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DRAFT MINUTES
COUNCIL OF THE EUROPEAN UNION
(Environment)
17 June 2025

1. Adoption of the agenda

The Council adopted the agenda set out in document 9996/25.

2. Approval of "A" items

Non-legislative list

10043/25

The Council adopted all "A" items listed in the document above including all linguistic COR and REV documents presented for adoption.

Legislative deliberations

(Public deliberation in accordance with Article 16(8) of the Treaty on European Union)

3. Regulation on circularity requirements for vehicle design and on management of end-of-life vehicles *General approach*



10092/25 + ADD 1

The Council reached a general approach on the Regulation on circularity requirements for vehicle design and on management of end-of-life vehicles as set out in document 10391/25.

Finland, Germany and the Netherlands presented statements, as set out in the Annex.

Non-legislative activities

4. The EU at COP30 - stocktake and road ahead *Exchange of views*

9704/25

Any other business

5. a) Report on a main recent international meeting [2]

Triple Conference of the Parties to the Basel (COP 17), 10215/25
Rotterdam (COP 12) and Stockholm (COP 12)
Conventions
(Geneva, Switzerland, 28 April - 9 May 2025)
Information from the Presidency and the Commission

The Council took note of the information provided by the Presidency and the Commission.

b) Support for recyclers in the current economic context [2] 9967/25 *Information from the Commission*

The Council took note of the information provided by the Commission, as well as the intervention from other delegations.

c) European Water Resilience Strategy [2] 9932/25 *Information from the Commission* 9951/25 + ADD 1

The Council took note of the information provided by the Commission, as well as the intervention from other delegations.

d) United Nations Ocean Conference (UNOC-3) [2] 10272/25 **(Nice, France, 9 - 13 June 2025)** *Information from France and the Commission*

The Council took note of the information provided by France and the Commission.

e) The proposed ban on lead in ammunition and fishing tackle under the REACH Regulation [2] 9964/25 *Information from Czechia, Lithuania and Slovakia*

The Council took note of the information provided by Czechia, Lithuania and Slovakia, as well as the intervention by other delegations.

f) Work programme of the incoming Presidency *Information from Denmark*

- g) **Call for expressions of interest – European Scientific Advisory Board on Climate Change (2026–2030 term)** [2] 10139/25
Information from the Presidency

The Council took note of the information provided by the Presidency.

- h) **EU-wide assessment of the final National Energy and Climate Plans** [2] 10058/25
Information from the Commission

The Council took note of the information provided by the Commission.

- i) **Report on the MED9 meeting of Energy and Environment Ministers (Portorož, Slovenia, 1 - 2 June 2025)** [2] 10087/25
Information from Slovenia

The Council took note of the information provided by Slovenia.

- j) **Launching preparatory work for an ESPR delegated act on high-voltage switchgear** [2] 10202/1/25 REV 1
Information from Bulgaria, Croatia, Czechia, Estonia, France, Hungary, Ireland, Italy, Latvia, Romania, Slovakia, Slovenia and Sweden

The Council took note of the information provided by Bulgaria, Croatia, Czechia, Estonia, France, Hungary, Ireland, Italy, Latvia, Romania, Slovakia, Slovenia and Sweden.

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- [1] First reading
- [2] Public debate proposed by the Presidency (Article 8(2) of the Council's Rules of Procedure)
- [C] Item based on a Commission proposal

Statements to the legislative "B" item set out in doc. 9996/25**Ad "B" item 3:****Regulation on circularity requirements for vehicle design and on management of end-of-life vehicles**
*General approach***STATEMENT BY FINLAND**

“Finland endorses the general approach and supports the objectives of the regulation to promote circular economy in the automotive industry and to ensure environmentally sustainable treatment of end-of-life vehicles. While the general approach provides a good basis for further negotiations between the co-legislators, we underline the importance of the following matters in the upcoming negotiations.

Firstly, we regret that the text doesn’t allow the Member States to regulate that authorised treatment facilities can collect and treat end-of-life vehicles only if they have concluded a contract with a producer or a producer responsibility organisation. This is essential to us since our current well-functioning extended producer responsibility scheme is based on this requirement and enables the traceability of end-of-life vehicles and their parts from delivery to shredding.

Secondly, we are pleased that the cost allocation mechanism for vehicles becoming end-of-life vehicles in another Member State has developed to the right direction during the negotiations. However, we are still concerned about the implementation of the mechanism and the unnecessary burden it would cause to producers and authorities.

Finally, we stress the need to clarify the provisions related to penalties to ensure effective enforcement of the regulation.”

STATEMENT BY GERMANY

“In Germany’s view, the mirror clause contained in the Presidency's compromise proposal for a general approach on the Commission’s proposal for a Regulation 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, is problematic in terms of trade policy, since it acts as a protectionist instrument by creating trade barriers. Therefore, the Federal Republic of Germany does not consider such a clause to be suitable for ensuring the necessary protection of the internal market.

For this reason, Germany calls for an immediate impact assessment of the mirror clause, including the impact in terms of trade policy and trade law, the impact on EU industry and third countries, and implementation issues.

Notwithstanding these concerns, Germany agrees with the Presidency’s compromise proposal for a general approach in the spirit of an overall compromise. The inclusion of the mirror clause in the general approach does not constitute a precedent for future legislation or free trade agreements.”

STATEMENT BY THE NETHERLANDS

“The Netherlands fully supports the End Of Life Vehicles Regulation and its aim of promoting environmentally sound vehicle design and waste management through this Regulation. As regards article 6 of the proposed Council position on the Regulation, The Netherlands wants to reflect that generally speaking it would exercise restraint in the introduction of mirror clauses or similar measures in relation to production standards. While such measures may be justified and necessary to serve legitimate policy objectives, they should always be proportionate, targeted, and consistent with WTO rules. In view of the specific context and overall importance of the proposed Regulation, the Netherlands can support the current wording of article 6 in the End of Life Vehicles Regulation. However, it is essential that unintended negative consequences for the EU’s trading partners and administrative burden for EU and non-EU entrepreneurs are kept to a minimum. Accordingly, it is important for the Commission to monitor the effects of the ELV mirror clause concerning production standards on EU trade relations and to maintain compliance with international trade obligations.”
