposal for a regulation

Article 23 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 238

Proposal for a regulation

Article 24 – paragraph 2

Text proposed by the Commission

Amendment

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 or contains waste which has been added to the end-of-life vehicle.

Amendment 239

Proposal for a regulation

Article 24 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 240
Proposal for a regulation
Article 25 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

5a. Member States that provide for a possibility of temporary de-registration of vehicles in their national legislation shall:

(a) set out a maximum period for which such de-registration may be granted, but not longer than four years;

(b) ensure that renewals of temporary de-registration, are granted only for a defined and limited period and only where it can be ascertained that the de-registered vehicle still exists.

Amendment 241
Proposal for a regulation
Article 26 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(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, **point 1**, of Annex I;

Amendment 242
Proposal for a regulation
Article 26 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) present a certificate of destruction to

(b) present a certificate of destruction to the relevant registration authority, **except**

the relevant registration authority.

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.

Amendment 243

Proposal for a regulation

Article 26 – paragraph 1 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

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 vehicle in accordance with part A of Annex I or provide a roadworthiness certificate.

Amendment 244

Proposal for a regulation

Article 26 – paragraph 1 – subparagraph 1 b (new)

Text proposed by the Commission

Amendment

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.

Amendment 245

Proposal for a regulation

Article 27 – paragraph 2

Text proposed by the Commission

Amendment

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** and Annex VII of this Regulation, and shall apply best available techniques as defined in Article 3(10) of Directive 2010/75/EU.

Amendment 246
Proposal for a regulation
Article 27 – paragraph 3 – subparagraph 1 – point c

Text proposed by the Commission

(c) remove the parts and components listed in Part C of Annex VII from the end-of-life vehicle, prior to **shredding** shredding or compacting by means of manual dismantling or (semi-) automated disassembly in a non-destructive way for components with a reuse, remanufacturing or refurbishment potential;

Amendment

(c) remove the parts and components listed in Part C of Annex VII from the end-of-life vehicle, prior to 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;***

Amendment 247
Proposal for a regulation
Article 27 – paragraph 3 – subparagraph 1 – point d

Text proposed by the Commission

(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.***

Amendment

(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;

Amendment 248
Proposal for a regulation
Article 27 – paragraph 3 – subparagraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(da) send all end-of-life vehicles after depollution and removal of parts to a facility where their shredding is carried out;

Amendment 249
Proposal for a regulation
Article 27 – paragraph 3 – subparagraph 1 – point d b (new)

Text proposed by the Commission

Amendment

(db) treat the received end-of-life vehicle within 6 months of the delivery date.

Amendment 250
Proposal for a regulation
Article 27 – paragraph 4

Text proposed by the Commission

Amendment

4. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex VII by adapting the minimum treatment requirements for end-of-life vehicles to scientific and technical progress.

4. The Commission is empowered to adopt delegated acts in accordance with Article 50 to amend Annex VII by adapting the minimum treatment requirements for end-of-life vehicles to scientific and technical progress ***in treatment technologies, including:***

(a) by adding, deleting or revising the parts and components listed in Part C of Annex VII;

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

Amendment 251
Proposal for a regulation
Article 27 – paragraph 5

Text proposed by the Commission

Amendment

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

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

Amendment 252
Proposal for a regulation
Article 28 – paragraph 1 – introductory part

Text proposed by the Commission

1. From [OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation] 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:

Amendment 253
Proposal for a regulation
Article 28 – paragraph 3

Text proposed by the Commission

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.

Amendment 254
Proposal for a regulation
Article 28 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

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:

Amendment

3. ***Authorised treatment facilities and*** waste management operators conducting shredding of end-of-life vehicles shall ***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.***

Amendment

3a. Waste management operators, while carrying out shredding, shall ensure that steel, aluminium and copper output complies with high quality standards as set out by the delegated act referred to in paragraph 3b (new).

Amendment 255
Proposal for a regulation
Article 28 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

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:

(a) the total copper content of the main steel fraction;

(b) aluminium cast alloys fraction and wrought alloy fraction;

(c) the necessary separation processes and the residue fraction of these processes.

Amendment 256
Proposal for a regulation
Article 29 – paragraph 1

Text proposed by the Commission

Amendment

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. **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.

Amendment 257
Proposal for a regulation
Article 29 – paragraph 2

Text proposed by the Commission

Amendment

2. The fluids and liquids listed in Part B of Annex VII shall be separately collected and stored, in line with the requirements

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.

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.***

^{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>).

