



# Updating the EU regulatory framework for batteries

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*#EUGreenDeal*



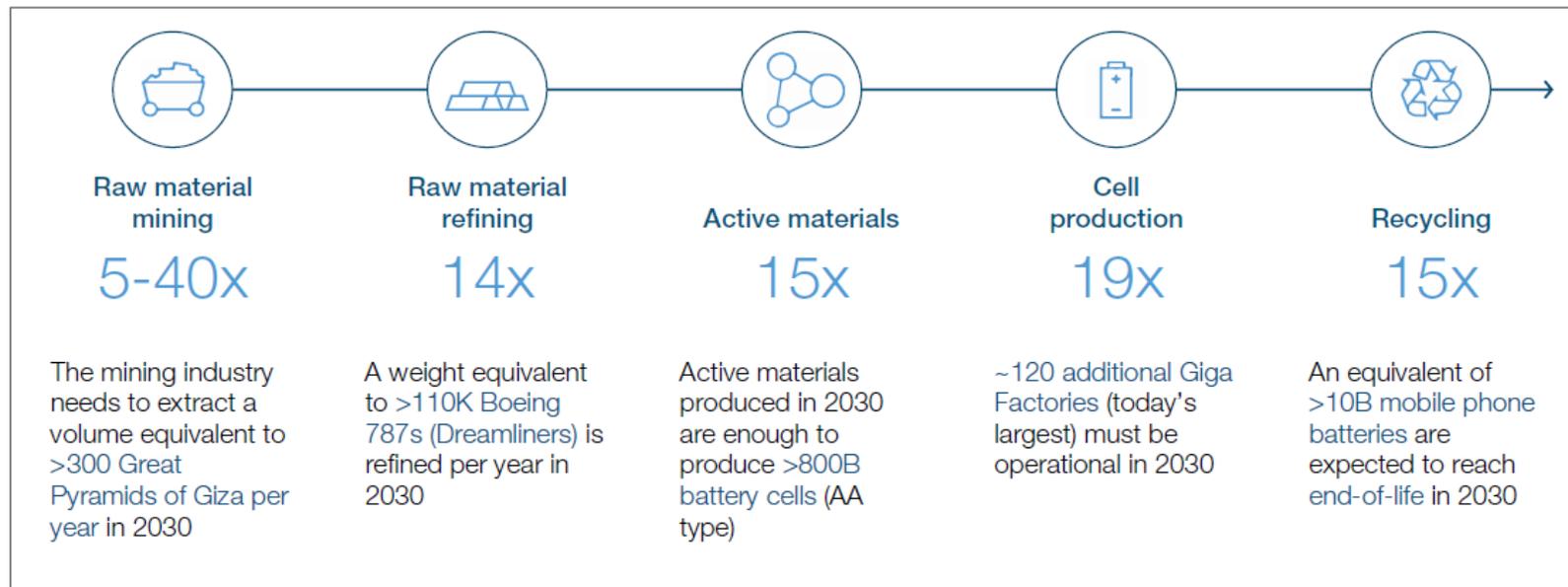


# Policy context

- Existing EU Directive on batteries dates from 2006
- Commission's proposal for a new batteries regulation adopted in Dec 2020
- EU co-legislators have adopted their negotiation mandates in March 2022
- Final text of the regulation is likely to be adopted in the first half of 2023

# Battery production and recycling is a strategic imperative for Europe in the context of the clean energy transition

## Global need to scale up battery production by a factor of 14 across the value chain



- Transport causes roughly a quarter of greenhouse gas (GHG) emissions and is the main cause of air pollution in cities
- In the EU, from 2025 onwards, there is an opportunity to capture the market for batteries valued at up to €250 billion a year

Source: World Economic Forum and Global Batteries Alliance, *A vision for a sustainable battery value chain in 2030: Unlocking the potential to power sustainable development and climate change mitigation*, 2019



# Objectives of the new regulatory framework

- Leverage the EU's internal market to foster the production of sustainable high-quality batteries
- Ensure appropriate collection and recycling of waste batteries
- Ensure better functioning markets for secondary raw materials and related industrial processes
- Reduce the environmental and social impact throughout all stages of the battery life cycle
- Reduce the EU's dependence on imports of materials of strategic importance

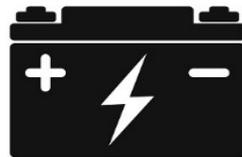
# Main elements of the new regulation

## CHAPTER II – SUSTAINABILITY AND SAFETY REQUIREMENTS

- Restrictions of substances
- Carbon footprint
- Recycled content
- Performance and durability
- Removability and replaceability
- Safety (only for SBESS)