Amendment 258
Proposal for a regulation
Article 30 – title

Text proposed by the Commission

Mandatory removal of parts and components for reuse and recycling prior to shredding

Amendment

Mandatory removal of parts and components for reuse, ***remanufacturing, repair***, and recycling prior to shredding

Amendment 259
Proposal for a regulation
Article 30 – paragraph 1

Text proposed by the Commission

1. From [OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation] authorised treatment facilities shall ensure that the parts and components listed in Part C of Annex VII, are removed from an end-of-life vehicle

Amendment

1. From [OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation] authorised treatment facilities shall ensure that the parts and components listed in Part C of Annex VII, are removed from an end-of-life vehicle

prior to shredding, after the depollution operations referred to in Article 29, have been completed.

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.

Amendment 260
Proposal for a regulation
Article 30 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 261
Proposal for a regulation
Article 30 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

Paragraph 1 shall not ***apply*** if an authorised treatment facility demonstrates, that post-shredder technologies separates materials from parts and components listed in Part C, entries 13 to 19, of Annex VII, as efficiently as manual dismantling processes or semi-automated disassembly processes.

Where parts and components do not have a market potential for reuse, remanufacturing and repair, it shall not be mandatory to remove them prior to shredding if an authorised treatment facility demonstrates, that post-shredder technologies separates materials from parts and components listed in Part C, entries ***6, 13 to 19***, of Annex VII, as efficiently ***and delivers equivalent recycled material*** as manual dismantling processes or semi-automated disassembly processes.

Amendment 262
Proposal for a regulation
Article 30 – paragraph 2 – subparagraph 2

Text proposed by the Commission

For the purposes of the first subparagraph, the authorised treatment facility shall provide the information listed in Part G of Annex VII.

Amendment

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.

Amendment 263

Proposal for a regulation

Article 31 – paragraph 1 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 264

Proposal for a regulation

Article 32 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

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*** used, remanufactured or refurbished spare parts and components shall, ***at the point of sale***:

From [OP: Please insert the date = the first day of the month following 36 months after the date of entry into force of this Regulation] any ***economic operator selling*** used, remanufactured or refurbished spare parts and components shall:

Amendment 265

Proposal for a regulation

Article 32 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(ba) prove that the parts and components were sourced from an authorised economic operator.

Amendment 266
Proposal for a regulation
Article 32 – paragraph 1 1 a (new)

Text proposed by the Commission

Amendment

Those requirements on economic operators shall apply irrespective of the trading technique used, including online sales.

Amendment 267
Proposal for a regulation
Article 33 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Amendment

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 components, whether removed during the use or end-of-life phase of a vehicle.

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

Amendment 268
Proposal for a regulation
Article 33 – paragraph 1 – subparagraph 2 – point b

Text proposed by the Commission

Amendment

(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 ***designed to reward manufacturers which exceed the minimum standards, so as to further stimulate the*** used, remanufactured or refurbished spare parts and components.

Amendment 269
Proposal for a regulation
Article 33 – paragraph 1 – subparagraph 2 a (new)

Text proposed by the Commission

Amendment

Member States shall inform the Commission of the incentives adopted in accordance with this Article without undue delay.

Amendment 270
Proposal for a regulation
Article 34 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

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:

Amendment 271
Proposal for a regulation
Article 34 – paragraph 2

Text proposed by the Commission

Amendment

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.

Amendment 272
Proposal for a regulation
Article 34 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 273
Proposal for a regulation
Article 36 – paragraph 1

Text proposed by the Commission

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.

Amendment

1. Treatment of end-of-life vehicles may be undertaken outside the Union, provided that the shipment of end-of-life vehicles is in compliance with Regulation (EU) 2024/1157.

Amendment 274
Proposal for a regulation
Article 36 – paragraph 2

Text proposed by the Commission

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 Regulation and to human health and environmental protection requirements laid down in other Union legislation.

Amendment

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 **considered** equivalent to the requirements laid down in this Regulation and to human health and environmental protection requirements laid down in other Union legislation.

Amendment 275
Proposal for a regulation
Article 36 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. In order to distinguish between shipments of used vehicles and end-of-life vehicles, the competent authorities of the Member States may carry out inspections and verify whether used vehicles

suspected of being end-of-life vehicles comply with the minimum requirements laid down in Annex I.

Where inspections confirm that the vehicles in question qualify as end-of-life vehicles, the costs of the inspection and any related storage may be charged to the economic operator responsible for the shipment.

Amendment 276
Proposal for a regulation
Chapter V – Section 1 – title

Text proposed by the Commission

Amendment

SECTION 1

deleted

Status of used vehicles

Amendment 277
Proposal for a regulation
Article 37 – title

Text proposed by the Commission

Amendment

Distinction between used vehicles and end-of-life vehicles

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

Amendment 278
Proposal for a regulation
Article 37 – paragraph 1

Text proposed by the Commission

Amendment

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***

For the purpose of ***exporting*** a used vehicle, the vehicle owner shall be able to ***provide documentation to the customs authorities and*** any natural or legal person interested in ***importing*** the concerned vehicle that the vehicle is not an end-of-life vehicle. ***That documentation shall consist of a valid roadworthiness certificate or, when such a certificate is not available, of an assessment carried out by the competent authorities responsible for the roadworthiness certificates based on the***

end-of-life vehicle.

criteria laid down in Annex I. *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.

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.

Amendment 279
Proposal for a regulation
Article 38 – paragraph 1

Text proposed by the Commission

1. From [OP: Please insert the date = the first day of the month following **36** months after the date of entry into force of this Regulation] used vehicles to be exported shall be subject to the controls and requirements laid down in this Section.

Amendment

1. From [OP: Please insert the date = the first day of the month following **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.

Amendment 280
Proposal for a regulation
Article 38 – paragraph 3 – point a

Text proposed by the Commission

(a) not end-of-life vehicles *based on the criteria listed in Annex I*;

Amendment

(a) not end-of-life vehicles *as determined in Article 37*;

Amendment 281
Proposal for a regulation
Article 38 – paragraph 3 – point b

Text proposed by the Commission

(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.*

Amendment

deleted

Amendment 282
Proposal for a regulation
Article 38 – paragraph 7

Text proposed by the Commission

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.*

Amendment

deleted

Amendment 283
Proposal for a regulation
Article 39 – paragraph 1

Text proposed by the Commission

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).

Amendment

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 roadworthy **or not an end-of-life vehicle** in accordance with Article 37.

Amendment 284
Proposal for a regulation
Article 39 – paragraph 2

Text proposed by the Commission

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.

Amendment

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 **natural or legal person** concerned thereof through these systems.

Amendment 285
Proposal for a regulation
Article 40 – paragraph 3

Text proposed by the Commission

3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to supplement this Regulation by setting out the compliance conditions referred to in paragraph 2, **including** 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).

Amendment 286
Proposal for a regulation
Article 40 – paragraph 3 a (new)

Text proposed by the Commission

Amendment 287
Proposal for a regulation
Article 41 – paragraph 1

Text proposed by the Commission

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 authorities shall suspend the release for export of that used vehicle. They shall also immediately notify the competent

Amendment

3. The Commission is empowered to adopt delegated acts in accordance with Article 50 to supplement this Regulation by setting out the compliance conditions referred to in paragraph 2 **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).

Amendment

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.

Amendment

1. Where ***the customs authorities suspect*** that a used vehicle to be exported may not comply with the requirements of this Section, the customs authorities shall ***immediately*** suspend the release for export of that used vehicle ***until they obtain all necessary information to make a final***

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.

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.

Amendment 288
Proposal for a regulation
Article 42 – paragraph 3

Text proposed by the Commission

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.

Amendment

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.***

Amendment 289
Proposal for a regulation
Article 45 – paragraph 1

Text proposed by the Commission

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.

Amendment

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.

Amendment 290
Proposal for a regulation
Article 45 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. The obligation laid down in paragraph 1 shall be met if Member States use the European Car and Driving Licence Information System (EUCARIS) to connect to the MOVE-HUB electronic system.

Amendment 291

Proposal for a regulation

Article 45 – paragraph 5 – subparagraph 1

Text proposed by the Commission

Amendment

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 data to be transmitted by the national systems and the format for the transmission of that data through the interconnected national systems.

The Commission shall *by...* [**OP: please enter the date = the last day of the month following 18 months after the date of entry into force of this Regulation**] adopt the implementing acts laying down the necessary arrangements for the implementation of the functionalities of the MOVE-HUB referred to in paragraph 2, including the technical aspects necessary for the interconnection of national electronic systems to the MOVE-HUB, the conditions of connection to MOVE-HUB, the data to be transmitted by the national systems and the format for the transmission of that data through the interconnected national systems.

Amendment 292

Proposal for a regulation

Article 46 – paragraph 1 – point a (new)

Text proposed by the Commission

Amendment

(aa) collection points;

Amendment 293

Proposal for a regulation

Article 46 – paragraph 1 – point c

Text proposed by the Commission

(c) other facilities and economic operators, which may treat end-of-life vehicles.

Amendment

(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.***

Amendment 294
Proposal for a regulation
Article 46 – paragraph 3

Text proposed by the Commission

3. Member States shall also carry out inspections concerning export of used vehicles in order to verify compliance with Article 38.

Amendment

3. Member States shall also carry out ***regular*** inspections concerning export of used vehicles in order to verify compliance with Article 38.

Amendment 295
Proposal for a regulation
Article 46 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Member States shall develop an inspection plan to identify and monitor the illegal treatment of end-of-life vehicles.

Amendment 296
Proposal for a regulation
Article 47 – paragraph 1

Text proposed by the Commission

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

Amendment

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.

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.