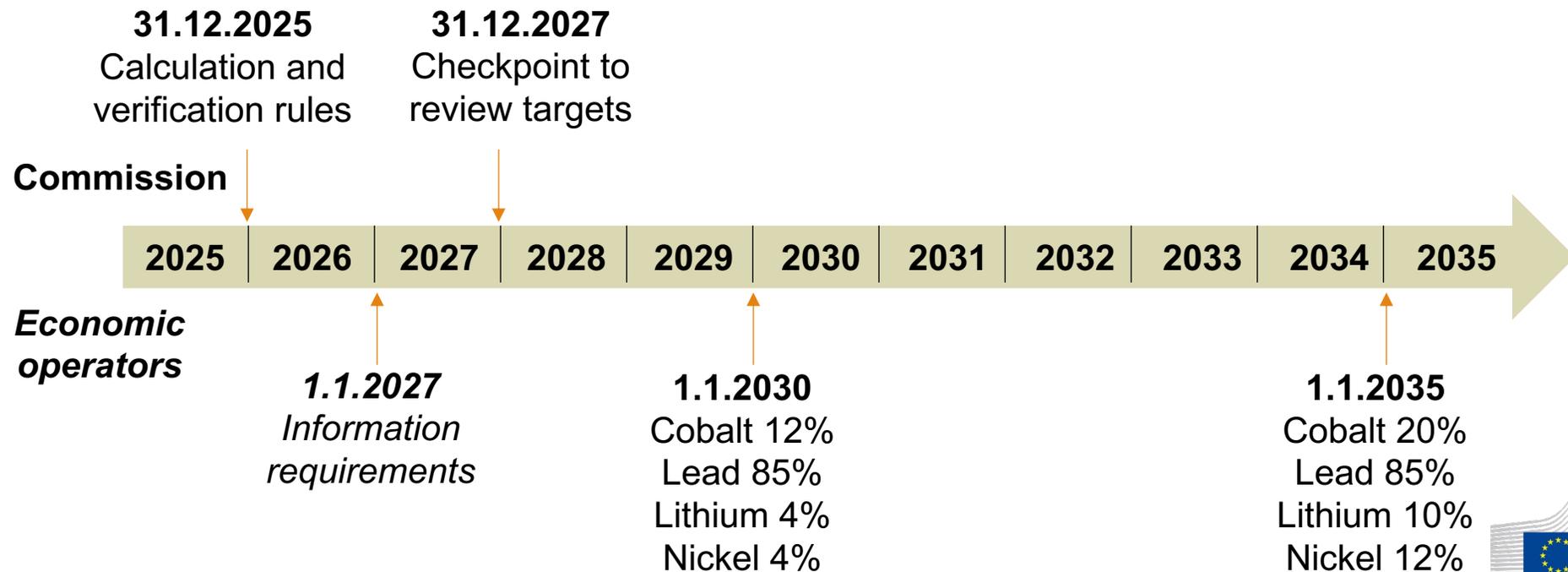
## CHAPTER VII – MANAGEMENT OF WASTE BATTERIES

- EPR obligations for producers/PROs
- Collection of waste portable/LMT batteries
- Recycling efficiency targets
- Material recovery targets
- Shipment of waste batteries outside the EU
- Reporting obligations



# Provisions on recycled content

- Applicable to industrial, SLI (former automotive) and EV batteries
- Staged approach: calculation methodology first, then declaration of recycled content, then minimum targets for recycled content (cobalt, lead, lithium, nickel) originated in manufacturing and post-consumer waste
- Possibility to review targets in 2027-28



# Collection targets for waste batteries

- Obligation on producers to collect batteries placed in the EU internal market once they become waste
- For waste industrial, automotive/SLI and EV batteries, an implicit 100% collection target remains
- For waste portable and LMT batteries, a new methodology based on “Available for Collection” will be adopted to replace the existing methodology based on the volume of batteries placed on the market
- Separate collection targets for waste portable and LMT batteries are still under discussion by the EU co-legislators, but likely to be higher/earlier than in the Commission’s proposal