Amendment 297

Proposal for a regulation

Article 47 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Member States shall cooperate, bilaterally and multilaterally, with one another in 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.

Amendment

Member States shall cooperate, bilaterally and multilaterally, with one another in order to facilitate the prevention and detection of illegal treatment ***and export*** of end-of-life ***vehicles and to address the issue of missing*** vehicles. They shall exchange relevant information on vehicles registration, de-registration and suspension and cancellation of the registration, through the electronic exchange system referred to in Article 45. They shall also exchange relevant information on authorised treatment facilities and repair and maintenance operators not permitted as authorised treatment facilities, and other facilities and economic operators, who may perform operations concerning treatment of end-of-life vehicles. They shall share experience and knowledge on enforcement measures within established structures.

Amendment 298

Proposal for a regulation

Article 47 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

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.

Amendment 299
Proposal for a regulation
Article 47 – paragraph 3 b (new)

Text proposed by the Commission

Amendment

3b. The Coordination Network shall promote the exchange of best practices, facilitate the uniform interpretation and enforcement of this Regulation, exchange information about the enforcement activities, develop an electronic information exchange procedure and initiate joint enforcement actions.

Amendment 300
Proposal for a regulation
Article 49 – paragraph 1 – subparagraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(ea) the number and weight of end-of-life vehicles imported or shipped for further treatment from another Member State or a third country;

Amendment 301
Proposal for a regulation
Article 49 – paragraph 1 – subparagraph 1 – point e b (new)

Text proposed by the Commission

Amendment

(eb) the number of used vehicles released for export or imported from third country;

Amendment 302
Proposal for a regulation
Article 49 – paragraph 1 – subparagraph 1 – point m a (new)

Text proposed by the Commission

Amendment

(ma) the quantities of critical raw materials removed and recovered from

end-of-life vehicles.

Amendment 303

Proposal for a regulation

Article 49 – paragraph 3 – subparagraph 1 – point a

Text proposed by the Commission

(a) incentives introduced to promote the reuse, remanufacturing and refurbishment of parts and components in accordance with Article 33;

Amendment

(a) incentives introduced to promote the reuse, remanufacturing and refurbishment of parts and components in accordance with Article 33 ***and their impact***;

Amendment 304

Proposal for a regulation

Article 49 – paragraph 3 – subparagraph 3

Text proposed by the Commission

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.

Amendment

The Commission shall review the reports submitted by the Member States and, 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.

Amendment 305

Proposal for a regulation

Article 49 – paragraph 5 – subparagraph 1 – point a – point i

Text proposed by the Commission

(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)***;

Amendment

(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)***;

Amendment 306

Proposal for a regulation

Article 49 – paragraph 5 – subparagraph 1 – point b

Text proposed by the Commission

(b) the format for the reporting to the Commission referred to in paragraph 1, as well as the format for the quality check report.

Amendment

(b) the format for the reporting to the Commission referred to in paragraphs 1, **2, and 3**, as well as the format for the quality check report.

Amendment 307
Proposal for a regulation
Article 49 – paragraph 5 – subparagraph 2

Text proposed by the Commission

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

Amendment

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).

Amendment 308
Proposal for a regulation
Article 49 – paragraph 6

Text proposed by the Commission

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.

Amendment

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.

Amendment 309
Proposal for a regulation
Article 50 – paragraph 2

Text proposed by the Commission

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

Amendment

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

[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.

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.

Amendment 310
Proposal for a regulation
Article 50 – paragraph 3

Text proposed by the Commission

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.

Amendment

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.

Amendment 311
Proposal for a regulation
Article 50 – paragraph 6

Text proposed by the Commission

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

Amendment

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

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.

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.

Amendment 312
Proposal for a regulation
Article 55 – paragraph 1

Text proposed by the Commission

1. By 31 December 203* [OP: Please insert the date = the last day of the year following 95 months after the date of entry into force of this Regulation], the Commission shall review and draw up a report on the application of this Regulation and its impact on the environment, human health and the functioning of the single market and submit it to the European Parliament and to the Council.

Amendment

1. By 31 December 203* [OP: Please insert the date = the last day of the year following 95 months after the date of entry into force of this Regulation], the Commission shall review and draw up a report on the application of this Regulation and its impact on the environment, human health and the functioning of the single market and submit it to the European Parliament and to the Council. ***Where appropriate, the report shall be accompanied by a legislative proposal to amend relevant provisions of this Regulation.***

Amendment 313
Proposal for a regulation
Article 55 – paragraph 2 – point a

Text proposed by the Commission

(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_{3e}, L_{4e}, L_{5e}, L_{6e} and L_{7e}*** as defined in Article 4(2), ***points (c) to (g)***, of the Regulation (EU) 168/2013 and vehicles of categories M₂, M₃, N₂, N₃ and O as defined in Article 4(1) of Regulation (EU) 2018/858;

Amendment

(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_{1e}, L_{2e}, L_{3e}, L_{4e}, L_{5e}, L_{6e} and L_{7e}*** as defined in Article 4(2), of the Regulation (EU) No 168/2013 and vehicles of categories M₂, M₃, N₂, N₃ and O as defined in Article 4(1) of Regulation (EU) 2018/858;

Amendment 314
Proposal for a regulation
Article 55 – paragraph 2 – point a a (new)

Text proposed by the Commission

Amendment

(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;

Amendment 315
Proposal for a regulation
Article 55 – paragraph 2 – point e a (new)

Text proposed by the Commission

Amendment

(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;

Amendment 316
Proposal for a regulation
Article 55 – paragraph 2 – point e b (new)

Text proposed by the Commission

Amendment

(eb) the measures concerning provisions on processes that may affect high-quality recycling of vehicles at their end-of-life;

Amendment 317
Proposal for a regulation
Article 55 – paragraph 2 – point e c (new)

Text proposed by the Commission

Amendment

(ec) the impact of differences in the national roadworthiness criteria to the used vehicles exports and the internal market.

Amendment 318
Proposal for a regulation
Article 55 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. By ... [60 months from the date of entry into force of this Regulation], the Commission shall conduct an assessment to evaluate, based on the declarations made under Article 10, whether manufacturers are on track to comply with the recycled plastic targets laid down in Article 6(1). The assessment shall particularly evaluate:

(a) the availability of suitable plastic recycling technologies;

(b) the sufficient availability of recycled plastic;

(c) the level of quality of recycled plastic comparing to the level of safety required and;

(d) technical and economic difficulties to reach the target.

On the basis of the assessment, the Commission may, where appropriate, submit a legislative proposal to the European Parliament and to the Council to amend the targets laid down in Article 6(1) in order to provide for derogations from the scope, timing or level of minimum percentages set out therein.

Amendment 319
Proposal for a regulation
Annex I – Part A – point 1 – introductory part

Text proposed by the Commission

Amendment

1. A vehicle is **technically** irreparable **if** it meets one or more of the following criteria:

1. A vehicle is irreparable **when** it meets one or more of the following criteria:

Amendment 320
Proposal for a regulation
Annex I – Part A – point 1 – point a

Text proposed by the Commission

Amendment

(a) it has been cut into pieces or *stripped*;

(a) it has been cut into pieces or *dismantled for reuse of its parts or is no longer used as a vehicle*;

Amendment 321
Proposal for a regulation
Annex I – Part A – point 1 – point b

Text proposed by the Commission

Amendment

(b) *it has been welded up or closed by insulating foam*;

deleted

Amendment 322
Proposal for a regulation
Annex I – Part A – point 1 – point c

Text proposed by the Commission

Amendment

(c) it has been *completely* burnt to the point where the engine compartment or passenger compartment is destroyed;

(c) it has been burnt to the point where the engine compartment or passenger compartment is *completely* destroyed;

Amendment 323
Proposal for a regulation
Annex I – Part A – point 1 – point d

Text proposed by the Commission

Amendment

(d) it has *been* been submerged in water to a level above the dashboard;

(d) it has been submerged in water to a level above the dashboard;

Amendment 324
Proposal for a regulation
Annex I – Part A – point 1 – point e – introductory part

Text proposed by the Commission

Amendment

(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 *can, from a technical point of view, be neither* repaired *nor* replaced:

Amendment 325
Proposal for a regulation
Annex I – Part A – point 1 – point f

Text proposed by the Commission

(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;***

Amendment

(f) its structural and safety components have technical defects that are irreversible and ***where the damage is so extensive that repair or replacement is not technically feasible without compromising the lasting structural integrity of the vehicle or road safety.***

Amendment 326
Proposal for a regulation
Annex I – Part A – point 1 – point g

Text proposed by the Commission

(g) ***its repair requires the replacement of the engine, gearbox, shell, or chassis assembly, resulting in the loss of the vehicle's original identity.***

Amendment

deleted

Amendment 327
Proposal for a regulation
Annex I – Part A – point 2

Text proposed by the Commission

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.

Amendment

deleted

Amendment 328
Proposal for a regulation
Annex I – Part A – point 3

Text proposed by the Commission

Amendment

3. *A vehicle may be considered technically irreparable when:* **deleted**

(a) it has been submerged in water to a level below the dashboard, and damaged the engine or electrical system;

(b) its doors are not attached to it;

(c) its fuel or fuel vapours are discharged posing a risk of fire and explosion;

(d) gas has leaked from its liquid gas system posing a risk of fire and explosion;

(e) its operating liquids (fuel, brake fluid, anti-freeze liquid, battery acid, coolant liquid) have been discharged posing a risk of water pollution; or

(f) its brakes and steering components are excessively worn.