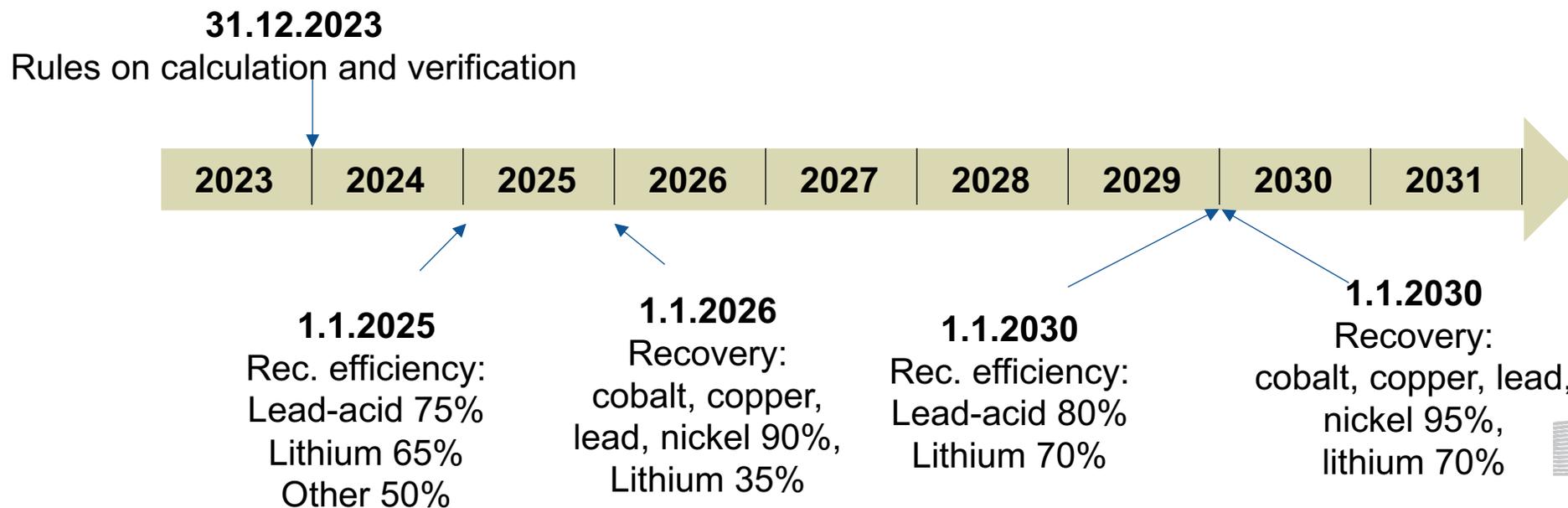
# Targets on recycling efficiencies and material recovery

## RECYCLING EFFICIENCIES BY 2025 AND 2030 (by average weight)

75 % for lead-acid batteries (80% in 2030)  
65% for lithium-based batteries (70% in 2030)  
75% for nickel-cadmium batteries  
50% for other waste batteries

## MATERIAL RECOVERY TARGETS BY 2026 AND 2030

90 % for cobalt in 2026 (95% in 2030)  
90 % for copper (95% in 2030)  
90 % for lead (95% in 2030)  
35 % for lithium (70% in 2030)  
90 % for nickel (95% in 2030)



# Digital Battery Passport

- Scope → LMT, EV and industrial batteries above 2 kWh capacity
- Each passport is an individual dataset, specific for each physical battery, accessible via a **unique identifier**
- Secondary legislation for system architecture, data formats and data access/use policy
- Information to be stored is specified in Annex XIII of the Commission's proposal

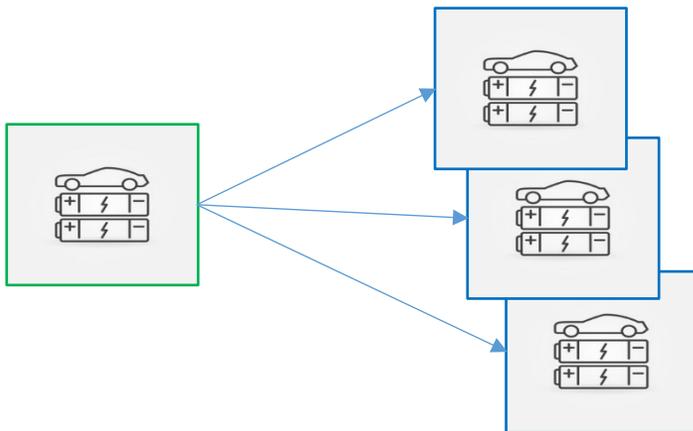
Information specific to each battery model

Information in Annex XIII Part A point 1



Information specific to each physical battery

- (a) information about the values for performance and durability parameters referred to in Article 10(1), when the battery is placed on the market and when it is subject to changes in its status;
- (b) information on the status of the battery, defined as ['original', 'repurposed', 'reused'], or 'waste';
- (c) information and data as a result of its use, including the number of charging and discharging cycles and negative events, such as accidents, as well as periodically recorded information on the operating environmental conditions, including temperature, and on the state of charge;





# State of play of the co-decision

- Co-legislators (EP, EC) adopted their negotiation mandate in March
- Substantial progress during the FR Presidency of the Council, 1<sup>st</sup> trilogue 30.06
- Two more trilogues during the CZ Presidency have achieved partial agreements
- Final political agreement expected at the last trilogue on 9 December
- Regulation will enter into force in Q2-2023