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

Amendment 329

Proposal for a regulation

Annex I – Part B – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

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:

Amendment 330

Proposal for a regulation

Annex I – Part B – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) *its owner is unknown;*

(b) *it is impossible to establish who is the owner;*

Amendment 331

Proposal for a regulation

Annex I – Part B – paragraph 1 – point c

Text proposed by the Commission

Amendment

(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

Amendment 332

Proposal for a regulation

Annex I – Part B – paragraph 1 – point d

Text proposed by the Commission

Amendment

(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;

Amendment 333

Proposal for a regulation

Annex I – Part B – paragraph 1 – point e

Text proposed by the Commission

Amendment

(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;

Amendment 334

Proposal for a regulation

Annex I – Part B – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(ea) *it has been submerged in water to a level below the dashboard, and damaged*

the engine or electrical system;

Amendment 335
Proposal for a regulation
Annex I – Part B – paragraph 1 – point e b (new)

Text proposed by the Commission

Amendment

(eb) its fuel or fuel vapours are discharged posing a risk of fire and explosion; or

Amendment 336
Proposal for a regulation
Annex I – Part B – paragraph 1 – point e c (new)

Text proposed by the Commission

Amendment

(ec) gas has leaked from its liquid gas system posing a risk of fire and explosion;

Amendment 337
Proposal for a regulation
Annex I – Part B – paragraph 1 – point e d (new)

Text proposed by the Commission

Amendment

(ed) its operating liquids (fuel, brake fluid, anti-freeze liquid, battery acid, coolant liquid) have been discharged posing a risk of water pollution.

Amendment 338
Proposal for a regulation
Annex IV – Part A – point 1

Text proposed by the Commission

Amendment

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 meet the legal requirements referred to in Articles 4 to 7 throughout their production.

Amendment 339
Proposal for a regulation
Annex IV – Part A – point 2 – point b

Text proposed by the Commission

(b) check **and verify** the information received from suppliers;

Amendment

(b) check the **completeness of** information received from suppliers;

Amendment 340
Proposal for a regulation
Annex IV – Part A – point 2 – point c

Text proposed by the Commission

(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.**

Amendment

deleted

Amendment 341
Proposal for a regulation
Annex IV – Part A – point 3

Text proposed by the Commission

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.**

Amendment

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;

Amendment 342
Proposal for a regulation
Annex IV – Part A – point 5 – introductory part

Text proposed by the Commission

5. A list of actions that the manufacturer commits to carry out in order to ensure that the treatment of end-of-life

Amendment

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:

Amendment 343
Proposal for a regulation
Annex IV – Part A – point 5 – point a

Text proposed by the Commission

(a) measures designed to facilitate removal of parts indicated in Annex VII Part C;

Amendment 344
Proposal for a regulation
Annex IV – Part A – point 5 – point b

Text proposed by the Commission

(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*;

Amendment 345
Proposal for a regulation
Annex IV – Part A – point 5 – point c

Text proposed by the Commission

(c) *the monitoring on how parts, components and materials contained in vehicles belonging to the vehicle type are reused, recycled and recovered in practice*;

Amendment 346
Proposal for a regulation
Annex IV – Part A – point 5 – point d

vehicles is carried out in accordance with this Regulation, with a particular focus on:

Amendment

(a) measures designed to facilitate *a non-destructive* removal of parts indicated in Annex VII Part C;

Amendment

(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;

Amendment

deleted

Text proposed by the Commission

Amendment

(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;

Amendment 347

Proposal for a regulation

Annex IV – Part A – point 5 – point e a (new)

Text proposed by the Commission

Amendment

(ea) research and development activities conducted in order to implement the actions referred to in points (a) to (e).

Amendment 348

Proposal for a regulation

Annex IV – Part A – point 6

Text proposed by the Commission

Amendment

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

deleted

Amendment 349

Proposal for a regulation

Annex IV – Part A – point 7 – paragraph 1

Text proposed by the Commission

Amendment

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

deleted

Amendment 350
Proposal for a regulation
Annex IV – Part A – point 7 – paragraph 2

Text proposed by the Commission

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.***

Amendment

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.

Amendment 351
Proposal for a regulation
Annex IV – Part B – point 1

Text proposed by the Commission

1. The manufacturers shall provide an update of the circularity strategy ***at least*** every 5 years.

Amendment

1. The manufacturers shall provide an update of the circularity strategy every 5 years.

Amendment 352
Proposal for a regulation
Annex IV – Part B – point 2 – introductory part

Text proposed by the Commission

2. The updated circularity strategy shall include the following:

Amendment

2. The updated circularity strategy shall include the ***relevant new changes and in particular the*** following:

Amendment 353
Proposal for a regulation
Annex IV – Part B – point 2 – point a

Text proposed by the Commission

(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

Amendment

(a) a description of how the actions referred to in Part A have been undertaken and, in the case that one or more actions

more actions indicated in the strategy has not been conducted, an explanation of the reasons for this;

indicated in the strategy has not been conducted, an explanation of the reasons for this;

Amendment 354
Proposal for a regulation
Annex IV – Part B – point 2 – point b

Text proposed by the Commission

(b) an assessment of the effectiveness of the actions referred to ***in point 6 of Part A***;

Amendment

(b) an assessment of the effectiveness of the actions referred to Part A;

Amendment 355
Proposal for a regulation
Annex IV – Part B – point 2 – point c

Text proposed by the Commission

(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.***

Amendment

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

Amendment 356
Proposal for a regulation
Annex IV – Part B – point 3

Text proposed by the Commission

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:

(a) changes in the use of parts and components in new vehicles which are easy to dismantle for reuse or for high quality recycling;

(b) changes in the use of materials in new vehicles which are easy to recycle;

(c) the adoption of design features to address the challenges posed by the use of materials and techniques which hamper easy removal or make recycling very challenging, for example adhesives,

Amendment

deleted

composite plastics or fibre-reinforced materials;

(d) changes in the use of recycled materials in new vehicles, remanufactured or refurbished parts and components in vehicles and of compatibility of parts and components from other types of vehicles; and

(e) changes in the use of substances referred to in Article 5 in new vehicles.

Amendment 357

Proposal for a regulation

Annex V – point 1 – introductory part

Text proposed by the Commission

1. Electric vehicle batteries incorporated in the vehicle:

Amendment

1. Electric vehicle batteries ***and light means of transport batteries*** incorporated in the vehicle:

Amendment 358

Proposal for a regulation

Annex V – point 1 – point a

Text proposed by the Commission

(a) number;

Amendment

(a) ***original equipment*** number;

Amendment 359

Proposal for a regulation

Annex V – point 1 – point g a (new)

Text proposed by the Commission

Amendment

(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.

Amendment 360

Proposal for a regulation

Annex V – point 2 – point a

Text proposed by the Commission

- (a) number;

Amendment 361
Proposal for a regulation
Annex V – point 3 – point b

Text proposed by the Commission

- (b) number;

Amendment 362
Proposal for a regulation
Annex V – point 4 – point a

Text proposed by the Commission

- (a) number;

Amendment 363
Proposal for a regulation
Annex V – point 4 – point c a (new)

Text proposed by the Commission

Amendment 364
Proposal for a regulation
Annex V – point 5 – point c

Text proposed by the Commission

- (c) technical instructions on access, removal and replacement, including - coding and software necessary to activate spare parts and components to function in another vehicle;

Amendment

- (a) ***original equipment*** number;

Amendment

- (b) ***original equipment*** number;

Amendment

- (a) ***original equipment*** number;

Amendment

(ca) information, specifications, tools and processes, including software updates, required for remanufacturing and refurbishment.

Amendment

- (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;**

Amendment 365
Proposal for a regulation
Annex VI – point 4

Text proposed by the Commission

Amendment

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

deleted

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

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

(i) Neodymium-Iron-Boron;

(ii) Samarium-Cobalt;

(iii) Aluminium-Nickel-Cobalt;

(iv) Ferrite;

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

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

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

(iii) information enabling access and removal of all permanent magnets incorporated in the product, at least including the sequence of all removal

steps, tools or technologies required for the access and removal of the permanent magnet, without prejudice to Article 15(1) of Directive 2012/19/EU.

Amendment 366
Proposal for a regulation
Annex VII – Part B – point 2 – paragraph 1 – point b

Text proposed by the Commission

(b) air conditionings systems and refrigerants shall be treated in accordance with Regulation (EU) *No 517/2014*;

Amendment

(b) air conditionings systems and refrigerants shall be treated in accordance with Regulation (EU) **2024/573**;

Amendment 367
Proposal for a regulation
Annex VII – Part C – point 1

Text proposed by the Commission

1. Electric vehicle batteries;

Amendment

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*;

Amendment 368
Proposal for a regulation
Annex VII – Part C – point 3

Text proposed by the Commission

3. SLI batteries as defined in Article 3, point (12), of Regulation (EU) **2023/****[on batteries and waste batteries]**;

Amendment

3. SLI batteries as defined in Article 3, point (12), of Regulation (EU) **2023/1542 and portable batteries as defined in Article 3, point (9), of Regulation (EU) 2023/1542**;

Amendment 369
Proposal for a regulation
Annex VII – Part C – point 10

Text proposed by the Commission

Amendment

10. Dashboards;

deleted

Amendment 370

Proposal for a regulation

Annex VII – Part C – point 11

Text proposed by the Commission

Amendment

11. Directly accessible parts of the infotainment system, ***including sound, navigation, and multimedia controllers, including displays of a surface greater than 100 square centimetres;***

11. Directly accessible parts of the infotainment system;

Amendment 371

Proposal for a regulation

Annex VII – Part C – point 13

Text proposed by the Commission

Amendment

13. Wire harnesses;

deleted

Amendment 372

Proposal for a regulation

Annex VII – Part C – point 15

Text proposed by the Commission

Amendment

15. ***Fluid*** containers;

15. ***Fuel*** containers;

Amendment 373

Proposal for a regulation

Annex VII – Part C – point 17

Text proposed by the Commission

Amendment

17. Any other mono-material metal components, heavier than 10 kg;

deleted

Amendment 374
Proposal for a regulation
Annex VII – Part C – point 18

Text proposed by the Commission

Amendment

18. Any other mono-material plastic components, heavier than 10 kg; **deleted**

Amendment 375
Proposal for a regulation
Annex VII – Part C – point 19 – point b

Text proposed by the Commission

Amendment

(b) printed circuit boards with a surface area, larger than 10 cm²; **deleted**

Amendment 376
Proposal for a regulation
Annex VII – Part D – point 1 – point b – point i

Text proposed by the Commission

Amendment

(i) the part or component *is complete*; **(i) the part or component *shall contain all relevant parts*;**

Amendment 377
Proposal for a regulation
Annex VII – Part D – point 1 – point b – point ii

Text proposed by the Commission

Amendment

(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 *remanufactured or refurbished*;**

Amendment 378
Proposal for a regulation
Annex VII – Part D – point 1 – point b – point iii

Text proposed by the Commission

(iii) ***there is no heavy*** corrosion.

Amendment

(iii) ***visual inspection shows that the corrosion does not impede the functionality of the part or component.***

Amendment 379

Proposal for a regulation

Annex VII – Part D – point 2 – point b

Text proposed by the Commission

(b) reference to the vehicle identification number (VIN) of the vehicle from which the component or part has been removed; and

Amendment

deleted

Amendment 380

Proposal for a regulation

Annex VII – Part E – point 2

Text proposed by the Commission

2. Emission after-treatment systems (e.g. catalytic converters, particulate filters).

Amendment

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.***

Amendment 381

Proposal for a regulation

Annex VII – Part F – point 2

Text proposed by the Commission

2. Electric vehicle batteries shall be treated in accordance with Article 70 of the Regulation (EU) 2023/**** ***[on batteries and waste batteries]***.

Amendment

2. Electric vehicle batteries shall be treated in accordance with Article 70 of the Regulation (EU) 2023/1542.

Amendment 382

Proposal for a regulation

Annex VII – Part G – point 1

Text proposed by the Commission

1. *A copy of the written contract between the authorised treatment facility and the facility which performs the shredding operations and uses post-shredding technologies, including the specifications on the quality of the secondary materials and the technical specification followed in processing treatment fractions from end-of-life vehicles.*

Amendment

1. *In order to comply with Article 28(3) of this Regulation, end-of-life vehicles may be shredded together with other waste only if:*

(a) waste electrical and electronic equipment has been treated in accordance with Annex VII to Directive 2012/19/EU;

(b) all batteries have been removed in accordance with Regulation (EU) 2023/1542;

(c) plastic packaging has been separated from packaging waste and metal packaging in accordance with Regulation (EU) 2025/40;

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

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

Amendment 383
Proposal for a regulation
Annex VII – Part G – point 2

Text proposed by the Commission

2. 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.

Amendment

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.

Amendment 384
Proposal for a regulation
Annex VIII – point 1 – introductory part

Text proposed by the Commission

1. Information to be submitted by the producer or its **appointed** representative for extended producer responsibility:

Amendment 385
Proposal for a regulation
Annex IX – point 7

Text proposed by the Commission

7. Name, address, **nationality** of the holder or owner of the vehicle delivered.

Amendment 386
Proposal for a regulation
Annex X a (new)

Text proposed by the Commission

Amendment

1. Information to be submitted by the producer or its **authorised** representative for extended producer responsibility:

Amendment

7. Name **and** address of the holder or owner of the vehicle delivered.

Amendment

Annex Xa

**CRITERIA FOR EXCEPTION OF
VEHICLES OF SPECIAL CULTURAL
INTEREST**

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

(a) the vehicle's unique historical or cultural value or status has been documented either by the vehicle owner or by the competent authorities of the Member State of registration, or the vehicle is a single modified or a custom-built vehicle;

(b) the owner of the vehicle is known and can be identified;

(c) the vehicle can be uniquely identified by a Vehicle Identification Number (VIN), serial number, or other official

*identification assigned by the
manufacturer or by a competent
authority.*